

Meeting on 1st July 2019

Clerk's report to councillors

2. Apologies for Absence – to receive apologies for absence.

4. To approve the minutes of the meeting on 3rd June 2019 – copy previously provided.

6. Matters Arising: Councillors to provide reports as listed on the agenda.

7. Consultations:

(a) **A428 Black Cat to Caxton Gibbet.** Email from Highways England:

About the scheme www.highwaysengland.co.uk/a428

We are proposing to improve journeys between Milton Keynes and Cambridge with a new 10 mile dual carriageway between the Black Cat roundabout and Caxton Gibbet junction. We're also creating and improving a number of junctions including a new three tier junction at Black Cat roundabout, which will allow traffic to flow freely on the A1 and the new dual carriageway. The existing A428 between St Neots and Caxton Gibbet will be de-trunked and retained for local traffic, public transport, walkers, cyclists and horse riders.

About the consultation

Our public consultation runs from 3 June to 28 July 2019 and your feedback will help us develop our proposals further to the stage when we are ready to submit our Development Consent Order (DCO) application.

Please come and visit us at any of the following consultation events where our team will be available to discuss our plans and answer your questions.

Venue	Date
Wyboston Training Centre (Oakley Suite), Wyboston Lakes, Great North Road, Wyboston, Bedfordshire MK44 3AL	Thursday 13 June 12:00 to 20:00
St Neots Priory Centre, Priory Lane St Neots, Cambridgeshire, PE19 2BH	Friday 21 June 12:00 to 20:00
Wyboston Village Hall, Wyboston Bedford MK44 3AG	Monday 24 June 12:00 to 20:00
Newton Primary School, Caxton End, Eltisley, St Neots, Cambridgeshire, PE19 6TL	Saturday 29 June 10:00 to 16:00
Stuart Memorial Hall, Church Street, Tempsford, Sandy, Bedfordshire, SG19 2AW	Tuesday 2 July 12:00 to 20:00
Yelling Village Hall, High Street, St Neots, PE19 6SB	Thursday 11 July 12:00 to 20:00
Doubletree by Hilton, Cambourne Cambridge Belfry, Back Lane,	Monday 15 July

Cambourne, Cambridgeshire, CB23 6BW

12:00 to 20:00

Roxton Village Hall, High Street, Roxton,
Bedford MK44 3EA

Thursday 18 July
12:00 to 20:00

We will also be holding some pop-up events in shopping centres and taking our mobile visitor centre to additional locations. You can find more details on our website www.highwaysengland.co.uk/a428.

Printed and reference copies of our consultation materials are available to view at the following deposit points:

- St Neots Library
- Papworth Library
- Cambourne Library
- South Cambridgeshire Hall
- Sandy Library
- Huntingdonshire District Council
- Bedford Borough Council
- Milton Keynes Library

Get involved and take part in our consultation:

Visit: highwaysengland.co.uk/a428

(b) Histon and Impington Neighbourhood Plan. Email from South Cambridgeshire District Council:

Histon & Impington Parish Council submitted the Neighbourhood Plan for its parish to us (South Cambridgeshire District Council, SCDC) on 3 June 2019, along with its supporting documents. We are responsible for all the remaining stages of making the Neighbourhood Plan and we have confirmed that the submitted Neighbourhood Plan and its supporting documents comply with all the relevant statutory requirements. You have received this email because you are a consultee or have asked to be notified. You have received this email because you are a consultee or have asked to be notified.

We are seeking your views on the Neighbourhood Plan before it is considered by an examiner and can proceed towards a referendum. **Comments can be submitted to SCDC between 9am on Wednesday 19 June and 5pm on Wednesday 31 July 2019.**

How can I make comments?

There are a number of ways that you can comment:

- using the online consultation system: <http://scams.jdi-consult.net/localplan/>
- emailing us at neighbourhood.planning@scams.gov.uk
- writing to us at Planning Policy Team, SCDC, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

Please include your name, and both your postal and email addresses with any comments so we can keep you informed on the progress of the Neighbourhood Plan.

Where can I view the Neighbourhood Plan and its supporting documents?

To view the Neighbourhood Plan and its supporting documents, visit:

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

For the duration of the consultation you can also view the Neighbourhood Plan and its supporting documents at our offices in Cambourne or at the Parish Office of Histon & Impington Parish Council - Histon & Impington Recreation Ground, New Road, Impington, CB24 9LU - the official opening hours for the Parish Office are Monday – Thursday 9.30am to 12.30pm and Tuesdays only 2 – 4pm

What is the Histon & Impington Neighbourhood Plan?

