



# SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL COUNCILLORS' BULLETIN – ISSUE DATE 16<sup>TH</sup> JULY 2003

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## IMPORTANT INFORMATION FOR COUNCILLORS

<b><u>COMMITTEE MEETINGS</u></b>			
<b>FROM 21<sup>ST</sup> TO 25<sup>TH</sup> JULY 2003</b>			
			
<b>TUESDAY 22<sup>ND</sup> JULY 2003</b>	<b>AT 10 AM</b>	<b>RESOURCES &amp; STAFFING PORTFOLIO HOLDER MEETING</b>	<b>ROOM 132</b>
<b>THURSDAY 24<sup>TH</sup> JULY 2003</b>	<b>AT 10 AM</b>	<b>CABINET</b>	<b>COUNCIL CHAMBER</b>
	<b>AT 2 PM</b>	<b>SCRUTINY COMMITTEE</b>	<b>COUNCIL CHAMBER</b>
	<b>AT 2 PM</b>	<b>CAMBOURNE DEG</b>	<b>CAMBOURNE</b>

### Training Courses:

<b>Name of Course</b>	<b>Description</b>	<b>Date and Venue</b>
Leadership Academy Open Summer School for All Councillors	<p>This is a two day Summer School run by the I&amp;DeA aimed at Councillors who want to achieve leadership positions.</p> <p>This course aims to address the following issues:</p> <ul style="list-style-type: none"> <li>• What does civic leadership really mean?</li> <li>• What sort of leader would you make?</li> <li>• Measure your style and your potential</li> <li>• Winning friends and influencing styles</li> <li>• Workshops, seminars and action learning</li> <li>• Top tips from political leaders</li> <li>• Leadership for diversity</li> </ul> <p><b>Please note that limited places are available.</b></p>	21 <sup>st</sup> & 22 <sup>nd</sup> August 2003 at the Warwick Conference Centre in Coventry
Discipline & Grievance, Interviewing Training Courses	A session of training in employment law, discipline and grievance issues and/or a course in selection interviewing and interview techniques. These courses would be of particular interest to members of the Employment Committee. If enough members are interested a session could be arranged at South Cambridgeshire Hall.	August at South Cambs Hall

If you are interested in either of the above courses please contact Patrick Adams on (01223) 443408 or [patrick.adams@scams.gov.uk](mailto:patrick.adams@scams.gov.uk)

### Intranet Access For Members

By now members should have access to the staff intranet through the VPN system which was installed over the winter. This website is available only to SCDC staff and Councillors. There is now an area on here with information for members, accessible at <http://intranet/Members/index.htm> or by clicking the Information for Members button on the homepage. This section contains downloadable forms and letterhead templates, names and address information for staff, Councillors and members of other authorities, information about Council policies and strategies, the corporate structure, the Constitution and more. If you need assistance logging onto the VPN, please contact ITNET on 01223 443400. If there

is anything you would like to see included or changed, please contact Holly McKenzie on 01223 443030 or e-mail [holly.mckenzie@scamb.gov.uk](mailto:holly.mckenzie@scamb.gov.uk)

## **Updating Members' Details on the Internet**

Members' information is available to the public on our website, [www.scamb.gov.uk](http://www.scamb.gov.uk) (select Inside the Council from the top left and the Councillor Details section is listed partway down the following screen). Each Councillor Details page has a section for Other Information, which can include anything members would like to share with their constituents, such as membership of other organisations, general interests, how long you have been resident in the district, favourite books, music or films, projects on which you have worked, books or articles you have written or links to your personal WebPages. Completion of this section is not mandatory but can add a personal touch to your details on the Internet. Please contact Holly McKenzie on 01223 443030 or e-mail [holly.mckenzie@scamb.gov.uk](mailto:holly.mckenzie@scamb.gov.uk) if you would like to add anything.

## **Department for Transport: Statement on Transport Investment**

A radical £7 billion package of improvements was announced by Transport Secretary, Alistair Darling on 9<sup>th</sup> July. In the statement he set out how the Government is planning to meet the pressures on roads in 20-30 years time.

The package includes a major programme of motorway and trunk road widening, and stepping up traffic management measures, including hard shoulder running at peak periods where it can be done safely. The package will add significant capacity to the road network and improve safety as well as tackling the worst congestion hotspots.

The four key aims and approach being taken:

1. **Making better use of the road capacity**

New powers to the Highway Agency to manage traffic and establishing a new control centre to monitor trunk roads and provide up to date information to motorists. Some roads will see controlled use by cars of the hard shoulder operating under stringent safety conditions during peak hours. Variable speed limits and other measures will also ease congestion. Bottlenecks will receive road improvements to improve safety and reliability.

