

District Councillor Richard Turner

September District Councillor's Report for the Balsham Ward
11th September 2017

Balsham Ward Combined Parishes District and County Councillors Meeting

Next combined Parish Meeting to be held at 7.30 pm on Wednesday 27th September at Castle Camps in Castle Camps Village Hall.

Parish Planning Forum

There is to be a Parish Planning Forum 6pm, tomorrow Tuesday 12th September in the Council Chamber.

Local Plan

We wait for the inspector to provide a draft schedule of modifications to the council including any changes or additions to the council's schedule.

Then, sometime in September, officers will consider the inspector's draft modifications, engage with lead members and raise any concerns with the inspector informally. The inspector publishes the modification and will ask council to conduct public consultation.

If the modifications are considered sound, then our joint trajectory with the city carriers **more weight** in planning considerations relating to the 5 year land supply.

Related Planning

Discussions with Uttlesford District Council.

A Consultation has taken place between officers and Members of SCDC and Uttlesford DC, and with Cambridgeshire County Council to understand the emerging Uttlesford DC Local Plan proposals and their potential impacts for South Cambridgeshire.

In the proposal, the most impactful development for SCDC was judged to be the proposed North Uttlesford Garden Community (NUGC).

From the material and discussions had so far, the Council is not convinced that the evidence provided clearly supports the proposal and it is concerned that there could potentially be negative implications for the District.

(Full response attached)

A1307 Local Liaison Forum Workshop - 6th September, 6-8pm at the Main Hall, Linton Village College

District Councillor Richard Turner

At the meeting, there was an exhibition showing three (3) route wide strategies developed from previous workshops with presentations on project updates and next steps.

Arising from the previous workshops were 49 options. They were looked at more holistically, along with 210 comments and ideas, that were reviewed, assessed and distilled into 3 strategies.

Traffic Modelling

Traffic modelling and traffic survey data. Traffic CRSM (modelling package) considered the whole of Cambridgeshire. Model version 2 became available in July this year and has been validated. This is why meeting delayed from July to now. The model is for Strategic planning but has been tuned to include external growth in Essex and Suffolk. We were informed that it had taken into account the use of electric bikes.

Traffic modelling has been used to test the three transport strategies for a future year of 2031. Also accounts all known growth in the study area.

Strategies

Strategy 1 (Busway via Sawston with park and ride at A505) costs £130 to 145 M, **Strategy 2** (On highway bus with A1307 park and ride and bus only road CBC link) costs £42 to £46M and **Strategy 3** (On highway bus lanes and A1307 park and ride) costs £39 to £44M.

£39 million initial budget estimate. The preferred and recommended Strategy or Strategies will go to board and the board will decide if money can be provided or where the money may come from.

All options get a transition from car use to public transport but walking and cycling not altered projected to 2031. All three reduce time by half from about 20 mins to 10 mins using bus from A11 to CBC and, Haverhill to Addenbrooke's reduced from 45 mins to 30 minutes.

Need for Park & Ride

Need to double the car parking space and best place is near A11. Park and ride at Haverhill less attractive compared to driving to A11. About 25% of traffic from Haverhill go into Cambridge. And 50% from the A1307 to Four Wentways carry on to Cambridge and the other 50% come from the A11.

The number of places in park and ride need to be doubled. Between 1450 to 2000 more spaces.

Time line:

Three options different to Feb 2017 and need to go to assembly with one recommendation at 22nd November assembly meeting. Public liaison meeting

before there is a Public consultation which is planned for Feb 2018. Whatever Strategy is chosen, it is to be completed 2022.

Strategy 1, that includes a guided bus/AVRT or similar, can utilize different legal means to achieve getting it built. The Public and Works Act Order (used in the Cambridge guided bus scheme can be used for bus routes) costing 100s millions for guided busway which needs compulsory purchase.

Domestic Waste Collections

Bin Collections

There have been staff issues so that blue bins were not emptied on Monday 4th September which affected Balsham, Streetly End and Horseheath.

Unfortunately there was very short notice given as way of informing residents that their bins would be emptied the following day.