A Neighbourhood Plan is a way for communities to take a proactive approach to deciding the future of the places where they live and work. Once 'made' (adopted) a Neighbourhood Plan has the same legal status as the district wide Local Plan, and alongside the Local Plan will be used in deciding planning applications that fall within its area. Further information is available on our website:

www.scambs.gov.uk/neighbourhood-planning

The Histon & Impington Neighbourhood Plan sets out a range of planning policies which cover many issues that are considered important to the local community. This includes policies for conserving the essential village character; meeting local housing needs; protecting important green spaces in the village and encouraging a successful economy.

We look forward to receiving your comments on the Histon & Impington Neighbourhood Plan.

Draft Histon & Impington Village Design Guide Supplementary Planning Document (SPD)

We are also consulting on the draft Histon & Impington Village Design Guide SPD. This has been developed alongside the Neighbourhood Plan, as a design-focused tool to guide all new development in the village. Please visit our dedicated webpage here

www.scambs.gov.uk/villagedesign.

(c) Draft Bourne Airfield New Village Supplementary Planning Document. Notice from South Cambridgeshire District Council:

South Cambridgeshire District Council has prepared the draft Bourn Airfield New Village Supplementary Planning Document (SPD) for public participation. The purpose of the SPD is to assist in delivering the objectives as set out in Policy SS/7 (Bourn Airfield New Village) of the adopted South Cambridgeshire Local Plan (2018).

The draft Bourn Airfield New Village SPD relates to land located to the south of the A428 on the site of Bourn Airfield situated about 11km west of Cambridge City Centre. The site comprises a former WWII airfield, adjoining agricultural land and a partially occupied employment site. The SPD provides guidance about how the new village should be designed, developed and delivered. It has been prepared to guide a comprehensive approach to development and infrastructure across the whole site.

A six-week consultation period begins on Monday 17 June 2019 during which comments can be made. The responses received will be considered by the Council before finalising the SPD for adoption. **All comments must be received by 5pm on 29 July 2019.**

From the start of the consultation period the draft SPD and its accompanying Sustainability Appraisal & Habitats Regulations Assessment Screening Report, Equality Impact Assessment and Consultation Statement, and other relevant supporting documents can be viewed online at the District Council's website (<https://www.scambs.gov.uk/bournairfieldspd>) and will be available for inspection at:

- South Cambridgeshire District Council offices at South Cambridgeshire Hall, Cambourne, Cambridge CB23 6EA (8.30am – 5.00pm Monday to Friday).
- At Cambourne Library, Sackville House, Sackville Way, Cambourne, CB23 6HL (Monday & Friday 9am – 5pm, Tuesday & Saturday 9am-1pm, Thursday 4-7pm).

We are holding three drop in events locally. This is your chance to come and talk with one of our planning officers about the SPD. The events are: JUNE

Thursday 27	Cambourne Village College, Sheepfold Lane Cambourne, CB23 6FR	3.30-8.00pm *
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JULY

Wednesday 3	Caldecote Village Hall, Furlong Way, Highfields Caldecote, CB23 7ZH	3.00-7.30pm
Wednesday 10	Sheltered Housing Communal Building, Hall Close, Bourn, CB23 2SN	3.00-7.30pm

8. Local Highway Improvement Bid 2020/21 – email from Huntingdonshire District Council:

I am pleased to inform you that we are now accepting Local Highway Improvement (LHI) 2020/21 applications.

The submission deadline for LHI applications is **Sunday 4th August**, following which you will be contacted by an officer to develop your Feasibility Study. They will work with you to ensure your project scope and budget are accurate and achievable before your proposal being presented to the LHI Member Advisory Panels in January 2020.

Please ensure you have read through the supporting LHI guidance available online before completing the application.

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-your-local-highway/local-highway-improvement-funding/>

Please complete the application form electronically, save and submit via email to Local.Projects@cambridgeshire.gov.uk.

If you have any queries or questions, please do not hesitate to contact us using Local.Projects@cambridgeshire.gov.uk

9. Highways England Local Improvement Funds. Details taken from Highways England website:

The Department for Transport has allocated £900 million of funds to Highways England over the 6 year spending period covering 2015 to 2021.

These funds allow for actions beyond business as usual. They:

- help Highways England to invest in retrofitting measures to improve the existing road network
- maximise opportunities to deliver additional improvements as part of new road schemes

There are 5 designated funds:

- environment – £300 million
- cycling, safety and integration (CSI) - £250 million
- air quality – £100 million
- innovation – £150 million
- growth and housing – £100 million

Our plans for these funds are in the [Highways England Delivery Plan 2015-2020](#).

