

Minutes of a Meeting of FULBOURN PARISH COUNCIL held on Wednesday, 12th October 2022 in The Fulbourn Hub, Home End, Fulbourn.

Present: Councillor Drage (Chairman), and Councillors Bramwell, Brown, Butler, Cone (and District), Gaskell, Johnson, Lacey, Lockwood, Roberts, Smith, Thorn and Ward; County & District Councillor Daunton (from Item 61.5), District Councillor Williams (from Item 60), the Clerk and Mr Ron Ward.

58 To accept apologies for absence. Cllr Hofman and lateness from Cllrs Daunton and Williams.

59 To notify the clerk of any declarations of interest that will be declared by members for any item to be discussed. None received.

Public & Press - You are invited to attend the whole meeting and are welcome to speak at our Open Forum at the beginning of the meeting. No one present.

Item 63 was taken next.

63 Neighbourhood Plan.

Ron Ward advised the NP Team had met with the Inspector and had now received his report with Martina from Urban Silence going through some final amendments. Mr Ward said the final Referendum Version should be ready in November 2022 and the Referendum is expected to be held in January 2023. Ron asked how the Parish Council would like to communicate this to the village. Cllr Drage said an article had been included in the October 2022 Village Pump which will shortly be distributed to every household in the village. The Referendum Version will be uploaded into the PC's website, and Cllr Cone said more information could be posted on the Fulbourn Community Facebook page. Cllr Cone said the NP was on SCDC's agenda and was going to its Scrutiny Committee so it was going through the process. Mr Ward suggested that villagers needed a summary of what a NP is and what it is for. He then asked about implementation plans for the NP when we do have a Referendum date. Ron asked how does the PC work with SCDC in terms of the NP and how it impacts on the Village Design Statement. He also mentioned from the Plan, Safer Roads, Biodiversity, Surgery and Extension to the recreation Ground. *Cllr Williams arrived at this point.*

Cllr Cone said when the Plan has been adopted, it will be flagged at SCDC and the Planners will have it as an appendix to follow when planning applications in Fulbourn are submitted. It will be a Statutory Document when it comes into force. When the NP has been adopted, it would be useful to have a meeting with SCDC Planners. Mr Ward said there would be an Open Day at The Fulbourn Centre on 5th November 2022 and the NP Team will have a table. Cllr Drage thanked Mr Ward for his report.

60 To receive reports from County and District Councillors.

60.1 County Councillor Daunton item deferred until later in the meeting.

60.2 District Councillors Williams and Hofman issued the attached report.

60.3 District Councillor Cone issued the attached report adding green bins had not been emptied in two roads in the village, but were collected the next day.

61 To approve the minutes of the last meeting.

The Minutes were accepted as a true record and signed by the Chair.

62 Matters arising from the last meeting.

62.1 Ida Darwin site. A meeting was held last evening chaired by Cllr Cone who advised there was a delay from the NHS in handing over the site to Morris Homes. Welcome Packs were discussed and Cycle Greenways which will run adjacent to Fulbourn Old Drift. Cllr Williams had mentioned bus shelters which would only be required if they were being serviced.

Currently buses are running on the way in to Fulbourn but not on the way out, but this could change in the future. The PC's suggested Street Names, Ida Darwin Hospital Wards, had been accepted. The developer will name the site for commercial/marketing purposes, but they are

open to ideas. Cllr Williams said Morris Homes haven't appointed a Social Housing Landlord at the moment. Cllr Cone said if the Castlefield/Teversham Road application does go through, both sites could either be developed at the same time or overlap, so it would be helpful to try and co-ordinate haulage contractors etc. Cllr Smith said should there be any problems on site; we should be given a list of contacts.

62.2 Fulbourn Hub. Cllr Drage and the Clerk will arrange a meeting with the 2 Scout Leaders to discuss various issues and ask for an update on the lease.

62.3 Armistice Close. Following the recent fire and location of the fire hydrant currently being investigated by Hill, Cllr Cone and the Clerk will seek updates from both Hill and Accent.

62.4 LHI (Local Highway Improvement Scheme). The County Council had been advised of the PC's preferred option for the scheme, which Cllr Cone abstained from voting on as he lives in Shelford Road. Cllr Cone die advise that consultation letters had now gone out to all affected residents. *Cllr Daunton arrived at this point.*

62.5 Fulbourn Forum Litter Pick. Another successful with even more volunteers turning up. The Clerk has thanked Mr David Cottee for arranging this.

62.6 Proposed Congestion Charge. Cllr Daunton said the Public Consultation would run between 17/10/22 – 23/12 22.

62.7 PAT Testing. Cllr Smith has carried out the PAT Testing in the Swifts, pavilion and Hub. Council thanked Cllr Smith for doing this.

Item 60.1 was taken next.

County Councillor Daunton issued the attached report. Cllr Daunton added Bus service 12 had been saved and had been taken over by a firm, Stephenson's. The GCP (Greater Cambridge Partnership) was made up by representatives from all 3 political parties, the university and local businesses. She said there would be new arrangements for LHI (Local Highways Improvement) bids with applications to be submitted between 31st Oct 2022 and 6th January 2023. There will now be Simple and Complex applications depending on what is being proposed. Simple applications will be considered by Online interviews, and Complex, face-to-face as before. More information will be uploaded onto the CCC website shortly. Cllr Daunton also talked about the HGV Policy Cllr Roberts reminded Council that the Primary School had attended a meeting regarding problems they had and wishes to extend yellow lines near the entrance and have dropped kerbs. Cllr Daunton said in future 2 application could be submitted; one from the PC and one from a community, but they would need to work together so as not to overlap. Cllr Daunton said the PC would need to submit a separate application for 20 m.p.h. zones as these could be done through the LHI Scheme. Cllr Daunton said the re-painting of the mini-roundabouts at the top of Haggis Gap/Cambridge Road were at the top of CCC's list and would be completed shortly.

63 Neighbourhood Plan. This Item was taken earlier in the meeting.

64 Minutes of a Planning Meeting held on 6th October 2022.

New Application: 22/04026/HFUL, Location: 24 Station Road; Proposal: Demolition of existing car port, single storey porch to the front, single storey extension to rear, and first floor side extension with new car port below. Recommendation supports.

65 Tree works:

22/1050/TTCA, 53 Pierce Lane – Remove reverted epicormic growth from Acer. No objections.

22/128/TTPO, 77 Pierce Lane – Sycamore, fell. No objections.

22/1144/TTCA, 21 Apthorpe Street – T1, Lawson Cypress – fell to ground; T2, Apple – Crown reduce by 1.5m to re-shape canopy, remove crossing branches and thin by 20% and T3, Cypress – fell to ground level.

Disclaimer: Fulbourn Parish Council Tree Officer and the Parish Council accept no liability for the advice given above.