2. **Improvements to rail and other public transport**

The SRA is to look at how they can meet objectives through making better use of the network and the refranchising process. **SRA objectives being taken forward include examining the business case for re-opening the East-West rail link between Bedford and Oxford.** Over 10 years £33bn will be invested on rail.

3. **Investing in new capacity**

The London to South Midlands Multi Modal Study benefited with the following schemes added to the Targeted Programme of Improvements:

- Dunstable northern bypass (A5-M1 link) - £48m
- M1 J6a to J10 - £241m
- M1 J10 to J13 - £382m
- **A421 Bedford to M1 J13 - £171m**

In addition, further development work is to be done on:

- **M11 J8-14 widening to dual three lanes - £397m**
- **A428 A1 to Caxton dualling - £277m**
- A14 Kettering bypass widening - £71m

- **A1 Sandy and Beeston bypass - £67m**
- A1 Brampton to Alconbury - £71m

#### 4. Planning ahead

The Government is now looking at making use of modern technology to help make better use of road space.

In the next 4 years charging will be introduced for lorries using UK roads, based upon the distance they travel. This will be accompanied by a reduction in fuel duty so overall the UK haulage industry won't pay more. However, there are many issues to be addressed before such a mechanism can be introduced for cars, including the protection of privacy and whether such a scheme could work technically. The Government has set up a feasibility study to investigate the issues in detail, publishing a discussion paper "Managing our Roads" on 9<sup>th</sup> July, which can be viewed on the Department for Transport's website: <http://www.dft.gov.uk/itwp/roads/pdf/roads.pdf>.

**CAMBRIDGESHIRE COUNTY/CAMBRIDGE CITY/SOUTH CAMBRIDGESHIRE  
ENVIRONMENT AND TRANSPORT JOINT STRATEGIC FORUM: NOTES**

**Date:** Wednesday, 18<sup>th</sup> June 2003

**Time:** 14.30 – 17.40

**Place:** Committee Room 1, South Cambridgeshire, Cambridge

**Present:** County Council

Councillors T J Bear, S F Johnstone and C E Shaw

Officers: G Hughes C Brown J Onslow and R Sanderson (Secretary)

Cambridge City Council

Councillors J Bailey J Durrant, N Harrison (Chairman) and G Stuart

Officers: P Studdert and B Human

South Cambridgeshire District Council

Councillors D Bard ( Vice Chair) J Batchelor, D Spink and R T Summerfield  
(substituting for D Spink)

Officers: D Hussell, K Miles and M Monk

CALC

M J Mason

**Apologies:** None received.

**1. ELECTION OF CHAIRMAN**

Councillor N Harrison was elected Chairman for 2003/2004.

**2. ELECTION OF VICE CHAIRMAN**

Councillor D Bard was elected Vice Chairman for 2003/2004.

**3. NOTES – 29<sup>th</sup> JANUARY 2003**

The notes of the meeting held on 29<sup>TH</sup> January 2003 were agreed as a correct record.

**4. REGIONAL PLANNING UPDATE – POWERPOINT PRESENTATION**

**a) RPG 14 Progress and the Stansted/ M11 corridor**

The meeting received a power-point presentation that had previously been prepared for regional officer and member groups in April that highlighted the issues facing the East of England and sub-regions within it and outlining a possible approach to Spatial Strategy.

The presentation described the Core Spatial principles, the drivers for change, and explained the approach in terms of transport, town centres, the economy and housing and explained the reasoning behind the need for sub-regional policies with selective policy focus.

Existing key centres would form the basis of the spatial strategy for most future growth with limited potential for new towns. The creation of a new regional city was

not considered realistic. There would need to be recognition of economic growth areas such as Stansted and Cambridge, regeneration of declining or under-utilised urban areas, the development of appropriate transport links and nodes, and consideration of appropriate policy treatment in such areas as Peterborough and the Fens.

It was suggested that the Government had agreed that the whole of the Cambridge Sub-Region would be included in the London/Cambs/Stansted corridor. What was clear was that no clear guidance/strategy from the Government had yet emerged in respect of Sub Regional strategy.