Our aim is a strategic road network that works more harmoniously with its surroundings to deliver an improved environment.

Improving the environment is an important outcome for us, as identified in our Strategic Business Plan (SBP) and the [Road Investment Strategy \(RIS\)](#) . To achieve these objectives we will operate and improve the road network in a way that protects and supports people and the things we value for our quality of life, both now and for future generations.

This will encompass:

- protecting human and environmental health with clean air and water
- preserving an attractive landscape with a protected countryside and clean and visually appealing towns and cities
- thriving wildlife with increasing biodiversity
- reduced levels of noise and light near homes and in the wider countryside
- protection of our historic environment including heritage assets and their setting

The [Road Investment Strategy \(RIS\)](#) identifies areas where we can deliver environmental improvements to the [Highways England road network](#).

These are focused on the following topic areas:

- noise
- water
- carbon
- landscape
- biodiversity
- cultural heritage

Cycling

Our [Delivery Plan](#) sets out a number of high level objectives that seek to:

- improve cycling facilities on or near our road network
- reduce the impact of our roads as a barrier to cycling.

This includes developing annual programmes of work through designated funds to improve cycling facilities. For example:

- new cycle crossings
- cycle lanes
- improved signage and safety schemes
- ensuring that wider road network investments incorporate cycling facilities

These cycling facilities will provide integrated, high quality routes that are safe, direct, connected, comfortable and attractive, linking with wider cycle networks where appropriate.

We will deliver no fewer than 200 cycling facilities and crossing points on or around [our road network](#) by 2021. We will deliver at least 150 of these by the end of Road Period 1.

Safety

We believe no-one should be harmed when travelling or working on our roads.

Our [Delivery Plan](#) sets out our plans to achieve this for Road Period 1. Our approach is to continuously improve safety. We will invest in our road network to prevent incidents from occurring and to reduce the severity of those which do occur.

This will build on the traditional engineering, enforcement and education initiatives. We will develop a “safe systems approach” and strategy, focused on:

- safer vehicles
- safer roads
- safer people

Highways England will use the safety designated fund to carry out minor improvement schemes. We will focus on single carriageway routes with higher accident rates or generally a 2 star rating.

We will also develop a wider package of measures which support the “safe systems approach”. This includes appointing road safety coordinators and working on driver behaviour and road worker safety.

Integration

Our road network should be accessible and integrated. It should give people the freedom to choose their mode of transport and enable safe movement across and alongside the road network. This is an important outcome for us, as identified in our Strategic Business Plan, Road Investment Strategy and our Delivery Plan.

The government has reiterated its commitment to promote greater transport choice by encouraging walking and cycling and generally more active lifestyles.

We will address barriers that prevent the safe movement of vulnerable users across and alongside our road network and work to avoid future barriers.

Air pollution, particularly caused by nitrogen dioxide (NO₂), is a significant strategic risk to the delivery of infrastructure projects set out within the Road Investment Strategy (RIS). The European Union has put in place stringent limits, which cannot be exceeded.

Highways England is committed to improving air quality alongside the roads we manage. This will help mitigate this risk to scheme delivery. We will use the £100 million designated fund to enable us to understand the challenges facing us and develop ways to mitigate NO₂ on and near our roads.

The Road Investment Strategy (RIS) sets out designated funding to support innovation. The total funding available is set at £150 million, with a £30 million allocation for 2020 to 2021.

Highways England will use designated funding to “actively encourage more innovation and use of technology to support improving average delay, safety on roads and environmental considerations.”

Highways England has different themes of innovation including safety, data and information, improving our infrastructure, new and emerging technology and support to sustainable operations.

View the [Highways England Innovation, Technology and Research Strategy](#).

The [Road Investment Strategy \(RIS\)](#) allocated a £100 million Growth and Housing Fund to Highways England. This fund enables us to play our part in enabling the delivery of employment and housing sites across the country.

The fund allows us and our partners to get moving with schemes that will unlock new jobs and homes.

Our funding will supplement – not substitute – developer contributions and other existing sources, such as the Local Growth Fund. The Growth and Housing Fund is only applicable to schemes on or near and the Highways England network that:

- unlock housing development or key economic growth projects
- are needed to mitigate the impact of the new development(s) on the Highways England road network
- are funded – at least in part – by developer contributions

As with the other designated funds, Highways England is working closely with local planning and highway authorities, the Homes and Communities Agency, Local Enterprise Partnerships and other local partners to identify, develop and deliver eligible schemes.