<p>66 Correspondence.</p> <p>66.1 Cambridgeshire Acre – Staying in Touch, September 2022 newsletter.</p> <p>66.2 SCDC, Communities Duty – Updates on supporting Ukrainian Refugees.</p> <p>66.3 GCP (Greater Cambridge Partnership) – Melbourn Greenway public engagement programme commences 03/10/2022. To find out more and share your views with us please visit the following website: https://consultcambs.uk.engagementhq.com/gcp-melbourn-greenway</p> <p>66. TMC (Traffic Management Centre) – September 2022 Incident Report.</p> <p>66.5 CCC, Street Works – Proposed closure of various roads in South Cambs from 1/12/22 – 21/12/22; to carry out LHI works including Shelford Road, Fulbourn and buffer zone works in Gt Wilbraham so traffic will be diverted through Fulbourn.</p> <p>66.6 Cambs & Peterborough Combined Authority – Local Transport and Connectivity Plan (LTCP) update newsletter.</p> <p>66.7 Cambridge Carbon Footprint – Asking if the PC would like to host a Thermal Imaging Training Session with the loan of cameras; A great way to see where homes are leaking heat. The PC would like to accept this offer and will be led by the ACE Committee.</p> <p>66.8 Avenues Group – Asking for volunteers to work with people with learning disabilities to help set up a community garden. After discussion, the PC suggested approaching the Gardening Society, Community Aid and the Scout Group to see if any of these organisations could assist with this request.</p> <p>66.9 Resident – Lady has contacted Cllr Cone requesting a few chairs with arms are purchased to use at The Swifts to make attending functions more accessible. Following a brief discussion, Cllr Ward proposed purchasing suitable chairs, proposal seconded by Cllr Cone and agreed by the Council. Cllr Cone and the Clerk will liaise to find a suitable product then make a purchase.</p> <p>66.10 G Jones – Offer to plant Magnolia Tree in Greater Foxes. The Clerk has accepted with thanks on behalf of the Council.</p> <p>66.11 Fulbourn Community Car Scheme – Request to finance their software package, as in previous years, for the sum of £100. Unanimously approved by Council.</p> <p>66.12 SCDC – Parish/Cabinet Liaison Meeting, Monday, 12th December 2022 at 6pm.</p> <p>66.13 Resident – Request for a dog bin along Hinton Road as fouling is a problem. There are two bins close to each other in Greater Foxes, so one will be relocated.</p> <p>66.14 J Beardsmore – request for toddler friendly play equipment and a meeting to discuss this further. Cllrs Drage and Ward will meet Mrs Beardsmore to explain Council’s position and its financial responsibilities.</p> <p>66.15 Fulbourn Arts – An application for a Road Closure for the Winter Festival on Sunday, 4th December 2022 has been submitted. The Arts would like to erect marquees on Pound Green and the triangular verge that houses the War Memorial. Members approved Pound Green, but will suggest using either the road, as it will be closed, or part of Ludlow Lane for the children’s activities marquee. Cllr Smith will test the lights on the tree and advise what additional ones would be required. Robin Newell has offered Council some lights to match existing decorations.</p>	<p>1481</p> <p>MD/ Clerk</p> <p>Clerk</p> <p>Clerk</p> <p>GC/ Clerk</p> <p>Clerk</p> <p>MD/GW</p> <p>Clerk DS</p>																
<p>67 To resolve the accounts for the month.</p> <table border="0"> <tr> <td>Wages: Clerk plus expenses.....1,166.18</td> <td>Wages: Pavilion Cleaner102.00</td> </tr> <tr> <td>Wages: Swifts Cleaner.....220.00</td> <td>Wages: Hub Cleaner.....126.00</td> </tr> <tr> <td>Cleaner Windows: Swifts.....30.00R</td> <td>Greenland: Landscaping.....9,762.00R</td> </tr> <tr> <td>SP Landscapes: Sept grass.....2,460.00</td> <td>Sharp: Copier fees.....23.09</td> </tr> <tr> <td>e-on: Pavilion gas.....63.86</td> <td>Barclays: Monthly fees.....18.30</td> </tr> <tr> <td>Source: Rec. Water rates.....223.25</td> <td>Source: Swifts Water rates.....160.09</td> </tr> <tr> <td>e-on: Swifts electricity.....371.86</td> <td>N Power: Street lights.....400.46</td> </tr> <tr> <td>BT: Mobile phone.....30.72</td> <td>Business Services: Insurance.....2,575.08</td> </tr> </table>	Wages: Clerk plus expenses.....1,166.18	Wages: Pavilion Cleaner102.00	Wages: Swifts Cleaner.....220.00	Wages: Hub Cleaner.....126.00	Cleaner Windows: Swifts.....30.00R	Greenland: Landscaping.....9,762.00R	SP Landscapes: Sept grass.....2,460.00	Sharp: Copier fees.....23.09	e-on: Pavilion gas.....63.86	Barclays: Monthly fees.....18.30	Source: Rec. Water rates.....223.25	Source: Swifts Water rates.....160.09	e-on: Swifts electricity.....371.86	N Power: Street lights.....400.46	BT: Mobile phone.....30.72	Business Services: Insurance.....2,575.08	
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<p>Weed Control: Tennis courts.....144.00 Cllr Thorn proposed passing the accounts, proposal seconded by Cllr Cone and agreed by the Council. One quotation for tree works to the rear of Hinton Road had been received, but Council asked that at least one more should be obtained before making a decision.</p> <p>68 Council Committees and Remote Meetings. 68.1 ACE Committee. Cllr Roberts went through notes from a meeting held on 30/09/2022. Cllr Roberts was voted in as Chairman. Cllr Ward agreed the Recreation Ground Working Party would take over the allotments as they are located on the recreation ground. 68.2 AGE UK – Mobile Warden Scheme. Item deferred until November. 68.3 Fulbourn Ida Darwin Liaison. See Item 61.1. 68.4 Multi-Agency. Cllr Drage spoke about Warm Hubs at the Multi Agency meeting, also attended by Cllr Thorn, which has representatives from SCDC, the Churches, School and Youth. The Hub would not be a suitable venue as the Youth Club is full of furniture and equipment and is the only comfortable area. Cllr Drage felt it best to try the organisations that are already out there. FISSC serve lunches every Friday, and might consider opening on another day too. Rev'd Nigel Uden from URC (United Reformed Church) will speak to Rev'd Alice Goodman from St Vigor's Church to see if they can come up with any ideas. Cllr Drage said as the Shopper Bus has very few users; Barry will be approached to see if he is available on Friday's so people could also meet at the Institute. Twelve and the W.I. might also like to assist. To run a Warm Hub following guidance from Cambs Acre, volunteers would need suitable training and be Police checked.</p> <p>69 To receive items for inclusion on the next Agenda for decision and/or action. Precept requirements.</p> <p>There was no further business and the meeting closed at 9.25pm.</p>	<p>1482</p> <p>Clerk</p>
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Attached reports:

Item 60.1

Councillor Claire Daunton: County Councillor Report to Parish Councils, October 2022

HIGHWAYS & TRANSPORT

Buses

Following the notification of the likely withdrawal, by Stagecoach, from the end of October, of 18 rural bus services – including the two that serve Quy, Marleigh and Meadowlands Nos. 11 and 12 – a meeting of the AtoB1102 group was held on the evening of 22nd September. Attendees included representatives of most communities along the routes. It was agreed to work together within the group, and across other areas affected by the cuts, to ensure that funding was found in the short term to maintain as much of the services as possible and in the long term to have a much more sustainable and sustained funding for bus services in this area.