The issues are mainly down to crew members being off sick and not enough time to make arrangements with agency staff.

There are currently adverts for both loaders and drivers to make the full complement.

Review of recycling.

Domestic waste collection in SCDC and Cambridge City is a core activity of the Single Shared Waste Service, and residents achieve a recycling rate of over 50%.

At present SCDC policy is to operate a 'paper-out' recycling collection service where residents are encouraged to present paper for collection separately to other materials using caddies. This paper is then sold separately. The recycling service operates using 12 trucks; in October 2017 eight 'split bodied' vehicles are due for renewal – these are the vehicles used for collecting blue bin contents alongside paper on the same round in SCDC. Any replacement vehicles will have a lifetime of 7 years; the specification for the vehicles is determined by the materials they are transporting, effectively fixing the collection service for that period. The Shared Waste Service is also continually reviewing good practice, industry guidance, safe operating techniques and cost effectiveness, and all of these inform our recommended collection regimes, charges and policies.

Resident acceptability	+Feedback from informal discussion with Parishes and individuals has been neutral. +Simplification is	+Feedback from informal discussion with Parishes and individuals has been neutral. + In the 2015/16 residents' survey 90% of residents felt the blue bin and caddy service had stayed the same or improved. - Of those residents who expressed
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District Councillor Richard Turner

	often supported by residents, and is easier to communicate.	dissatisfaction with the waste service, issues with the paper caddy were the second most cited reason (13% raised this). -Typically 3250 caddies are reported lost or damaged each year.
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Caddy supply and replacement costs the council £20,000 per year.

Greater Cambridge Partnership – (City Deal)

Rural Travel Hubs - 6th September, 6-8pm at the Main Hall, South Cambs

Rural Travel Hubs have been mentioned as options in the A1307 LLF meetings. The hubs could provide mini park & ride or park & cycle facilities. It is thought that they would be located at existing bus stops but they may also be sited at convenient village locations. There are thoughts that these spaces could be used as a base for council-led, on-demand community transport services.

The concept is part of a wider strategy by the Greater Cambridge Partnership to get more people out of cars and onto public transport, cycling and walking, to tackle congestion and air pollution as the area continues to grow.

Six Parish Councils have come forward with possible sites for investigation however the project is district-wide. It is anticipated that a district-wide review will be conducted.

Next steps

This is viewed as a long-term project, undertaken in a number of stages, and the project team will bring its report, assessment and conclusions to the Greater Cambridge Partnership's Assembly in January 2018 and Greater Cambridge Partnership's Board meeting in February 2018, together with a recommendation about which should be the first two rural travel hubs to be taken forward to detailed design, local consultation and planning permission, and (if approved) construction, including a request for the necessary funding.

Project Manager Kirsty Human (SCDC) or James Blacow (CCC)

Community Awards 2018

Early on in the year, there was an awards ceremony at South Cambridgeshire Hall to celebrate the huge amount of work that local councils, community groups and individuals carried out, in and for, their communities. The awards are very popular and are well received.

The 2017 award categories were:

- (a) Village Hero
- (b) Parish Councillor of the Year

District Councillor Richard Turner

- (c) Environment
- (d) Outstanding Youth Initiative
- (e) Outstanding Local Service or Amenity
- (f) Wellbeing Award
- (g) Special Portfolio Holder Award

It is anticipated that “Community Awards 2018” will be launched in October where nominations will be accepted until mid-January 2018 for the categories that may also include a new “Lifetime Contribution Award”.

Community Chest

An additional £30,000 has been allocated to this award, boosting the £55,000 to an impressive £85,000.

Awarded

From July 2017

Horseheath Parish Council	Repair and replace the windows in the pavilion and equipment to maintain the playing field.	£4,750	£1,000
Horseheath Parish Council	Purchase of two football goals	£1145.84	£1,000
Castle Camps Playground Group	Purchase of a roundabout for the playground	£8,818	£1,000
Castle Camps Parish Council	Purchase of CCTV equipment	£1,881.60	£1000

Refused June 2017

Meadow Primary School	Purchase and installation of a Willow Structure for the children to play in and improve the grounds	£938.40	0	Does not comply with the Community Chest criteria
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Refused August 2017

West Wrattling Parish Council	Repairs to the playground fencing	£1,408.60	£1,000	Did not meet criteria
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Elite Athlete Award Scheme

The Elite Athlete Award Scheme opened for applications on 1 September with £10,000 available to help support local elite athletes reach their potential.

