

Meeting on 3<sup>rd</sup> December 2018

## **Clerk's report to councillors**

**2. Apologies for Absence** – none known.

**4. To approve the minutes of the meeting on 5<sup>th</sup> November** – copy previously provided.

## **6. Matters Arising:**

**6.1. Neighbourhood Development Plan** - to update councillors on the progress since the last meeting (AP).

**6.2. Residential Development, Land North East of Mandene Gardens** – to report on the outcome of the decision of the Development Management Committee (GS). The decision notice will be available on the public access portal once the wording of the conditions has been agreed and the application has been signed off.

**6.3. Little Gransden Airfield and Gliding Club** – to report on the outcome of the decision of the Development Management Committee relating to the Gliding Club's application to vary planning conditions. Additionally, to report on the Consultative Committee meeting (NG).

**6.4. Planning Forum** – to report on the planning session for Parish Councils, delivered by HDC (GS).

**7. Local Highway Improvement Bid** – to consider the Feasibility Report ahead of the presentation to the panel on 13<sup>th</sup> December and whether the report is agreed. The Highways Engineer has advised:

“We have contacted the police regarding a 50mph speed restriction as requested in your application. They have indicated they will not be supportive of a reduced speed limit unless the current speeds through this section are more in line with 50mph, based on speed data collected from the site. In their opinion, vehicles speeds are generally related to the driver's perception of the environment and road conditions. Therefore, if there is no significant difference between the 60 environment and the 50, drivers do not tend to reduce their speed accordingly.”

On 27/11/18 the Highways Engineer completed the Feasibility Report.

“I drove through the section of carriageway with the bends and the blind summit today (6 times in each direction). Average speed 50 - 55mph, and the bends did not appear to be a significant issue. However the blind summit did appear to be an more of an issue, particularly travelling eastbound. On that basis I have included for warning signs with blind summit subplate and kicker arrows on each approach at 1 and 2 second intervals (based on 60mph). For the bends, I have allowed for slow markings only. The MVAS has also been included (I can include the bend warning signs if required). The budget cost for the scheme is £7,073 with a contribution of £1400 (20%) based on your initial application.”

**8. Bowls Club** – request on behalf of the Bowls Club to widen the existing kitchen, requiring re-positioning an internal stud-partitioned wall by some 2'6". As the landlord, the permission of the Parish Council is required. Relevant clause of the lease dated 24<sup>th</sup> November 2010 - the tenant cannot alter or add to the property nor allow anyone else to do so, unless the Landlord gives consent in writing – clause 3.10

**9. Clerk's Financial Statement** – will be available before the meeting.

**10. Cheques for Approval** – will be available before the meeting.

**11. Dates for Next Year's Meetings** – to consider the list of meeting dates for 2019:

Jan 7; Feb 4; March 4; April 1; April 25 for Annual Parish Meeting; May 13; June 3; July 1;  
Aug 5; Sept 2; Oct 7; Nov 4; Dec 2.

**12. Highways** – any matters to report.

**13. Correspondence:**

**13.1 Inspection of Village Trees** – to consider more frequent inspections following the Court of Appeal decision as advised by the Parish Council’s insurers, Zurich:

“The recent Court of Appeal decision in the case of Cavanagh v Witley Parish Council serves as a reminder that any landowner has to have a risk based, planned and managed approach to the risks that trees on its land bring.

In this case the Judge in the lower courts found that the parish council’s approach to inspection of trees on a blanket three yearly cycle was inadequate and failed to take into account trees in higher risk locations, asserting that a more frequent and rigorous inspection on the particular tree in question would have identified the decay that subsequently led to the tree falling into the path of a bus. The parish council appealed, but the appeal was rejected and the original finding upheld by the Court of Appeal.

What does this mean for you?

As we have previously outlined to the LCAS membership, a tree management strategy and framework needs to be established and implemented. The approach cannot be a blanket, in terms of timetables, and inspection frequencies will need to be flexed to reflect risk. Councils should seek the advice and support of suitably qualified arboricultural experts. Your local unitary authority, county or city council may also be a useful point of reference in how they risk manage their tree stock.”

**16.2. Huntingdonshire Local Plan 2036** – <http://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/examination-of-the-local-plan/letters-tofrom-the-councilinspector/>

Next steps by HDC:

- To ensure all residents are aware of the current position
- We will confirm with the inspector if we accept his recommendations (as per the delegation set out in the report to Full Council in March 2018)
- Once he has been notified, and agrees with our position we will start a statutory full public consultation period of 7 weeks – the modification consultation. We hope to get this underway in December but that is very much dependent on the Inspectors own workload.

**16.3. Bikeability Cycle Training in Schools** – letter from Cambridgeshire County Council:

“Bikeability cycle training is offered as a free service to all Cambridgeshire primary schools. To date this has been funded through a Department for Transport (DfT) grant to Cambridgeshire County Council. Due to growing demand, the DfT have not been able to provide a guarantee that all of the funding required will be available.

More information about Bikeability can be seen at this link: <https://bikeability.org.uk/>

For the current financial year full funding is in place, but from April 2019 there may not be enough funding to ensure that every school is offered all of the training places that they require. Currently it costs £40 per pupil to participate in the training.

The funding situation was discussed by the County Council’s Economy and Environment Committee on 12<sup>th</sup> July 2018. It was resolved that officers should contact Parish, Town and District Councils, as well as schools, to gauge their appetite to consider making some sort of financial contribution towards the cycle training, to ensure that demand can be met in their local area.

I am therefore writing to your Council to see if you would be prepared to make a financial contribution towards cycle training in your area.”

**16.4. Sand Road junction** – request from local resident for improvements:

“I am writing to you regarding the Sand Road junction. It is obvious to all villagers that the plan submitted by Catesby Does not increase vision at all. My idea is that under the LHI initiative, new road markings be put in place to make traffic stop at the junction from whichever direction they approach. At the moment Sand Road and Church Street have stop lines painted on the road and my plan would be to have stop lines on East Street and Mill Road. I think that if all traffic had to come to a stop at this junction it would be a lot safer. It would also have the benefit that no damage will be done to the old hedge on the corner of Sand road and East Street, and it would obviate the need to rip apart the front garden of a grade 2 listed property.”

**17. Planning:**

**17.1. 18/02351/TREE re-pollard 2 mature willows, 19 Middle Street.**

**17.2. 18/02269/FUL erection of a single dwelling with associated amenity area, following the demolition of an existing commercial premises Units 1 To 2 at Leycourt Eltisley Road.**

(Extension granted to 4<sup>th</sup> December)

**17.3. Proposed residential development on land to the west of West Street** following the public consultation event.

**4. 18/02481/PIP erection of a dwelling (planning in principle) Land Adjacent to the North West of 43 Mill Road.**