It was noted that Stagecoach was a commercial company and would take decisions based on profit; rural bus services were hardly ever profitable.

I also attended a meeting held of the Newmarket Town Council, held in Newmarket Town Hall on 19th September. Well over 100 residents were present to express concerns about bus services, Nos. 11 and 12.

Since these meetings it has been confirmed that the local transport authority, Cambridge and Peterborough Combined Authority (CPCA) has set aside £1.7 M to procure bus services for the routes under threat, as soon as possible. It is hoped that this short-term arrangement will be followed by funding provided in the CPCA budget for 2023-2024. However, it is recognised that long term funding for bus services throughout greater Cambridge is needed urgently, as highlighted in the GCP's city access discussions.

Mayor Nik Johnson published the following statement:

<https://cambridgeshirepeterborough-ca.gov.uk/news/mayor-dr-nik-johnson-statement-on-stagecoachs-withdrawal-of-bus-services-from-october-30/>

Operators for the services threatened with withdrawal are now being sought and reports and updates will be given at a meeting of CPCA on 19th October. The situation concerning tenders and the possibility of saving routes will be considered at this point. The County's Strategy and Resources Committee will consider supporting the mayor's offer once it is known how much money will be needed. A proposal made on 30th September to commit to using general reserves to provide funding for bus services was not supported. The County's Joint Administration could not commit these reserves to any other specific purpose without more information at the time the proposal was made. A further discussion and decision on this will be made by the county on 20th October, the day after the CPCA meeting gives more certain information on routes and tenders.

It is now known that Stephenson's, an Essex-based bus operator will take over the No. 12 route. A solution for the No. 11 route, with CPCA funding, is being worked on.

Greater Cambridge Assembly: Meetings of 8th September and 28th September

As a county-appointed member of the GCP Assembly, I took part in the meeting of 8th September and was in attendance online for the meeting of 28th September. Representatives on both committees include: County, City, South Cambs, Businesses, University of Cambridge

1. City Access

In their report colleagues have laid out the details of the proposed city access package, in particular, the proposals concerning much improved bus services both in terms of urban and rural coverage and low level of fares, funded from GCP, to be followed by the gradual introduction of a congestion charge of £5 per day within a defined zone, with a significant range of exemptions and reimbursements.

After long and detailed debate, the Assembly approved asking the Board to go out to detailed consultation on the proposals, taking account for the following issues:

Given costs of fuel, congestion, pollution, growing population, what would be the consequence of doing nothing;

The need for effective engagement in the consultation with hard-to-reach groups, including in the wider travel-to-work area;

PUBLIC transport as an effective method of travel for the future: a sea-change in what is on offer, ease of use and attractiveness of the provision;

The option of having assistance from a personal journey planner app so that individual choices can be made;

The complex issues concerning travel to the Addenbrooke's site, encompassing all the uses and all the resident occupiers of that site;

The need for a clear policy statement on the reasons for the consultation;

The need for the consultation to allow free -text comment as well as answers to specific questions;

It is hoped the consultation period will begin within the next few weeks and will involve communications on paper, online, via social media, supplementing online and in-person meetings to reach as wide an audience as possible.

I have put the details of the proposal consultation, as put to the GCP Board on 28th September, in a separate appendix to this report and would encourage reading them. We will be sure to let you know the opening and closing dates for the consultation as soon as we can and the dates for any exhibitions or discussions or Q&A sessions.

Local Highways Improvement Applications: changes to scheme

The County Council will shortly be launching a public web page showing progress on current Local Highways Improvement schemes. This will enable parish councils and residents to track their local LHI projects online.

The likely timetable for the next LHI around is: opening of applications on 31st October, closing in early January. To be confirmed soon. Applications for 20mph schemes (zones or areas of limit) would be considered under a separate application process, opening at some point early in 2023.

After a review, the County is introducing changes to the LHI application to streamline applications and make the whole process simpler and easier for all concerned. The senior officer concerned will be in touch in the near future to give details of the changes and support to be given to those applying under the new scheme.

Essentially there will be two types of schemes: simple and complex, with differing financial limits on match funding available from the County: £10,000 for simple schemes; £25,000 for complex schemes. Simple schemes will include: street lighting, double yellow lines, and buffer zones. Complex schemes will include: raised platforms, restriction features, other engineered schemes

There will be a full explanation of the new approaches and assistance in putting forward schemes and making applications.

Proposed Consultation

The consultation will be undertaken this autumn and last for approximately 10 weeks. It will cover:

- A transformed bus network, with improvements made from mid-2023 and £1/£2 flat fares from 2024. The transformed bus network would offer:
 - New routes linking up key growth areas and introducing additional orbital services;
 - More direct services to employment, education and health opportunities;
 - Frequent services: with 8 buses/hour on key routes within the city, and 6 buses/hour on the core network from market towns and larger villages across the travel-to-work area, as well as hourly rural services;
 - Longer operating hours: from 5am to 1am Monday-Saturday and 5am-midnight on Sundays;
 - More express services to introduce faster journey times on the core network within the city and from market towns;
 - A huge increase in rural service coverage, providing connections into market towns and to train stations and the core bus network. This will include scheduled services supported by Demand Responsive Transport (DRT) such as the Ting service currently being trialled in West Huntingdonshire; and
 - Aligning the delivery of additional bus services as well as the transition of current services with the CPCA's ambition for the entire local bus fleet to be zero-emission by 2030.
- Lower traffic levels enabling improvements to cycling and walking infrastructure – such as the completion of the Cycling Plus network and extensions to the greenways – and supporting public realm enhancements; and
- A Sustainable Travel Zone consisting of a road user charge designed to fund the bus and active travel improvements and reduce traffic levels to deliver these, alongside tackling pollution and emissions, and supporting improved social, health and wellbeing outcomes. The charge would operate across the area set out in figure 9 of the report. The charge would be phased in with cars charged no earlier than 2026 (at peak-time only). From 2027 or 2028, the charge would operate from 7am-7pm weekdays. This is so that improvements to public transport can be made first. A range of discounts, exemptions and reimbursements would be available.