12. Clerk’s Financial Statement – will be available before the meeting.

13. Cheques for Approval – will be available before the meeting.

15. Correspondence. Relevant available information is reported below:

15.1 Cemetery Rules – extract from the Parish Council’s regulations:

1. Wreaths and flowers when removed from the grave should be either taken away or disposed of in the litter bin provided.
2. Kerbing and footstones are not permitted because of grass cutting problems. Headstones however can be erected provided the design is first approved by the parish council. Arrangements for this are usually made by the stone mason.
3. While it is appreciated that many bereaved lovingly tend their relatives’ graves, there inevitably comes a time when little or no care at all is carried out. To assist with maintenance the parish council requests that all new graves are grassed over so that they can be included in the regular grass cutting carried out by our cemetery caretaker.

There are a number of graves that have been planted and cannot be mowed over.

15.2. No Cold Calling Zones – email from resident in Winchfield:

This morning around 9.00am I had rather ferocious banging on the door and ringing of bell. My immediate thought was someone was in trouble. I opened the door to have a tree surgeon thrusting a card in my face. Despite pointing out the window notice he continued and fortunately still inside I shut the door rather forcefully. Again this afternoon another Cold caller does the same and when shown the notice said" I don't really take any notice of those!"

My thoughts go to the more fragile/vulnerable in the village. Is it possible that the Parish council could make NO COLD CALLING ZONES for our village or even applicable to certain roads. I've never felt vulnerable before, but I am now feeling intimidated by continual unwanted callers day and night. Fortunately, one of my neighbours noted his van no. and reported it. Would you please put this on the next Agenda for the Council. We need help to keep our village safer and deter these unwanted visitors.

15.3. Bowls Club Fencing – email from the Bowls Club:

I'd like to take this opportunity to ask you to also thank your contractors for doing their best to minimise the impact of their work on our club.

There is only one small problem that remains and that is the fact that the wooden fence no longer joins onto the new fencing and unfortunately leaves unsightly, insecure gaps at either end.

Could you please meet with Rob and myself to discuss what could best be done and if the Parish Council would be prepared to contribute towards the cost?

15.4. Cambourne to Cambridge Project Update – email from Greater Cambridge Partnership:

The Greater Cambridge Partnership (GCP) is developing proposals to create a vital new transport link between Cambourne and Cambridge, and a new Park & Ride facility.

The project team have received over 5,000 responses during three phases of public consultation and are continuing to welcome views and contributions as part of the scheme development.

We are holding two community drop-in sessions at **Hardwick Primary School**, Limes Road, Hardwick, Cambridgeshire, CB23 7RE.

- Thursday 11th July, 5pm-8pm
- **Saturday 13th July from 10.30am-1.30pm.**

This will be an opportunity to see proposed features to protect and potentially enhance biodiversity, ask questions of the project team and share views.

A proposal for a single end-to-end route option will be presented to the GCP Executive Board in the Autumn.

Find out [more about GCP events on the GCP website](#). Public consultation results are

published on the GCP website: [C2C Phase 1 report](#) [C2C Phase 2 report](#)

15.5. Village Shop - proposal to extend by building above the existing shop:

'We are writing to ask for your support in building above the shop. This had been a safety concern for us for some time. Unfortunately our worst fears were realised when on the early hours of the 30th May the shop was broken into for a fourth time since we have taken ownership. The fear had always been there because of the flat roof that intruders would use this as a way to gain access to the shop, which is what was attempted on this occasion. This has not only caused damage to the roof but also enabled the intruders to ultimately get access to the side door. Had the roof not been flat and so easily accessible this would not have been an option for them. After each break in we have had to spend more money on making the shop more secure. However, as we do not currently have a way to make the roof any more secure this is not something we are able to resolve as easily. We would like to propose that we build on top of the shop. There are a couple of benefits to doing this. Ultimately this will make the roof inaccessible to intruders in the future.

We have invested a lot of money in getting the shop to a really great standard. A service that we were hoping would be used by all villagers. Unfortunately in the 14 years we have been here we haven't felt supported by the village as a whole. We have noticed trends and those trends have indicated that the shop is mainly surviving on the support we get from the industrial estates. On those days where the estate is shut or has minimal staff the sale is significantly down and it's unbelievably quiet. There is a very select portion of the village that shop with us on a consistent basis. This is why we were no longer financially able to trade on a Sunday as we really only had customers buying a paper. If we were able to build accommodation above the shop this would also help to subsidise the shop takings as we plan to rent it out on completion.