From the Forum's point of view what was required was to continue to support the idea of a Cambridge Sub-Region which might involve as previously discussed, the creation of a larger Sub Regional Planning Panel involving all districts. Officers explained that this was still being looked at with some caution, as with cross boundary issues in the sub-regions, there could be an argument for expanding membership to include St Edmundsbury etc and could lead at the extreme to domination from other Counties outside the region. However, it was noted that a meeting was to be set up on a Countywide basis(including Peterborough if they wished to be involved) to discuss the broad range of RPG issues.

#### b) Stansted/M11 Corridor Development Options Study

This power-point presentation provided brief details of the study and the organisational structures involved.

The study commissioned by the Regional Planning Panel had appointed consultants, Buchanans with the key objective to consider the urbanisation requirements arising from SERAS options for expansion at Stansted Airport.

Attention was drawn to the key delivery dates and it was noted that a stakeholder meeting on 12th August would discuss the Strategic Development Options report from the consultants. A final report was timetabled for 1<sup>st</sup> September. The Regional Planning Panel would then decide how to incorporate the findings of the report into the draft RPG14 due in February 2004.

In view of the stakeholder meeting in August it was considered appropriate that the forum should now meet later in August to discuss the report.

It was noted that the Study was not attempting to predict the outcome of the South East Regional Airport Study (SERAS) and was likely to assume only limited growth at Stansted. If the Government agreed major expansion, there would need to be a revisit of the whole issue of urbanisation requirements.

The issue of southern restraint was the key issue, as the Metropolitan Green belt was still considered sacrosanct and therefore growth was inevitably being pushed north into the M11/Stansted corridor.

It was clear from the subsequent discussion that greater clarity was needed regarding the scope of the Stansted/M11 corridor in the context of the region and that liaison with colleagues in Norfolk and Suffolk was important.

#### **AGREED**

- 1) That a meeting of this group should be convened in August with substitute members attending where Members could not attend.**

- 2) **There should be an item for discussion at the next a meeting of the Cambridge and Peterborough Joint Planning Panel**

## 5. **STRUCTURE PLAN**

John Onslow indicated that the Modifications consultation exercise was now completed and there would be a report to the County Council's Strategic Planning SDG in July with a report to Cabinet on 9<sup>th</sup> September and final approval by Council in October.

Concerns were raised regarding the level of consultation undertaken on some aspects of the text in the modifications, with views at the Forum suggesting that Parishes had not been given the opportunity to comment on the modifications. The period of time for consultation, four weeks rather than six weeks, was also queried.

There was also concern that the County Council officers' definition of further consultation had only allowed comments on the policies and not on the supporting text. This was questioned in relation to the process used for the Examination In Public report, where objections had been allowed on supporting text. County Officers were requested to address this issue.

## 6. **CAMBRIDGE DEVELOPMENT AREAS - UPDATE**

The Forum considered a report detailing the progress and noting that significant progress was being made in establishing a good policy framework for development in the four key areas in and adjacent to Cambridge. Important work was required to continue to make progress in 2003-04 on the preparation of the frameworks in order that land could come forward for development at the earliest possible stage, consistent with completing statutory stages in the planning process.

The following points emerged from the subsequent discussion on the report:

### **A) The Cambridge Station Area**

The key activities reported since the last report were:

- (a) An Action Area statement based on the Development Principles had now been included in the Deposit Draft Cambridge Local Plan.
- (b) The Cambridge Bus Study had shown that there were few operational benefits and considerable disadvantages in attempting to relocate significant numbers of services out of Drummer Street and Emmanuel Street into the Station Area. The actual bus capacity required at the Station still remained to be agreed.
- (c) Council officers had continued to hold discussions with developers with major interests in the area. The two major development interests were preparing master plans for their areas.

The Forum noted that the next steps involved considerable work before an agreed framework could be in place for the Station Area and that the development proposals would need to be comparatively simple, if regeneration was to be achieved in an acceptable form and to a reasonable timescale.

The following points emerged from the subsequent discussion of the report:

- The City and County Councils up to the present time have had only limited opportunities for direct involvement with the developers as at the current time they have chosen not to engage.
- The County Council has been working with the City Council to resolve issues of highway and bus stop capacity and access to the area, especially from Hills Road at the Brooklands Avenue junction.
- The City needed to work with developers on their master plans to assess the response to the Local Plan Consultation with the aim of drawing together a strategic development framework.

