Local Plan

The Cambridge City and South Cambridgeshire local plan examination Hearings Programme is near to its completion.

The last items being considered include;

- Transport
- Joint omission sites
- Site visits
- Gypsy and travellers

Omission sites are the six sites on the edge of Cambridge that have been identified as suitable for housing or employment without significant harm to the Cambridge Green Belt.

- Next steps

In August, the inspector provides a draft schedule of modifications to the council including any changes or additions to the council's schedule.

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

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

Judgement made concerning the 5 year housing supply.

At the recent parish council liaison meeting, Stephen Kelly responded to a question from Swavesey parish council, who were wounder what effect this judgement had with applications in rural areas outside of the development framework.

In his response, Stephen reminded us that SCDC has a 3.7 yr land supply and that the National Planning Policy Framework (NPPF) has the presumption for development.

Planning permission is a judgement made that considers many things including harm caused to countryside and landscape. In our case, if there is no land supply and no land supply with latitude, the protective countryside and landscape polices have less weight with regard to the NPPF, resulting in less suitable and less sustainable developments being approved. Examples include Linton Road, Balsham and Orwell, Hurdleditch Road.

The scale of our shortfall in housing, no Local Plan and insufficient land supply encourages speculative development as SCDC is almost required to approve development unless harm is determined to be greater.

Fact> 8 houses being build weekly, but the build rate needs to be 18 houses per week, such that SCDC has to build 26 houses per week to catch up!

SCDC Corporate Plan

A listening and engagement exercise is being conducted by council officers to be concluded by August.

Informal conversations will be had with residents in the larger villages in the district including Fulbourn, gathering views via an online comments form that can be completed collectively (from the parish) or individually. The council wishes to encouraging people to send in photos or videos that show what is important to them.

The information gathered will help councillors and officers to draw up a plan for the next year five year 2018-2023 version. Contact Richard May.

Current objectives are;

- LIVING WELL Support our communities to remain in good health whilst continuing to protect the natural and built environment
- HOMES FOR OUR FUTURE Secure the delivery of a wide range of housing to meet the needs of existing and future communities
- CONNECTED COMMUNITIES Work with partners to ensure new transport and digital infrastructure supports and strengthens communities and that our approach to growth sustains prosperity
- AN INNOVATIVE AND DYNAMIC ORGANISATION Adopt a more commercial and business-like approach to ensure we can continue to deliver the best possible services at the lowest possible cost

Health and Wellbeing Portfolio Holder

At the annual Council meeting on 25th May, Cllr Sue Ellington was appointed to the newly created cabinet position for Health and Wellbeing. Research has shown that more than half of all people over 75 live alone and two fifths of all older people say their television is their main company. Social isolation has serious health consequences with 70% of people who are socially isolated suffering depression.

With the number of people aged 65+ projected to rise by over 40 per cent (40.77%) in the next 17 years to over 16 million, considerable planning is required to ensure that councils are able to provide the services required

including homes and housing, building Community and citizenship, home and residential care and digital inclusion.

(Details from AgeUK and The Office of National Statistics)

City Deal update

A new name has been agreed that is hoped to better reflect the objectives of the "City Deal". We should remember that £500 M was bid for and provided from Central Government to improve Cambridge and surrounding area as part of Cambridge's expansion and development aspirations for the future.

Greater Cambridge Partnership.

The proposed vision is "Working together, to grow and share prosperity, and quality of life for now and in the future"

It has four objectives;

- Transport – create better and greener transport delivered using big and small schemes
- Housing – accelerate housing delivery with houses for all
- Innovation – making it easier for passengers and commuters to make "Smarter" travel decisions using "real-time" information on road traffic congestion, expected bus and train arrival times etc. A "Travel App" has been developed that has successfully been "Alpha" tested. The app is anticipated to be launched in the autumn after further testing and trialling.
- Skills – Cambridge is a graduate-lead economy. In Cambs, it is more difficult on average to gain well paid work if you do not have a degree. There is therefore an even greater requirement to boost apprentices. This does have the knock-on effect of;
  - Having employers that provide opportunities for apprentices and value them
  - Requiring there to be local training facilities
  - Students that are keen to take on apprenticeships

Greenways.

Greenways 1. Cambridge has planned a network of 12 cycleways radiating out; 6 in place this year and 6 more to be in place next year which extend out 5 miles.

Greenways 2 vision is to extend out the cycleways further to communities beyond 5 miles so as to include Fulbourn and Waterbeach (possibly the Wilbrahams??).

Greenways 3. This vision is to link those cycleways beyond 5 miles, to other villages possibly Wilbrahams and Six Mile Bottom?

Rural Transport Hubs

This concept is to have car parks at existing bus stops or to increase car park sizes at eg Shrepreth railway station. Of the 105 parish councils in the district, 20 responded with what they wanted with 6, including Shrepreth and Swavesey, having specific ideas of what they wanted. This concept is to encourage commuters to use existing bus and rail services in places where bus operators do not plan to provide a regular "Park and Ride" service.

Expressways

To preserve rural Cambridgeshire, South Cambs District, and the Green Belt, the majority of development is planned in new or existing satellites (e.g. Northstowe, Cambourne). But, to link these new developments, five (5) Expressways are proposed;

1. St Ives – already in place
2. St Neots to Cambridge route – formally the Cambourne-to-Cambridge better busways

3 & 4. North/South link – Ely - Waterbeach – Cambs North – Cambs (Central!) Station – Addenbrooke's – Foxton

5. South –East link – PROPOSED and being discussed Sawston – Linton – Haverhill

The proposed garden village of 5000 dwellings at Gt Chesterford, as described in the Uttlesford draft local plan submission, would raise the priority of transport links, such as Expressway 5.

Vehicles to use these are the Bullet Bus or Advanced Very Rapid Transport (AVRT). These vehicles replace the now obsolete "Guided bus" technology!

AVRT carry 42 passengers, in a 16 m long driverless carriage, using a dedicated network (think of a vehicle like the shuttle train at Stansted or Canary Warf but which does not run on a track).

Being driverless, the costs are lowered enabling the possibility underground (tunnel) travel under Cambridge.

Greater Cambridge Partnership and Combined Authority Major to jointly commission an independent "Compare and Contrast" study to judge between the AVRT and light railway options.