The scheme is open to both able-bodied and disabled athletes, who live in South Cambridgeshire, whether competing regionally, making progress nationally or representing Team GB.

Grants can be used to fund any aspect of equipment, training or competition costs. The maximum grant award will be £2,000 per applicant.

Full details and an online application form can be found at:

<https://www.scams.gov.uk/eliteathlete>

Advice to Parish Councils for Unauthorised Encampments

Gypsy and Traveller illegal encampment advice

It is the responsibility of the Parish Council as landowner to protect their land. If an unauthorised encampment occurs then only the landowner has the legal authority to deal with any problems associated with it.

Additional support for Parish Councils

Clean up:

We will help parish councils clear up public land they are responsible for, such as a recreation ground, village green or playing field, after an illegal encampment moves on. This may involve collecting bagged litter or helping with litter picking. We will also provide parish councils with details for specialist cleaning contractors if they are needed.

Legal advice:

Further legal advice can also be given by The National Association of Local Councils. This service is available to parish councils who subscribe.

<https://www.scams.gov.uk/content/gypsy-and-traveller-encampment-your-land-options>

Asset of Community Value – The Bell Balsham

At a recent officer lead Sustainable Communities & Partnership Team Meeting, the nomination for the Bell Public House, Balsham was not accepted to be added to the list of ACV.

The reasons for the decision are;

1. The map was incorrect because it included a residential property and gardens of neighbouring properties not related to the pub itself. We would be happy to advise the parish on how to submit a valid map.
2. Regarding the non-ancillary uses, there just wasn't enough evidence to support how the pub is a community asset given the information, also provided by the owner. The parish would need to be able to show more detail regarding the types of groups and community uses, including when and how often they meet / have met.

The fact that there is more than one pub is irrelevant in making an ACV decision. The parish is able to nominate any or all assets in the parish and each would be looked at individually based on its validity according to the legislation.

If you would like to chat about this further please contact Siobhan Mellon who is the Development Officer covering the area. Siobhan can be contacted on siobhan.mellon@scams.gov.uk or 01954 713395.

ADDITIONAL INFORMATION

Gypsy and Traveller illegal encampment advice

It is the responsibility of the landowner to protect their land. If an unauthorised encampment occurs then only the landowner has the legal authority to deal with any problems associated with it.

If your land is secure then the likelihood of an unauthorised encampment occurring on it is reduced. Businesses and landowners should balance the cost of securing their property with the costs associated with:

legal action if trespass occurs

the use of Enforcement Agents (known as bailiffs)

damage to the land

removal of waste left behind

loss of business due to obstruction

Not being able to use the land during an encampment

health and safety concerns

the effects on neighbouring businesses and residents. These costs could be substantial for each encampment

Measures to prevent an unauthorised encampment could include:

substantial steel gate with anti-tamper padlock

substantial height barrier to restrict caravans

District Councillor Richard Turner

width restriction
high security retractable bollards or concrete blocks
the use of fencing, ditching and bunding (earth mounds)

Questions from Gypsy

1. What is our official quota, presumably based on total population?

There is no 'official quota'. The number of pitches that we have to provide is determined as part of the local plan process through a needs assessment in the same way we estimate the number of homes we will have to provide for the settled community over the period of the plan.

2. What is the split between permanent and temporary sites?

If by 'temporary' sites you mean 'temporary stopping places' the answer is that we do not have any in South Cambridgeshire. Thus the issues that have recently been experienced generally occur when a group of Gypsies or Travellers are in transit through the district - as you say most commonly in the summer at the time of the local fayres. This year's group is unusually large although not uniquely so.