In relation to the road user charging scheme that forms the Sustainable Transport Zone, this consultation would be a statutory consultation in accordance with the Transport Act 2000.

Consultation aims and approach

The consultation would aim to:

- Clearly and easily explain the proposals and set out the benefits and impacts for different users;
- Set out the proposals in the context of an overall vision for the future of travel in the Greater Cambridge travel to work area;

- Demonstrate how feedback from previous consultation and engagement has informed the proposals, and how feedback from the proposed consultation will inform the process going forward;
- Seek detailed feedback from the public and stakeholders on the proposals, enabling them to shape and influence the proposals and next steps;
- Provide opportunity for everyone, including seldom heard individuals and groups identified as potentially impacted in the Equality Impact Assessment draft report, to give feedback on the proposals and to shape and influence these.

The consultation would use a targeted approach to reach key groups who are impacted by the proposals, including seldom heard groups and groups identified as potentially impacted in the Equality Impact Assessment draft report. This would sit alongside mass communications to reach the population of the travel to work area as a whole, including through events and outreach, as well as a comprehensive advertising plan including social media, traditional media, and leafleting. More detail is set out below.

Several key documents and tools would be used to support people in understanding the proposals in order to enable them to provide informed feedback. This would include:

- Written information about the proposals and potential impacts, explaining in plain English key points from the technical work outlined in the paper. This would be available online and in hard copy. All the technical work will also be available in full for those who wish to review it;
- Use of case studies to demonstrate the potential impacts of the proposals on different transport users;
- A video outlining the proposals and promoting the consultation; and
- A bus network tool to allow the public to understand how the proposed bus service improvements might affect key journeys across the travel to work area.

The primary means of providing feedback on the consultation proposals would be a survey that could be completed online or via hard copy on request. Feedback will also be collated through the events, social media comments, as well as tailored outreach for key impacted groups e.g. focus groups.

Reaching the public and key impacted groups

As set out above, the consultation would use a targeted approach to reach key groups who are impacted by the proposals, including seldom heard groups and groups identified as potentially impacted in the Equality Impact Assessment draft report. This would sit alongside mass communications to reach the population of the travel to work area as a whole, comprising events, outreach and a comprehensive advertising plan.

Advertising the consultation

The consultation would be widely advertised across the travel to work area, in order to maximise awareness of the proposals and feedback. This would include the following, which have been chosen based on their potential to reach as many people as possible through the consultation period.

Postal drop

All households within the proposed charge zone would receive a flyer outlining the proposals and setting out where more information can be found and how to respond.

Leafleting and outreach

Flyers would also be distributed on key transport routes in the travel to work area and at key transport interchanges within the proposed charge area such as the Park&Ride sites, Drummer Street and Cambridge Station.

Flyers and brochures will be available at outreach events, and distributed to local councillors on request to hand out at any community events they may be attending.

Social media

Previous consultations have shown that social media is one of the most effective tools for reaching people. The consultation would be advertised on social media, including via local social media pages where appropriate.

Direct mailout

All those signed up to GCP mailing lists would receive an email with links to the consultation.

Consultation brochures

As well as being available online, these will be available at key locations across the travel to work area, such as libraries

Print media

The proposals have already been widely reported in the print media. Alongside this, further opportunities to raise awareness of the proposals through print media would continue to be sought through the consultation period.

Local newsletters

In the City, information about the consultation will be shared with residents' groups to pass on to residents. The GCP would also distribute information about the proposed consultation to parish councils in the area, and ask that this is included in parish magazines where possible.

Out of home advertising

This would include advertising at bus shelters and other high footfall locations.

Radio advertising

As for previous consultations, an advert would be placed on local radio stations.

Events

A comprehensive programme of events would be undertaken to raise awareness of the consultation as well as to provide detailed information about the proposals and offer an opportunity for members of the public to ask questions and give feedback. As for previous

GCP consultations, the events would comprise a mixture of in-person and online opportunities, as this has been found to be most effective at reaching people.

Public drop in events

These events will offer the opportunity for members of the public to drop in to find out more information and ask questions.

Online information events

Several online events will be held offering an overview of the proposals, followed by an opportunity to ask questions and give feedback.

This will include the GCP community forums, to which parish councils will be invited.

General outreach events

These will be held to spread awareness of the consultation, with leaflets distributed at locations across the Travel to Work Area.

Wider outreach

Targeted outreach will also be undertaken with seldom heard and other groups identified in the Equality Impact Assessment, as set out below.

Packs will also be provided to Members who wish to discuss the proposals with their residents.

Targeted approach for seldom heard and key impacted groups

A range of community organisations and seldom heard groups with potential interest in the proposed package of measures have been identified, based on the Equality

Impact Assessment findings as well as responses to previous consultations. To ensure these groups and individuals are encouraged to get involved in the consultation we will make sure that the consultation is accessible by offering accessible versions of materials and undertaking targeted engagement.

Through the EQIA we have identified a number of key groups with protected characteristics that would potentially be impacted by the proposals. We will employ a variety of methods to engage with people who fall into these groups to raise awareness of the proposals to encourage and enable them to take part, as set out below. The following actions will also support engagement from all groups:

- Wide-reaching press, media, social media and advertising plan to raise awareness and encourage people to take part in consultation.
- Freely available and accessible Consultation materials online and hard copies in multiple venues and by request
 - Accessible Web page
 - Brochure accessible PDF
 - Easy Read version available
 - Plain Text version available
 - Video with audio narration and subtitles

Audiences and approach

- Work with local organisations to engage children and young people, including schools and outreach at post-16 educational establishments.
 - Focused engagement with Cambridgeshire Young People's Panel.
 - Focused engagement with families accessing SEN provision and SEN transport team to gather detailed feedback.
 - Social media advertising.
 - Work with Cambridge University and Anglia Ruskin to reach student groups.
 - Work with relevant services and local support charities to disseminate materials and support older people to participate.
 - Focused engagement with those not qualifying for blue badge or low income discount who rely on car due to mobility needs to gather detailed feedback.
 - Work with multiple local support groups, charities and partner councils' services to disseminate materials in appropriate formats and support disabled people to participation.
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- Focused engagement with those not qualifying for blue badge or low income discount who rely on car due to mobility needs to gather detailed feedback.
 - Focused engagement to understand impacts of proposal for blue badge holders to nominate 2 vehicles for 100% discount.
 - Specific event organised through Gypsy and Traveller liaison officer
 - Opportunity to work with Cllrs in more deprived and underserved wards of the GCP region, asking them to provide and disseminate materials and host local surgeries
 - Work with Partner Council Services and other organisations to disseminate materials through services that support low- income households, such as housing, foodbanks and public health, as well as existing community support groups.
 - Work with local charities, support groups and relevant services to disseminate materials and undertake focused engagement in order to gather detailed feedback in addition, the consultation approach will seek to ensure engagement across all protected characteristic groups:
 - We will work with partner councils' services to engage with Ethnic Minority Groups to disseminate information in appropriate formats.
 - Attend ethnic-specific local events to gather in-depth feedback.
 - Provide easy read text and offer translation services for other languages.
 - We will disseminate materials to places of worship and offer to discuss with faith leaders in the region.
 - Efforts to reach the public through all communications, advertising and events, as well as the media and advertising Plan.
 - Work with Women's help groups to disseminate information and offer to discuss with their audiences