### **The Forum agreed**

#### **a) That early briefings to Members were required in relation to the Bus Study.**

(Note: These are now being arranged for Late July with SCDC, City and County Council Members)

#### **b) The need for co-operative working to be established with the Developers.**

#### **c) That the two developers be invited to present their development proposals to the next meeting of the forum to include their proposed timescales.**

### **B) Cambridge Southern Fringe**

The key activities reported since the last meeting were:

- (a) The decision of the Southern Fringe Member Reference Group not to go ahead with public consultation at the current time due to concerns that the consultation would raise serious questions about issues that were as yet unresolved, including biodiversity, precise Green Belt boundaries, road alignments and transport proposals, the form and scale of development and the facilities that would be provided.
- (b) The inclusion of an Action Area statement in the Deposit Draft Cambridge Local Plan, which went on deposit on 2nd June 2003.
- (c) That following the Examination in Public (EiP) Panel report on the Cambridgeshire Structure Plan recommendation that land west of Trumpington Road should be considered as a location suitable for development to meet future housing needs, the Proposed Modifications to the Structure Plan now required that the City Council investigate this as part of the review of the Local Plan. It had been agreed with the other partners that this should not be included in the Southern Fringe Study as this could undermine the good work already undertaken with local communities.
- (d) Following discussions, Monsanto, owners of the land formerly operating as the Plant Breeding Institute (PBI) wished to bring some of the land forward for development. The Local Authorities had agreed that this land should be included in the Southern Fringe study area.
- (e) Further discussions on transport issues had focused on possible alignments for the Rapid Transit (RT) route into Addenbrooke's and the possible route of the primary new access road (Southern Link Road). Work to assess the appropriate alignments was still continuing and options had included combined or two separate crossings.



- (f) A bid for Sustainable Communities Delivery Grant, to help bring the Southern Fringe forward for development, had been submitted to the Government Office.

The following points emerged from the subsequent discussion of the report:

- The southern Fringe study would be looking at maximum accessibility by public transport.
- No new orbital road routes were being planned to connect radial routes around the Southern fringe but better bus and road access linking Hauxton Road and the developments sites would be needed.

The Forum noted that the next steps included:

- (a) Continued work with partners on transport matters, including highway access.
- (b) Continued work with developers on their master plans and to assess the response to the Local Plan Consultation, with the aim of drawing together a strategic development framework that could be adopted as supplementary planning guidance following further consultation.
- (c) The City Council intended to undertake consultation with South Cambridgeshire District Council on the whole of the Southern Fringe.

### **C) Cambridge Northern Fringe**

At the January 2003 meeting the Forum had endorsed the need to prepare a master plan for the Northern Fringe East.

#### **Recent Developments - CNF East**

Since the last meeting discussions had been held with Network Rail and Anglian Water and both had confirmed their support for the preparation of a planning framework for the area - to be termed a Strategic Development Framework, rather than a master plan as this was an early stage, detailed document

The Panel noted the following key achievements since the last meeting:

- (a) Partners had agreed a brief to be used by consultants to prepare the strategic development framework, with an appointment on the consultants due within the next week.
- (b) The successful bid to the Greater Cambridge Partnership (GCP) for funding the project (£45,000) with the other monies (£55,000) to be contributed from the 3 local authorities with a possible contribution from Anglian Water.
- (c) A bid of £27m (£7m for decontamination and access, £20m for the Chesterton interchange) into the Sustainable Communities Delivery Grant to bring the CNFE forward for development had been submitted to the Government Office.

The principal area of work over the next few months would involve co-ordinating the work of the consultants. If the Delivery Grant bid was successful, further work would be required to facilitate early development.

## **Recent Developments - CNF West**

It was noted that the development strategy for the Cambridge Northern Fringe West was being incorporated into the South Cambridgeshire Local Plan and this was progressing towards adoption. The strategy had been consulted upon as a Proposed Modification, following consideration at the Public Local Inquiry and details were provided of objections received. No changes were being recommended.

The Forum also noted details on a planning application for the mixed-use development proposed in the strategy. The Forum noted that the next steps involved returning the application to the appropriate Development and Conservation Control Committee, subject to the resolution of outstanding issues as outlined in the report. Once out-line planning application had been determined, there would need to be resolution of legal issues/section 106 approvals before development of 900 dwellings could begin. The earliest start date would be the middle of 2004.

(Councillor Johnstone declared an interest in this item as a non-executive Director of Addenbrookes' Hospital).

## **7. PROVISION OF SITES FOR HOUSEHOLD WASTE RECYCLING CENTRES**

The Forum considered a report alerting members to the need to identify sites for new and replacement Household Waste Recycling Centres (HWRCs) in Local Plans and Development Frameworks. Officers were concerned that development pressures in the Cambridge sub region could mean that HWRC proposals would lose out to other forms of development. Previous experience indicated that unless the need for sites was established in both the Waste Local Plan and the District Plans, the planning system was unable to deliver sites for development.