3. How many can sites accommodate, particularly temporary sites given that we had in excess of twenty caravans at once?

There are two different types of sites: those like Whaddon and Blackwell where SCambs manages 16 rented pitches on each and those that are privately owned either by one or several landowners. Neither of these is designed to provide temporary accommodation. Some sites are large: eg 49 legal pitches at Smithy Fen all in private ownership or a single family site at Rampton which has just 4 pitches.

4. How do travellers know where the pitches are? I assume they are not signposted?

There are no temporary stopping places in SCambs.

5. If this is an increasing issue and consuming more Parish and District Council resources, is it worth considering a traveller liaison/outreach worker? These unlawful encampments are more prevalent in the Summer when they are more transient.

The Housing Service already employs a Traveller Liaison Officer and has done for many years. She has accompanied Enforcement Officers from both SCambs and the **County Councils (George Hay - enforcement officer for highways)** when they have had to engage with the group currently traversing the district. SCambs Officers are very experienced in dealing with these issues which you rightly say are mostly seasonal and have always provided the appropriate support to affected parishes

Uttlesford Local Plan Consultation

Response from South Cambridgeshire District Council

1. South Cambridgeshire District Council (SCDC) welcomes the opportunity to comment on the emerging draft Uttlesford Local Plan. **The main proposal with implications and impacts for South Cambridgeshire is the proposed North**

Uttlesford Garden Community (NUGC) and comments are focused on that proposal. Engagement has taken place between officers and Members of the two Councils and with Cambridgeshire County Council to seek to understand the emerging proposals and their potential impacts for South Cambridgeshire and the adequacy of the supporting evidence. A number of questions about the evidence and rationale for the proposed NUGC are raised in these representations to ensure the Council has a better understanding of the case for the new settlement. At this stage, the Council is not convinced that the evidence provided clearly supports the proposal and is concerned that there could potentially be negative implications for South Cambridgeshire.

However, the Council wishes to continue to engage positively and productively with Uttlesford District Council (UDC) to develop a clear understanding ahead of the next stage in the plan making process. As such, no view has been expressed to date on the principle of the emerging NUGC proposals.

2. SCDC has based its comments around the National Planning Policy Framework (NPPF) statement that to be 'sound' a Local Plan should be positively prepared (meeting development needs and infrastructure requirements), justified (the most appropriate strategy compared to reasonable alternatives), effective (the plan is deliverable over the plan period based on effective cross-boundary working on strategic priorities), and consistent with national policy (it will deliver sustainable development as defined in the NPPF).
3. The NPPF requires Local Planning Authorities to work collaboratively to ensure that strategic priorities across local boundaries are properly co-ordinated to meet development requirements. Local Planning Authorities are expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. These duties apply to both UDC and SCDC. As stated above, SCDC is engaging at officer and Member level with UDC and will continue to do so.
4. A key consideration for SCDC in considering whether the Uttlesford Local Plan is soundly based, is whether it is 'sustainable' in terms of its environmental, social and economic impacts as required by national policy guidance in the NPPF and whether it is supported by robust evidence. Part of this consideration includes taking a strategic view on whether there are potential advantages for South Cambridgeshire arising from the NUGC proposal as well as any potential disadvantages, and also considering the local impacts and implications of the proposal.
5. The NUGC would provide new homes close to existing and planned jobs in regard to the three nearby research institutes and science parks in South Cambridgeshire (Wellcome Genome Campus, Granta Park, and Babraham Institute) and SCDC is aware that they have plans for continued growth. The life sciences cluster extending south from the Cambridge Biomedical Campus is widely recognised as being of international importance and appropriate continued sustainable growth (which the provision of nearby homes could assist), is considered to be important for both the local and national economy,

notwithstanding that some emerging proposals are yet to be considered through the planning process. These new homes have potential to contribute to meeting housing needs in the area, providing local supply of market housing and providing choice. The NUGC could also potentially help to reduce pressures for strategic growth south of Cambridge in the context of next Local Plan for Greater Cambridge, to be prepared jointly between SCDC and Cambridge City Council, work on which is due to commence by 2019 as promised in the Greater Cambridge Partnership (formerly the Greater Cambridge City Deal) agreement.

