

South Cambridgeshire District Council – Harston & Comberton Ward

Report to Harlton Parish Council January 2019

November Full Council

I proposed and Ian seconded a motion to full council welcoming some of the progress on the Cambourne to Cambridge scheme. The motion was passed and nearly had cross-party support: the Conservative group (who had been very supportive of most of the motion) had concerns about interim on-road measures and the effect on commuting from Cambourne during construction, so decided not to back it.

There was cross-party support for the Zero Carbon by 2050 motion. The motion proposed that South Cambs supports the transition to Zero Carbon by 2050 in the next Local Plan, enabling planners, developers, businesses and residents to maximize the opportunities of green technology. This brings the district into line with Cambridge City Council, with which we will continue to have a joint local plan, and is more ambitious than the government's target of 80% reduction in greenhouse gas emissions by 2050.

The other significant decision taken at full council was the approval of additional loan funding to enable the completion of the new ice rink arena being built off Newmarket Road. The District Council agreed in September 2016 to provide a £1.85 million loan for the new venue. However, though building work began in November 2017, progress was halted following the discovery of World War Two munitions and the delay resulted in further costs.

Approval of the additional loan funding means a high-quality community sporting venue and up to 25 associated jobs will be delivered.

Housing

South Cambs and Cambridge City recently published our draft new Greater Cambridge Housing strategy, setting out how both authorities aim to meet the housing challenges in our area over the next five years 2019–23.

The overall aim is to bring forward homes that are affordable for people to live in, energy efficient and close to where jobs are (ideally). This falls in line with our overall aim of reducing carbon footprint to zero by 2050. The strategy outlines key priorities such as homes for essential local workers, those on low to median incomes, older people, specialist accommodation for young people or those at risk, accelerating number of homes built per year, types of building companies involved in the delivery, high standard of design, promoting health and wellbeing through housing and working with key partners to deliver homes for our residents.

The public consultation is ongoing and runs up to 25 January, giving residents an opportunity to contribute and influence the strategy before it is finalised later this year. Read more and comment at <https://www.scambs.gov.uk/housing/housing-strategy-consultation/>.

Wellcome Genome Campus expansion

The world-renowned South Cambridgeshire Wellcome Genome campus has submitted a planning application to provide extra research space and up to 1,500 homes for staff working on the campus in Hinxton. The proposal includes plans for up to 150,000 square metres of employment space, creating around 4,300 jobs (currently approximately 2,500 work on the site), up to 1,500 homes and a nursery

for up to 150 children, community hall, health centre, shops and food outlets, school (if needed), transport improvement (cycling, walking, new roundabout on the A1301).

Wellcome Trust have indicated that the campus will be open to the public allowing neighbouring communities to use some of the open space and community facilities. It is the first of its kind in the district and will no doubt be of interest both inside and outside the district. Public consultation is now underway and runs till Friday 25 January.

Cambridge Northern Fringe

The Greater Cambridge shared planning service has published a joint plan for how a new district could be created on the land between the A14, new Cambridge North Railway Station and Cambridge Science Park. This is the last brownfield site of its type in the area, and one that could be developed into a low carbon community with thousands of new homes, jobs and community facilities.

Anglian Water's water treatment facility will need to be relocated for comprehensive regeneration of the area to take place. In the past, the cost of relocating the facility has meant this has not been an option the Councils could consider. However, a bid to Government under their Housing Infrastructure Fund – which was set up to help sites like Cambridge Northern Fringe get off the ground – has recently been submitted to move the water treatment facility. The bid successfully passed the first round of Government assessment and the final outcome is expected in the spring.

This is a unique opportunity for regeneration of a significant brownfield area right on the edge of the city, to provide an environmentally friendly way of living. Its location close to the Science Park, Cambridge North Station, the guided busway and the A14 means that it is well located in transport terms. The emphasis can then be placed on designing low-carbon development where the use of alternative modes of transport is giving precedence over the motor car. This should help its residents reduce their cost of living and of running their homes. Both SCDC and Cambridge City propose to carry out a public consultation early this year to give residents an opportunity to get involved and give suggestions on how to develop a plan for the area.

Cambourne to Cambridge Busway – Phase 2

The Greater Cambridge Partnership (GCP) is holding a Consultation Briefing on Phase 2 of the Cambourne to Cambridge busway route this month. The briefing is taking place at the Cambourne Hub on Tuesday 22 January and councillors representing villages along the route are being invited to attend. The reason for the briefing is that GCP is hoping to open the consultation covering the section from Cambourne to Madingley Mulch roundabout in February.

The GCP has also issued a report giving an update on the progress of the C2C Busway project. You can read and download it from this link <http://bit.ly/C2CDec2018Update>. It focuses on Phase 1 of the busway project and shows the preferred route alignment as being the one the GCP consultants have been pushing from the start, the off-road option that cuts through Coton, West Cambridge and ends at Grange Road! How the buses get routed to the city after that is still very unclear.

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