New sites were required to serve Cambridge City and South Cambridgeshire due to population growth pressures and the limited planning permission granted to the Milton site, which as it was in the green belt, would not receive a permanent approval. In addition, the leased site at Thriplow serving the southern part of South Cambridgeshire, while not under immediate threat, carried uncertainty in respect of the future plans of the landowner.

For Cambridge in order to reduce current problems of traffic management and increase recycling efficiency, the report recommended creating two sites. One for the north, preferably in the Cambridge Northern Fringe, and one for the south, either in the Southern Fringe or in East Cambridge. In terms of the new settlement at Oakington/Longstanton there was an opportunity to provide a centre to serve both the new community and the northern part of the district. The alternative, the Dickerson's site in Landbeach could serve South Cambridgeshire but was not considered satisfactory as an alternative site serving Cambridge, being too far from the City.

The following points emerged from the subsequent discussion of the report:

- Both Cambridge City and South Cambridgeshire would be supportive of such schemes within their draft plans. (Cambridge City had included references in the recently published Draft Local Plan)
- There were concerns that moving sites nearer the City on industrial sites could add additional traffic congestion problems.
- Members would wish to see estimated traffic movements/number of visits for existing and proposed new sites.
- There was support for the need for two sites to service Cambridge City.
- Officers would need to consider ways of collect building rubble/material.

- Account would need to be taken of the new European Union regulations around the disposal of electrical goods.
- That future recycling centres would be indoor facilities with attention paid to design and neighbour issues.
- Officers in South Cambs/City would need detailed information regarding the specifications required for the new indoor facilities.

**The Forum agreed:**

**That the need for sites should be made clear in Local Plans and that officers should provide details of estimated traffic movements and numbers of visits to both existing and proposed new re-cycling sites.**

## **8. RAPID TRANSIT UPDATE**

The forum received a report indicating the stages of development of the Rapid Transit Scheme. In terms of consultation, a preliminary consultation round would take place in July on the emerging route proposals. This would allow the public and stakeholders to make their views known on the scheme and for the County Council, as promoter, to assess the likely scale of support or opposition that may follow in the more formal stages. Details were provided of the consultation process.

Following the preliminary consultation, the scheme would be refined in advance of the TWA submission which was planned for early November following which there would be a formal consultation period. Negotiations with objectors to the TWA would be held following the closure of the consultation period. A public inquiry into the proposals was expected in the summer of 2004.

The key elements were set out as follows:

***Huntingdon to St Ives section*** – this section of the route will all be on existing highways. A series of bus priority measures are proposed in Huntingdon on the ring road and Hartford Road to ensure reliable services. Bus priorities are also proposed on the A1123 at key congestion hotspots. In St Ives, the route is proposed to run through the town and onto a signalised crossing of the A1096, east of which, it would join the guideway.

***St Ives to Cambridge section*** – the whole of the St Ives to North Cambridge section of the route would be guided. A park and ride site is proposed to be provided at St Ives (500 spaces) and Longstanton (1,000 spaces). Stops are also proposed for Swavesey, Oakington and Histon as well as the RSPB nature reserve at Holywell Ferry Road. In Cambridge, the route will loop round the Arbury Camp site and join with Histon Road and Milton Road where vehicles would again run on street. Stops would be provided at the Regional College, the Science Park and in Arbury Camp.

***Cambridge City section*** – a series of bus priorities are proposed on Histon Road and Milton Road to overcome congestion hotspots. In the city centre, measures are proposed to be introduced in Emmanuel Street to increase the capacity for buses. This would involve relocating some of the taxi rank space and long distance bus stops as well as measures to reduce boarding and dwell time. From Emmanuel Road, buses were proposed to use Regent Street and Hills Road to access the station.

***Cambridge station to Trumpington*** – the Cambridge rail station to Trumpington section of the route will be guided. Work is still progressing with Network Rail, but it was proposed that the route would run parallel to the rail line under Hills Road bridge to join the former Bedford rail line. There was still uncertainty whether there would

be one or two crossings. The route would run under Long Road and a link would be provided to Addenbrooke's Hospital.