6. Alternatively, the Council considers that there is a risk that the NUGC could constrain the future growth of the three nearby research institutes and science parks in South Cambridgeshire by overloading local transport infrastructure, taking up additional capacity that could be created in the local road network in South Cambridgeshire through more local mitigation measures (as opposed to strategic improvements, particularly to the A505 for which there is currently no scheme or committed funding). All of the sites have growth aspirations, for example the Wellcome Trust Genome Campus have published a 25 year vision for growth on land located to the east of the existing campus. Whilst this proposal currently has no planning status, it would be of concern if a NUGC were to constrain proper consideration of this potentially nationally important proposal at the appropriate time. There is also a risk that NUGC could prevent or reduce potential for consideration of whether there are better alternative housing-led options to support the growth of the life sciences cluster south of Cambridge.
7. SCDC is of the view that even if the NUGC were demonstrated to have considerable advantages for both districts, it should not be allocated for development unless it can be demonstrated that its allocation in the Uttlesford Local Plan would be both sound and sustainable.

Is the draft Uttlesford Local Plan and the NUGC proposal sound and sustainable?

8. National policy considerations place considerable emphasis on the three components of sustainable development (social, environmental and economic). SCDC recognises that the emerging Uttlesford Local Plan is positively prepared in the sense that it seeks to meet objectively assessed development needs, but considers that questions remain in particular over the transport and landscape implications and impacts of the proposal.
9. SCDC has outstanding concerns that the NUGC proposal may not be able to deliver all the necessary transport infrastructure to enable its development, both in relation to the complete 5,000 dwelling garden community or for the 1,900 dwellings proposed by the emerging Uttlesford Local Plan for delivery by 2033.
10. It is particularly important that any new settlement is supported by appropriate transport infrastructure and that the impacts of development can be adequately and appropriately mitigated. This view is informed by considerable experience in South Cambridgeshire in planning and delivering new settlements. A number of concerns have been identified with the transport

evidence supporting the NUGC which, unless capable of being satisfactorily addressed, would in SCDC's view call into question whether its inclusion in the Local Plan would meet the NPPF tests of being justified or effective. SCDC is involved in ongoing discussions with Uttlesford District Council, and including Cambridgeshire County Council, which aim to fully understand the assumptions made and their potential implications for understanding the transport impacts on South Cambridgeshire.

11. SCDC considers it important that transport evidence for the emerging Uttlesford Local Plan takes full account of the fact that the highway network in this area of South Cambridgeshire already experiences severely congested conditions at peak times, with the A505 between Royston and the A11 being one of the most heavily trafficked routes in Cambridgeshire. In addition many of the junctions in the area are already extremely congested at peak times, particularly around the junction with the A505 and A1301 and at Junction 10 of the M11. This congestion already results in rat-running through local villages to avoid the A505 including in the villages of Hinxton, Ickleton and Duxford.
12. The transport studies informing the emerging Uttlesford Local Plan should also take full account of growth that is already planned not only in Uttlesford but in the area surrounding the NUGC and potentially affected by it, in order to properly understand the impacts arising from the new community.
13. Based on our understanding of the transport evidence, it currently appears to SCDC that the district wide Transport study and the South Cambridgeshire Junction Study have not taken account of the full extent of planned employment growth in Cambridge and South Cambridgeshire. The junction study states that it has taken account of 24,042 new jobs across the two districts, whereas the two Local Plans are planning to provide for the 44,100 jobs forecast by our economic evidence. This means that the transport studies that are intended to support the emerging Uttlesford Local Plan appear not to have taken account of 20,058 planned extra jobs in Cambridge and South Cambridgeshire. SCDC is concerned that this is potentially a significant flaw, especially in the context of the growth aspirations of the three research institutes and Science Parks in the south of the district.
14. It seems that the studies have not taken any account of planned growth in West Suffolk at Haverhill on the A1307 for 5,000 homes over the plan period, much of which will rely on the A1307 to access jobs in the Greater Cambridge area and especially at the Cambridge Biomedical Campus. The importance of this link and its inadequate capacity explains its inclusion in the Greater Cambridge Partnership's A1307 project. This is important because the NUGC is also stated to rely on the A1307 for the majority of vehicle journeys to the north towards Cambridge. Those residents who need to access the employment areas to the west and north of Cambridge via the A505 and M11 will add to the pressure on the A505 and lead to additional village rat-running.
15. SCDC also notes that the junction study does not seem to take account of planned growth around Royston in North Hertfordshire when it does take account of distant growth in Harlow, Chelmsford and Epping Forest.