- Provide information and request that it is disseminated and displayed in relevant settings
- Work with partner council services to distribute information to local LGBTQ+ support groups and offer to work with the organisations for more in-depth engagement.
- The EQIA did not identify differential effects as a result of Marital Status *Wider stakeholder engagement*

Targeted engagement will also take place during the consultation period with key stakeholders who may be affected by the proposals, building on conversations to date. This includes NHS trusts, care providers, and voluntary groups, as well as public transport and freight operators and businesses.

Consultation feedback

Following the consultation, all the responses and feedback will be collated and analysed. A report will be published and the findings considered by the Joint Assembly and Executive Board in 2023, in order to inform decisions on next steps. Should the GCP Executive Board consider that the proposals – possibly in an amended form – should be taken forward, then the County Council as the decision-making body for a road user charging scheme will also consider the consultation feedback in full before making any decisions on whether to proceed to implementation.

Claire Daunton, 07905 473395

Claire.daunton@cambridgeshire.gov.uk

Item 60.2

Report of Councillor Carla Hofman and Councillor John Williams to Parish Councils for October 2022.

This report contains factual information which we hope will be of use and of interest to the parish council and to the wider community of the parish.

For queries please email us at cllr.williamsjg@scambs.gov.uk or cllr.hofman@scambs.gov.uk

South Cambridgeshire Pay Offer Accepted

Staff have accepted pay offer which gives a consolidated increase of £1,925 per annum from grade 1 and above (representing a 10% increase for those on the lowest grade) and an additional one of payment of £500 for those on grades 1, 2 and 3; apprentice pay is being increased to £9 per hour. Once again we are one of the first local councils to settle a pay award and thanks goes to the trade unions for their involvement.

South Cambridgeshire declares a Cost of Living Crisis

We have announced a number of measures to help residents and businesses cope with the rise in costs. Information about support can be found at:

www.scambs.gov.uk/cost-of-living-support/

Changes to Stagecoach Bus Services

South Cambridgeshire District Council has asked its councillors for details of the impact the Stagecoach bus service changes will have on their towns and villages. The responses

have been passed to the Cambridgeshire and Peterborough Combined Authority to ensure the impacts are taken into account in its emergency tendering process. The Mayor through the Combined Authority is now responsible for public transport in the county, but does not have powers to stop Stagecoach a private company from taking this action.

Greater Cambridge Partnership “Sustainable Travel Zone”

The Executive Board of the Greater Cambridge Partnership (GCP) has agreed to hold a consultation on a transformative City Access public transport and active travel package, which would be funded in the long-term by the introduction of a Sustainable Travel Zone (STZ) with a road user charge.

This follows the plan being discussed by the Greater Cambridge Assembly at which Carla asked questions arising from the comments made to us. We urge everyone to respond to the consultation when it happens.

Key features of the proposed City Access package are:

- New bus routes, additional orbital and express services, and a huge increase in rural coverage, with buses supported by Demand Responsive Transport.
- Longer operating hours from 5am to 1am and more frequent services - 6-8 buses every hour in the city and from market towns, and hourly rural buses.
- Flat fares to make public transport cheap and accessible for all; with passengers paying £1 to travel in the city and £2 in the travel to work area.
- Options for new cross-city cycling routes to encourage more active travel, enhancing Greater Cambridge’s reputation as the UK’s leading cycling city.

The package follows extensive public consultation and engagement over many years and would result in 20,000 extra journeys made by bus. A further 60,000 additional trips would be made by active travel every day to create a greener city region where people can travel easily and reliably on bus, bicycle and on foot.

Better buses and reduced bus fares would be phased-in before any Sustainable Travel Zone was introduced. The City Deal can forward-fund the bus upgrades now to build confidence in services to help people make the modal shift from private car to bus, but the changes require longer term funding.

Under the proposals, all vehicle movements into, out of and within the STZ would pay a flat daily charge - unless exempt or eligible for a discount or rebate scheme included in the consultation - between 7am and 7pm on weekdays. The revenue generated by the STZ, which would not be introduced until 2027/28, would be ring-fenced for the bus network and transport improvements.

The proposals reflect peoples’ feedback to the GCP’s extensive public consultations – including last year’s Making Connections – and would help to cut the number of car trips in Cambridge by 50%, while raising the funding needed to provide a future bus network and better active travel options for people across the travel to work area.

The scheme would reduce carbon emissions from transport by about 5% to help tackle climate change, as well as reducing pollution to provide cleaner air and a more ‘people-centric’ city environment for people to enjoy.

The City Access package is central to the GCP’s integrated transport network – providing the thread that links together the GCP’s busway and active travel schemes to transform how people travel across the area.

For more information visit:
www.greatercambridge.org.uk

Public contact form for four day working week trial

You will have heard that South Cambridgeshire District Council will be trialling a 4 day week in the New Year for desk based staff. There are many businesses in the private sector currently doing this and we will be the first public sector employer to get involved. The most important thing is to ensure the quality of service and we have said that should the level of service experienced drop then the trial will be stopped. Should it be successful and further longer trial will be undertaken and other council employees such as operatives in the waste collection service will be involved.

As part of our stakeholder engagement we have published a new website page that contains a short form, which members of the public can fill-out if they want to ask a question, or make a comment about, our upcoming four day working week trial. Several officers from multiple services have access to the responses collected by this form and will be ensuring that a response is provided, where a resident has asked for one. We thought it would be helpful to highlight this page to you so that if you do get any residents who get in touch with you wanting to officially comment on the trial, or ask a question, you have the option of directing them to this part of our website for a response. Go to:
www.scambs.gov.uk/your-council-and-democracy/four-day-working-week-trial/

Next Stages for the next Local Plan

In June and July 2022 members of South Cambridgeshire District Council and Cambridge City Council received reports on feedback received to the Greater Cambridge Local Plan First Proposals consultation, and agreed the timetable for the next stages the local plan process.