I hope you understand that in order to enable us to seek planning permission we would like your support to move forward.'

15.6. Govia Thameslink Railway Passenger Benefit Fund – email from Govia Thameslink Railway:

We are delighted to announce the launch the engagement process of Govia Thameslink Railway's (GTR's) £15 million Passenger Benefit Fund which aims to provide tangible improvements for passengers on the GTR network. The fund was established following the disruption experienced by passengers during the implementation of the May 2018 timetable. The Secretary of State nominated Bim Afolami, Henry Smith and Heidi Allen, as MPs representing different parts of the GTR network, to work with GTR and develop a plan for how the fund is allocated and consulted on. The MPs asked for decisions on how the Fund was spent to be made at as local level as possible. The fund, therefore has been allocated to passengers based on the tiers of the additional industry compensation scheme which were agreed following the disruption caused by the May 2018 timetable issues. Passengers at stations across the network have been allocated either £30,000, £50,000 or £80,000 to spend on station improvements or on a wider benefit scheme. We are engaging with passengers, MPs, passenger groups and councils to understand how they would like the money to be spent. Stakeholders will be asked to prioritise ideas ready for a selection and approval process starting in August. Further details about the fund and how groups can select their preferred schemes can be found at the fund website <https://www.passengerbenefitfund.co.uk/>

15.7. Mill Weir – email from a local worker offering to carry out some maintenance of the village pond:

'I currently work for dc norris and have been sitting by the lake on my lunch breaks iv been a devoted fisherman for around 25 years now and just had some questions on the lake I was wondering whether you needed anyone to care for the lake I have noticed the weed is getting out of control making the water slightly stagnant and have noticed a lot of the fish spend a lot of time on the surface for oxygen my question is would you like someone to keep on top of the lake and keep it in top condition I wouldn't want paying for it just the right to fish it would be amazing.

Due to the size of the lake it could be done from the bank side no problem at all would take a few weeks but will make a huge difference especially to the quality of life to the fish.'

15.8. Dick and Dolls Lane – email from local resident for information:

'I am contacting you in your capacity as chair of LG parish council. I am a resident of Great Gransden.

I was walking up dick and dolls lane yesterday afternoon and saw that the 3 turnings through the hedge on the right hand side that lead to the perimeter of the field adjacent to the lane were being dug up and barricaded with vegetation. I asked one of the people doing the work on whose instruction it was being done to which the answer was 'Waresley Farms Ltd, who own the field'.

So far as I know those passages through the hedge and the paths around the perimeter of the field have been used by walkers for as long as I have lived here – around 18 years. An informal poll on touchbase suggest that other long-term residents have used the paths and passages for over 40 years. I also asked via touchbase if Waresley farms could explain to people why they were taking this action, but so far there has been no reply.

It may be that Waresley Farms have gone through whatever is the appropriate process to shut off what seem, on the face of it to be established rights of way around their fields. I am contacting you as I guess that the Parish council would be involved in or aware of any such process to establish of that is the case?

If it is not the case, I wonder if you could advise me of what can be done in this case to (a) establish if there are rights of way; and (b) if there are, compelling the landowner to reopen them – and prevent them from repeating this behaviour. I am afraid that by digging up the soil in the gap they are attempting to build a "moat" around the field to make the reinstatement more difficult.

Any help or advice would be gratefully received'

Response from Little Gransden PC:

'Personally not on Touchbase. Have been informed that Dick & Dolls is unobstructed.

Land owners have blocked off the three holes in the hedge. Apparently members of the public were illegally using these places to gain access to the land.

Believe public rights of way take the public into the wood areas. Local farmers are doing a good job on the carbon situation.

Unsure on the legal times of right of ways with reference access for public. Hopefully i can gain answers by council contacts.

Unable to visit the area until tuesday 11th June.

Next Little Gransden Parish Council meeting in July.

Thank you for your e- mail.'

Reply from resident:

'Since writing to you I have looked at the Ordnance Survey map for the area which shows a path running along the side of the field in question and a cut through to it from Dick and Dolls lane at the top adjacent the narrow strip of woodland that projects from Gransden Woods. If I am correct in this, I presume that the Little Gransden Parish Council will take the matter up with the land owner? If my map reading is correct blocking off a right of way would seem to be a serious matter. I understand we must respect landowners rights, but they must also reciprocate.

I am not sure what your reference to the "carbon situation" means but I take your other points. I will also be consulting a friend who is an expert on land law to understand what he believes to be the situation. I hope that if it is as it seems then your council will help to restore the situation.'