16. There are therefore a number of technical queries in relation to the transport evidence SCDC wishes to follow up with Uttlesford District Council through continued engagement, which we consider could have implications for the soundness of the evidence and influence our other comments.
17. SCDC has also considered the proposed NUGC proposal in the context of the NPPF requirement for Local Plan proposals to be deliverable and viable. The South Cambridgeshire Junction Study states that road mitigations exist to support the delivery of 3,300 homes at the NUGC site, for which it provides initial costings of £7.5m to £11m. However, no mitigations for the full 5,000 home site have been identified which in SCDC's view raises questions about its deliverability and therefore the effectiveness of the Local Plan. It also seems clear that the viability evidence supporting the NUGC site has not taken account of up to £10m of mitigation measures. Setting aside questions about the robustness of these figures, it appears that the viability study has not taken account of a considerable additional expense and SCDC urges UDC to consider carefully whether there is robust evidence to show that the NUGC is deliverable and that the plan including the NUGC is effective.
18. The delivery of these 3,300 homes would remove any 'spare' capacity on the Cambridgeshire highway network close to the Uttlesford border, with implications for future growth in this successful and dynamic part of South Cambridgeshire, ahead of considerations of the development strategy looking beyond the current emerging South Cambridgeshire Local Plan time horizon of 2031. The Mayor of the new Greater Cambridge and Greater Peterborough Combined Authority has identified as a priority preparation of a non statutory spatial plan for the area and Cambridge City and South Cambridgeshire District Councils have committed to starting work on a joint Greater Cambridge Local Plan by 2019.
19. UDC recognises that for the full NUGC development to come forward it is likely to require a major upgrade to the A505. Upgrading of the A505 is recognised as being an important scheme for the southern part of South Cambridgeshire, but there is currently no scheme or identified funding and therefore no certainty that major improvements will come forward in the time frame to deliver the full NUGC. Under these circumstances SCDC understands that only a smaller new settlement would be able to be delivered. If this were to be the case, SCDC has questions about the sustainability of a smaller settlement, including whether it would be able to support a secondary school, which the council regards as a fundamental requirement of achieving a sustainable new settlement.
20. SCDC acknowledges that the proximity of the NUGC to the station at Great Chesterford is a potential advantage; however the station currently supports only a limited number of stopping services unlike the stations at Whittlesford Parkway and Audley End. SCDC considers that development of NUGC could be expected to add to the pressure on those stations and on the local roads providing access to them.