The next key member decisions (for South Cambridgeshire District Council's Cabinet and Cambridge City Council's Cambridge Planning and Transport Scrutiny Committee) in relation to the Draft Local Plan will be:

- A report to members to confirm the preferred options for the Local Plan strategy and sites (January 2023)
- A report to consider the complete draft local plan prior to consultation (anticipated date of June/July 2023)

Leading up to decisions on the draft local plan further member engagement is planned, to explore issues raised in the First Proposals feedback and to help inform development of the draft plan.

Plant-powered bin lorries in latest step towards Decarbonisation

A trial to power eight of South Cambridgeshire and Cambridge City's bin lorries using biofuels has taken place – cutting their net carbon emissions by 90%.

During the past two months, Greater Cambridge Shared Waste, a partnership between South Cambridgeshire District and Cambridge City Councils, ran the eight vehicles on hydro treated vegetable oil (HVO) instead of diesel.

The Councils are transitioning their fleet of around 50 bin lorries to electric and alternative fuel vehicles to reduce net carbon emissions. Currently, a significant proportion of the waste services, and therefore the councils', carbon emissions originate from diesel bin lorries. Two fully electric bin lorries are already being used in the city of Cambridge and

South Cambridgeshire and a solar farm is planned at the service depot to be able to charge more of them in future.

This is an interim solution ahead of more electric or hydrogen trucks joining the fleet as and when they become available from manufacturers, and in-line with the depot charging facilities becoming operational.

HVO is an enhanced form of pure biodiesel, refined from more than 90% waste and residue oils, and the net CO2 emissions from HVO are rated near zero or “carbon neutral” by the Government, to account for the CO2 absorbed by the source of the HVO which is largely plant matter, before it is made into HVO. Each delivery is accompanied by a certified statement of bio sustainability in accordance with the UK’s Renewable Transport Fuel Obligation rules and EU RED II directive. No modifications are required to use HVO in the bin lorries; they can simply be filled with HVO rather than diesel

The use of HVO provides Greater Cambridge Shared Waste and the two councils with a practical interim solution, which reduces net carbon emissions, as further electric bin lorries, or hydrogen vehicles, are purchased for the fleet.

The trial comes just after the second fully electric bin lorry entered service. The Faun Zoeller E-Rotopress, which has a revolving body to help compact waste, has been collecting waste from streets across the city and district since June 2022. It joined a Dennis Eagle eCollect, which was Cambridgeshire’s first 100% electric bin lorry and has been collecting recycling from Cambridge and South Cambridgeshire residents since November 2020. A third electric bin lorry is on order.

There are already solar panels installed on top of the Greater Cambridge Shared Waste Service’s Depot at Waterbeach, which are used to charge fully electric vans used by members of the team. However, there is not enough capacity in the local electrical grid to charge any more than three electric bin lorries. That is why, back in January this year (2022), proposals for a solar farm to power electric bin lorries were included in Cambridgeshire and Peterborough Combined Authority’s latest budget plans. Both councils will also contribute financially to the solar farm scheme. Plans for the solar farm continue to progress.

Happy birthday “Visit South Cambs”

Our Visit South Cambs tourism directory is now one year old. We’re pleased to report that during that time, around 200 local venues have enjoyed free listings and more than 230 local events have been promoted, from village fetes to art exhibitions.

The site now has had more than 8,000 unique visitors from around the world, reaching countries including America, Australia, and Japan.

Now, our Business Support and Development Team is asking for your help in sharing ideas for what you love most about our area using #WeLoveSouthCambs. Residents and businesses will also be encouraged to share what they love most about getting out and about in South Cambridgeshire on social media using #WeLoveSouthCambs to build-up even more recommendations and insider secrets about the district’s hidden gems. Residents and businesses can simply use #WeLoveSouthCambs to highlight who serves the best ice cream, who gives the friendliest service, where’s the most scenic country walk or most relaxing pub garden and much more about what makes the area special.

Please feel free to share your tips on social media and re-share our Visit South Cambs posts too on Facebook, Instagram and Twitter.

Community Ownership Fund round two – reminder

A reminder, that DLUHC's Community Ownership Fund is open for expressions of interest. The expression of interest stage is a new element of round 2. There is a short form that needs to be completed which includes 26 questions. If successful, DLUHC will invite the community group to submit a full application for the fund. There is no deadline for expressions of interest or applications. The government is providing £150 million over four years to support community groups in England, Scotland, Wales and Northern Ireland to take ownership of assets and amenities at risk of being lost such as community centres, parks, pubs and post office buildings. Voluntary and community groups can bid for match funding to acquire important assets and run them for the benefit of the local community.

For guidance go to:

<https://www.gov.uk/government/publications/community-ownership-fund-round-2-webinar-slides>

Carla & John

Item 60.3

District Councillor Report to Parish Council October 2022

Congestion charging

As stated in my last report, I remain against congestion charging. I am happy to talk through my reasons why with Parish Councillors and residents. I believe the proposals put forward by the Liberal Democrat led GCP (Greater Cambridge Partnership) are ill thought out and I do not support the direction in which we are being taken.

At Full Council I asked a question on how those on low incomes would be exempt from the charge and the Liberal Democrat lead member was able to give me absolutely no details at all on whether the exemption was based on income or whether the individual is in receipt of benefits, if so, which benefits. He could also not tell me how this would be administered. As you could imagine, getting proof of income or assessing which benefits people are claiming could be rather costly in terms of creating huge amounts of admin.

I believe there should be a local referendum to see if this is really what the people of Cambridge and South Cambs want before any more money is wasted on these proposals. I was also shocked that Addenbrookes Hospital was included within the zone and that both Teversham and Fulbourn Parishes partly fall into the zone meaning that those residents will have to pay £5 for leaving their driveways between 7am and 7pm Monday-Friday. The correspondence I have had from residents has been incredibly broad, from those on lower incomes to tradesman, teachers, healthcare professionals, people within the zone, people with electric vehicles (not exempt), moped/motorbike owners (not exempt), residents in rural areas with no bus service and residents that live on the fringe of the zone such as those in Teversham, Fen Ditton, Fulbourn who are worried about redirection of traffic through their villages to avoid the zone.

I understand that there is an argument both ways but for me the proposals put forward are not the answer. I have always supported proposals for a CAM Metro, cycle greenways and bus hubs and I quite frankly find it frustrating that we are not delivering on these given all the work that has gone into them and instead focusing on congestion charging. I will continue to oppose these proposals.

Trial of a 4-day working week

The Council leadership refers to hypothetical benefits that a 4-day working week with staff being paid for 5 days will bring, but it would require hard working, already stretched employees to get 100% of their work done in 80% of the time. I simply don't believe that our officers are wasting 20% of their time, and if they are it is an admission of poor oversight by the Lib Dems in control of the council.