21. The development of the NUGC, according to the evidence supporting the draft Uttlesford Local Plan, would have significant negative impacts on landscape. SCDC does not consider that it has been demonstrated at this stage that these can be appropriately mitigated or that it is possible to develop the new community avoiding ridgelines and elevated valley sides. The Council considers that major development on the site could appear to be an alien and intrusive element in the local landscape which would be visible in long distance views. SCDC has not been able to identify anywhere in the evidence supporting the emerging Uttlesford Local Plan where it has been demonstrated that reasonable alternatives do not exist which would have a reduced impact on the landscape. For SCDC, these points call in question whether a Local Plan including the NUGC would meet the NPPF test of being appropriately justified.
22. Turning to other infrastructure issues. There are known downstream flood risks below the NUGC site and potential impacts on the aquifer which underlies the site. Both are matters which are the statutory responsibility of the Environment Agency who will consider both matters in their comments on the Local Plan. The potable water supply for Cambridge and South Cambridgeshire delivered by the Cambridge Water Company is all derived from groundwater supplies and SCDC considers that it must be demonstrated that the NUGC would not jeopardise or reduce this supply. The Council does not yet consider that the consistency of the NUGC proposal with the environmental policies of the NPPF has been demonstrated. The Water Cycle Study reports that a new or extensively upgraded water recycling centre will be required to serve the NUGC but there appears to be no mention of this in the New Settlement Economic Viability Study entry for the NUGC, nor is any allowance made for the cost of supplying potable water to the site.
23. A sustainable garden community would have a secondary school at its heart. As referred to above, it is unclear to SCDC whether a development capped at 3,300 homes by the capacity of the local roads would be large enough to support a secondary school or that its provision would be viable and so deliverable. This would be important for the consistency of the NUGC proposal with the social and place making policies of the NPPF to be demonstrated. The timing of delivery and implications for existing secondary schools in the area, including on South Cambridgeshire is not clear. SCDC is concerned that if a secondary school is not provided early in the NUGC development some children would need to travel to Cambridgeshire Village Colleges in Sawston and Linton (if they have any capacity to accommodate them), adding to the traffic on local roads especially in the morning peak.
24. SCDC notes that the Uttlesford Local Plan Housing Trajectory assumes that no more than 175 dwellings a year can be delivered at the NUGC and Easton Park Garden Communities and 150 dwellings on Land West of Braintree. It has been said that these rates are supported by evidence but it remains unclear at this stage what this evidence consists of. The annual delivery rates assumed for large scale developments that will build out beyond the plan period are an important consideration because of their implications for overall housing delivery. NUGC is located in a desirable location and SCDC considers it is worth questioning carefully whether the assumed annual average completion

rates are the most appropriate. The site developers state that they can deliver homes at higher annual rates. SCDC's own demonstrable evidence from Cambourne shows that average rates of around 220 homes a year over several economic cycles can be justified for South Cambridgeshire. This evidence was accepted by objectors at the South Cambridgeshire Local Plan Examination who proposed that 250 dwellings a year would be a reasonable assumption in relation to Northstowe, Waterbeach and Bourn Airfield new settlements. It is also noted that the emerging Braintree Local Plan itself allows for 250 completions per year on its portion of the Land West of Braintree garden community site.

25. One implication of the build-out rate assumed for NUGC is that NUGC residents will remain dependent for longer upon Saffron Walden and other settlements for access to services and facilities. The Local Plan is unclear on how this impact is proposed to be mitigated.
26. SCDC suggests that a reasonable alternative option which could be explored would be to increase the delivery rate at Easton Park to 250 homes a year which could boost delivery by 675 homes by 2033 which in combination with other alternative sites could mean that the NUGC site would not be needed. This may not prove to be the most appropriate strategy for the Uttlesford Local Plan but this has not yet been demonstrated as part of evidence supporting the NUGC proposal. It could also potentially allow for first completions on one or both of the other new settlements proposed for first completions in 2021/2022 to be set back by a number of years to be more realistic and in alignment with evidence from elsewhere on the time taken to get first completions at major new settlements.
27. At the earliest, adoption of the Uttlesford Local Plan is not expected until Spring 2019, and it is not clear whether any decision has yet been made whether NUGC policy SP7 will be supplemented by preparation of an Area Action Plan or a Supplementary Planning Document (the preparation of which will take up at least a year). Whilst some time can be saved by twin tracking planning processes there are practical limitations to what can be achieved by doing so. SCDC is also expecting first completions on new settlements at Bourn Airfield and Waterbeach New Town in 2021/22. However, the South Cambridgeshire Local Plan was submitted for examination in 2014, adoption is expected in Spring 2018, the site promoters have been in place for many years, and SPDs are already in preparation for both sites. SCDC suggests that UDC gives further consideration to these questions and whether it is realistic to depend upon first completions at the NUGC in 2021/2022.
28. If the NUGC allocation is retained in the emerging Uttlesford Local Plan moving forward, SCDC proposes that the following changes to Policy SP7 should be considered by UDC:
 - (a) Paragraph 4 - include a requirement for 'reliable and high quality' public transport services and make explicit mention of Granta Park, the Babraham Research Campus and Whittlesford Parkway Station as destinations and employment parks.

District Councillor Richard Turner

- (b) Paragraph 5 - make explicit reference to junction improvements at junction 10 on the M11, and also to improvements to the junction of the A1307 and A505 that may be required once proper consideration has been given to growth at Haverhill and job growth in Cambridge and South Cambridgeshire. The wording that transport contributions 'will be sought' is also not a clear requirement and should be strengthened. The policy should commit to the development mitigating its impact on these junctions, and also to the provision of mitigation measures in villages all around the site. Paragraph 5 should also be clear it is referring to Babraham Park & Ride.
 - (c) Paragraph 7 – amend to commit to providing sustainable drainage systems which limit downstream runoff to existing greenfield rates as a minimum and to providing appropriate betterment as a planning gain for communities downstream.
 - (d) Paragraph 11 - include a policy requirement to prevent the development of ridgelines and elevated valley sides, given that the NUGC proposal is not supported by evidence which demonstrates that it would have an acceptable impact on the local landscape.
29. SCDC intends that the above comments are constructive and helpful to UDC as it moves forward with the emerging Local Plan, and wishes to continue to engage with UDC during the plan making process.

Report for Parish Councils - August & September 2017

City Deal

The final LLF workshop was held at Linton Village College on September 6th. This is to look at the A1307 corridor as a whole and the 3 proposed schemes for improving it. Following this will be the next formal public meeting of the LLF at the end of the month to look at these proposals and how well each of these schemes were scored and next steps moving forward.

Highways

The LHI Scheme is still open and you have until 15th October to submit any bids (one per group) you think need addressing. As previously reported there is a new charge that is to be introduced this year, and it's to accommodate for the officer's time that aids with feasibility studies and the submission of applications. There is detailed information on each type of scheme and the costs involved at <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-your-local-highway/local-highway-improvement-funding/> so you can get an idea of the cost before proceeding or not.

Also, the state of Cambridgeshire roads is deteriorating and the County Council has been awarded £3.5m from the government to improve these, but Fenland will likely take the bulk of this as they have 65.6km of cracked, drought damaged fen road that need to be repaired. Some might say it would be more beneficial to repair the road in other, more heavily used, areas of the county that aid business and add to the economy of Cambridgeshire more.

Children's Centre Consultation

I've previously reported on the consultation on the 're-designation' of Children's Centre across the county, including Linton's. This consultation is still open for comment but closes on the 22nd so please do respond if you do have a view on this.

<https://www.cambridgeshire.gov.uk/residents/children-and-families/children-s-centres/children-s-centres-consultation/>

HOOPS

Housing Options for Older People - SCDC and the County Council are working on a 6-month pilot project looking at housing options for older people. The project is aimed at offering specialised advice and support for

older people. The first stage is a questionnaire asking older people (65+) about their home and how it suits them, this can be done online or via a leaflet <http://hoop.eac.org.uk/> there will be press releases a plenty on this, and is supposed to encourage independent living for the elderly

Guided Bus

For those for you that have an eye on the news, you will be aware that the guided busway is having some structural problems and the County Council are taking legal action against the contractors, BAM Nuttall. They fully expect to settle out of court, but it doesn't bode well for any future proposed guided busway projects.

Library Services

There are, and will be further, consultation events in Cambridgeshire's libraries regarding their futures. The County Council are looking to economise their library service by looking at the staffing options, so potentially having fewer staff, a community run service or even an unmanned library service. More information on these workshops can be seen here - <https://www.cambridgeshire.gov.uk/news/future-libraries-community-groups-invited-to-help-shape-libraries-in-cambridgeshire/>

Cambridge Ice Rink

The ice rink in Cambridge, which is being loaned £1.85m from SCDC, has now been signed off so work can commence. It will be on land leased from Marshalls on Newmarket Road, next to the Park & Ride. It will be a 1000-seater permanent rink which will be built to international standards and is due to open summer 2018.