The questions I have are as follows:

- Why is the initial trial only applied to office staff and not hard-working (often lower paid) frontline staff such as refuse collectors? Surely you would start with those staff.
- Is it right that staff on six-figure salaries are effectively getting a 20% pay rise due to working 1 less day a week?
- Is it ok to give all our staff a day off every week paid for by the taxpayer, given one of our biggest costs at the council is salaries?
- Is it ok that a nurse working at Addenbrookes Hospital pays his or her Council Tax following a full-time working week delivering frontline services whilst paying for the staff at the Council to have a day off through the tax that they are paying (I have no problem with private companies like Google giving their staff a day off each week (paid) but this is taxpayer's money).
- How will services be truly monitored in terms of delivery? Will there be a focus on service users and the service they are being delivered?

I know that this has been put forward as a trial, but it is not an easy thing to change working patterns, rotas, organise delivery of service with less hours in the working week etc and will have a cost to the Council to put this in place and then monitor in terms of delivery and I just don't think it is the right focus for the Council. In my view, to be reducing man hours at a time where the administration is struggling to finalise accounts on time and have planning back logs is absurd. We need more officers, more working hours, and more support for our staff – not cuts.

3 Liberal Democratic councillors resign

Over the past month there has been 3 resignations from the Liberal Democrats at SCDC. The first, Cllr Daniel Lentell Member for Willingham, resigned stating that he had lost confidence in the Liberal Democrat leadership and he would not support the congestion charge proposals put forward by his own party (I agree with him). Dan has now decided to remain a Councillor but as an Independent.

The second and third Councillors to resign (completely) thus causing by-elections for both of their seats at huge expense to the tax payer only a few months after the elections have been held were Cllr Sarah Cheung Johnson and Cllr Alex Malyon, both are members for Longstanton and their resignation came on the same day that proposals for community buildings within their ward fell through.

Calling for bus services to be re-instated

How do Bus Services Work?

The majority of bus services in Cambridgeshire are run on a 'commercial' basis – in other words, they are run by private operators with no public subsidy. A relatively small number of services receive a subsidy from CPCA to make them financially viable to run – these tend to be services in

rural areas where the lower population means less fare income. The CPCA is also responsible for paying for free bus passes.

Frustratingly, whilst bus passes are a statutory requirement (the CPCA must pay for them by law), subsidising non-commercial routes is not. Last time I looked, CPCA was spending around £6/7m on bus passes and only around £1.5m on subsidising routes.

The effect of this is such that, the more people that use their bus pass in areas like central Cambridge where there are frequent, convenient services, the greater the spend on the bus pass budget and the less money there is for subsidising non-commercial routes. This results in cuts to subsidised bus services, which are nearly always the rural routes, meaning people in rural areas have no bus on which to use their bus pass!

Currently, the CPCA cannot commission bus services that 'compete' with the commercial operators, so it is restricted in what services it can provide.

However, Combined Authorities are legally empowered to ask the Government for the power to franchise bus services, like in London. This would allow CPCA to control the bus service network, meaning it could take decisions on how to run services for the good of the county (rather than for pure commercial interest), so more profitable services could subsidise less financially viable routes.

What's Going on with Bus Services in Cambridgeshire?

Post pandemic, increasing fuel and driver costs alongside general inflation and reduced patronage levels are plunging services across Cambridgeshire and Peterborough into financial difficulty.

This has resulted in Stagecoach announcing they are axing 18 services across the county, including the 11/X11, the 12, and the 39 in East Cambs. Another 22 Stagecoach services of concern have been placed on an 'amber' list, some of which will have their routes or pick up/drop off points changed and could be at risk in the future.

Alongside this, a number of services that are commissioned and subsidised by the CPCA are coming up for retender and contract prices are expected to rise significantly. **As it stands, the Mayor has not made any new money available from his revenue budget to support services, and I am calling on him to do so.**

We do not yet know the outlook for routes that are run by other commercial operators or the rest of the subsidised routes. It is critical that the network is considered as a whole – it would be wrong to make short term decisions on the current routes that are in crisis without considering what else is about to happen to the network.

Who is to 'Blame'?

The Mayor is quick to blame others for the failing bus network across the county, blaming Stagecoach for axing services and central Government for ending short term Covid support funding – Government has since confirmed continued financial support with one more round of funding.

Am I angry with Stagecoach? Yes! They are taking central Government money meant for keeping services going whilst axing services and they are looking at routes in isolation, rather than the network as a whole. They are withdrawing services that are operating at close to pre Covid levels;

the Ely-Cambridge-Newmarket Number 12 is operating at 92% and the Bury St Edmunds-Newmarket-Cambridge Number 11/X11 at 97%.

The truth is though, that the Mayor knew this was coming and has failed the people of Cambridgeshire and Peterborough. The Mayor knew that short term central Government Covid funding was coming to an end, he knew that driver and fuel costs were rising, he knew that patronage levels were down.

Unfortunately, the Mayor has also failed to move on with the discussion about franchising that was well under way under the previous Mayor.

What has Gone Wrong at the CPCA?

Unfortunately, the Mayor has cancelled the Cambridge Autonomous Metro (CAM), an ambitious but deliverable project which would ultimately have provided a world class attractive alternative to the car, and the benefits of which would have spread into East Cambs and across Cambridgeshire and Peterborough. He has done this without putting a viable alternative in its place.

Unfortunately, the Mayor has failed to win any funding from either the Government's £7bn public transport overhaul for bus service improvements or the £5.7bn combined authority sustainable transport funding (**CPCA is the only Combined Authority area in the country not to have been awarded funds**). Take a look below at the hundreds of millions that the other Mayors were awarded for their Combined Authorities.

Sustainable Transport Settlements for Mayoral Combined Authorities: Greater Manchester: £1,070 million, Liverpool City Region: £710 million, South Yorkshire: £570 million, Tees Valley: £310 million, West of England: £540 million, West Midlands: £1,050 million, West Yorkshire: £830 million.

It is clear that Government is not convinced that the Mayor is putting forward credible and viable transport proposals.

To add to this though, Government is currently withholding ongoing funding from CPCA because of concerns over the conduct of 'key individuals in the Mayor's office' and the governance of the authority cited in **a letter from its external auditor Ernst and Young**.

The truth is that the CPCA is dysfunctional and distracted with questions over the conduct of the Mayor's Office, employment claims, governance issues and a staff exodus. Given the serious issues at the authority it is hardly surprising that Government is not currently awarding funds to Cambridgeshire and Peterborough under a Mayor that clearly isn't up to the job.

The Mayor of Cambridgeshire and Peterborough, Dr Nik Johnson, is failing. He is failing to deal with the current bus crisis, he is failing to articulate a vision for transport for the county, he is failing to plan and deliver transport solutions, he is failing to provide leadership.

What is Being Done?

Officers at the CPCA are devising a framework to help support decisions on which bus services to try to keep going. Conservative Board Members on the CPCA, including myself, have insisted that this cannot simply be a case of choosing to save those services that have the lowest cost per passenger journey. Whilst this might seem the best value for the public purse it will inevitably

result in the loss of more rural services first, with all the consequences of that. The framework has to be more nuanced than that. The Mayor has said he wants to improve rural bus services to 'level up', so he cannot, with any credibility, now agree to cut them. In my view, it is also **critical that we look outward and forward, to consider the network as a whole and those services under threat in the future.**

CPCA officers have identified possible funds of around £1.5m to add to those it already spends to try to save some of the services that are being cut, but it isn't enough and if nothing more is done we will lose services across the county.

What Else Could be Done?

Money – this is a political choice. The Mayor ultimately controls the budget of the CPCA. The Mayor could consider freeing up additional revenue funding beyond that being suggested by officers to deliver his promises on bus services.

Millions are sitting unallocated or unspent following a woefully inadequate budget setting process in January this year.

Not least, I have long been calling for the CPCA to stop spending the £0.5m per year on its housing team which no longer has anything to do! There are other opportunities to reallocate revenue funding into bus services if the Mayor chooses to do so. Whether this would be enough and whether it is sustainable long term remains to be seen – we don't yet even understand the size of the whole problem.

Franchising – the CPCA should immediately, rapidly and very publicly ramp up franchising discussions. Whilst this is a long process, if it is clear that this is the firm direction of travel, operators will need to 'come to the table' in their longer term interests.

Bus Passes – the CPCA should seek support from other Combined Authority areas and lobby Government for delegated freedoms to make local decisions about whether and how to provide free or subsidised bus passes. This would enable CPCA to provide a better balance between supporting a decent bus network whilst supporting those that most need it with subsidised fares.

Articulate a Vision – the Mayor needs to articulate his vision for the future of transport across Cambridgeshire and Peterborough. Given the current and future issues with the bus network the early headlines of the emerging Local Transport Plan (which include reducing car usage by 15%) are losing any credibility they may have had and the unpopular plans of the Greater Cambridge Partnership for Congestion Charging.

*Thank you for taking the time to read my report; if you have any questions or want to discuss any of the issues raised email me on graham.cone@councillor.online or ring 07595 361 285 (please leave a voicemail if I am unavailable) **Councillor Graham Cone***

Item 64

Minutes of a Planning Meeting of Fulbourn Parish Council in The Hub, Home End, Fulbourn on Thursday, 6th October 2022 at 7pm.

Present: Councillor Smith (Chairman) and Councillors Bramwell, Butler, Cone, Gaskell, Johnson, Lacey and Ward.

Apologies: Councillors Brown, Drage, Roberts and Thorn.

Absent: Councillor Lockwood.

Appeals in progress:

21/00743/FUL

Location: 20-24 Pierce Lane

Proposal: Change of Use and associated works to revert from current use as a shop unit and ancillary stores/workshops to a terrace of 3 no dwelling houses.

21/03457/FUL

Location: 20-24 Pierce Lane

Proposal: Change of Use and associated works to revert from current use as a shop unit and ancillary Stores/workshops to a terrace 3 No. dwellinghouses.

21/00772/OUT

Location: Technology Park, Fulbourn Road, Cambridge

Proposal: A hybrid planning application for a total of 56,473sqm of commercial floorspace for Use Classes E (g) i (offices), ii (research and development), ii (light industrial) and B8 (storage and distribution – limited to data centres uses. Comprising a) an Outline Application with all matters reserved (except for access) for the development of up to 44,671 sqm of floorspace, with associated access, structural landscaping, car and cycle parking and associated infrastructure works; b) a Full Application for the first Phase comprising the main access, one commercial building, a multi-decked car and cycle park and associated landscaping and infrastructure works; and c) a Full Application for the details of initial enabling works comprising site wide earth works and drainage.

An Appeal has been made to the Secretary of State against South Cambridgeshire District Council's decision to refuse application.

The Appeal will be determined on the basis of **written representations**.

Appeal start date 02/08/2022.

Withdrawn:

22/03277/FUL, 1 Teversham Road – Erection of 1 no. dwelling and associated infrastructure and works, and works of extension and alteration to existing dwelling (revised submission of 22/01625/FUL).

Split Decision:

20/01302/CONDA

Location: 20-24 {Pierce Lane

Proposal: Submission of details required by Conditions 5 (Drainage), 10 (External Materials), 13 (Cycle Storage), 14 Energy Statement and 15 (Water Efficiency) of planning permission 20/01302/FUL.

Permissions:

22/03184/HFUL, 19 School Lane.

22/03069/HFUL, 11 Balsham Road.

22/03408/HFUL, 65 Caraway Road

Prior Approval:

22/03530/PRIOR, Telford House, 76 Cow Lane – Change of Use and conversion of commercial offices to form 11 No. dwellinghouses.

Information only:

22/03776/CLUED

Location: Windmill View, Shelford Road
Proposal: Certificate of Lawfulness under S191 for an existing use of occupation of dwelling in breach of agricultural occupancy condition for a period in excess of 10 years.

22/02173/CONDA

Location: Land at Fulbourn Sports and Social Club, Capital Park, Cambridge Road
Proposal: Submission of details required by Condition 5 (Details) of planning permission 22/02173/S73.

20/05143/CONDJ

Location: Fulbourn Sports and Social Club, Cambridge Road:
Proposal: Submission of details required by Conditions 11 (Surface Water Drainage) and 12 (Foul Water Drainage) of planning permission 22/02173/S73. Discharge Condition in Full.

New Applications:

22/03701/HFUL

Location: Heath Farm, Heath Cottage, Balsham Road
Proposal: First floor rear extension with internal alterations.
Recommendation supports.

22/03944/HFUL

Location: 70 Cow Lane
Proposal: Single storey front extension and detached single storey garage.
Recommendation supports.

From Cambridgeshire County Council.

CCC/22/057/FUL

Location: Wilbraham Chalk Pit, Mill Road, Great Wilbraham, CB21 4HH
Proposal: Continued mineral extraction and progressive landfilling with inert waste. Use of land for processing waste and erection and use of a building for waste processing and transfer. Erection of an office and workshop for the maintenance of vehicles and associated bulking facility, wet processing facility and concrete base slab. And the provision of bore hole and wheel wash, parking and landscaping (part retrospective).

22/03984/HFUL

Location: 36 School Lane
Proposal: Part two storey, part single storey side and rear extension, single storey front porch, and loft conversion with rear dormer.
Recommendation supports.