The following points emerged from the subsequent discussion of the report:

- SuperCam were no longer involved as a partner following receipt of legal advice.
- The County Council would now be the sole promoter and decision maker on the specification for the scheme.
- The role of JJ Gallagher will be to provide technical support under an informal arrangement and not as a formal partner.
- There were still areas of uncertainty on parts of the route, and in these sections, more than one option was being considered.
- In terms of the proposals for either one or two crossings of the Rail line to Addenbrookes' for reasons of cost and environmental considerations, officers raised concerns about there being two crossings. Officers from the County Council were working closely with the Southern Fringe to find the best solution.
- There needed to be an acceptance that when the route joined the roads in Cambridge, it would operate as a conventional bus service but would be a high quality service due to the priority measures proposed.
- The specifications for the type of bus had still not been decided. It was not appropriate to lay down specific specifications as this could limit competition.
- Trams were not an option for the route and this had been dealt with through CHUMMs and other studies.
- A route along the rail line in Cambridge was difficult to achieve and was likely to be ten years away at least and therefore had not been included in the initial phase of the project.
- The St Ives to North Cambridge stretch would include a track for cyclists and where the width did not allow this, provision would be made on existing roads.
- In response to a degree of public misconception and uncertainty, officers were considering branding the system to best communicate the image and vision.

**The Forum agreed to note the report.**

## **9. SUB REGION INFRASTRUCTURE PARTNERSHIP UPDATE**

An oral update was provided in respect of progress on the key work area, the co-ordination of a Business Plan that linked to developments and potential funding sources in the Cambridge Sub-Region.

Details were provided of the bid for £96.76 Million over three years that had been made to the Government Office for London for Growth Area Delivery Grant monies covering the whole Cambridge Sub-Region.

The focus of the bid was on the essential steps needed to bring forward delivery of housing, including affordable homes identified for the Cambridge Sub-region by the Cambridgeshire Structure Plan. In making bids for monies, the Government had stressed the need for bids to represent deliverable projects. The bid consisted of a number of projects throughout the Cambridge Sub-region. The projects covered a wide range of works that meet the grant's criteria.

The results of the bid were expected in July.

It was noted that the County, Districts and City were in the process of preparing a joint response through the Cambridge Sub Region Infrastructure Partnership to a

letter received by Leaders from Lord Rooker, requesting emerging thinking on delivery mechanisms

There was some discussion regarding the status of the Partnership meetings that was involved in preparing the joint response, and whether the Partnership made decisions and if so, whether there was any scrutiny of such decisions. It was explained that the Partnership was not a decision making body, but one which developed policy through officers and executive members, with any approvals still requiring to be undertaken by individual authority executive making bodies. It was however acknowledged that meetings could become more transparent and include a wider membership. It was noted that these issues were currently being looked at by the Partnership Group.

### **Agreed**

**That information on the workshop that was being held to agree future delivery vehicles should be the subject of a report back to the next meeting.**

## **10. FUTURE AGENDA ITEMS**

The Forum noted the agenda plan.

## **11. DATES AND VENUE OF FUTURE MEETINGS**

It was noted that the remaining Forum meetings for the 2003/04 municipal year would be held as follows:

- 15 October – Shire Hall, Cambridge
- 28<sup>th</sup> January – Guild Hall Cambridge

All meetings would commence at 2.30 pm.

### **AGREED**

**That in future, four meetings of the forum should be scheduled for each year.**

## **DECISIONS MADE BY PORTFOLIO HOLDERS**

### **Decisions Made By Community Development Portfolio Holder**

Subject	Decision	Reason
Arts Dual Use Grants	To vire £40,000 of the Arts Capital budget to Arts Dual Use revenue.	To appoint an Arts Development Co-ordinator at <b>Melbourn</b> and <b>Sawston</b> Village Colleges.

Subject	Decision	Reason
Recreational Needs Assessment	To send the draft Recreation Needs Assessment to all Parish Councils. A hard copy of the Executive Summary will be sent to all Councillors. From the 25/7 the main document will be kept in the library.	This will allow the accuracy of the document to be checked.

### **Decision Made By Both the Resources & Staffing and the Information & Customer Services Portfolio Holders**

Subject	Decision	Reason
GIS Order Approval	To approve the placing of orders with Graphical Data Catcher (GDC) for GIS products and services to a total value of £154,666 on a single tender basis.	The order will result in the implementation of an open spatial data warehouse, which is a logical extension of the current system which was installed using GDC products. GDC is the only supplier capable of fulfilling this requirement.

## GENERAL INFORMATION ITEMS

### Grant Agreed by Community Development Partnerships Manager

Applicant	Description	Reasons
<b>Horningsea</b> Parish Council	To award a Village Facility Grant (VF05) of £1,000 to contribute towards toilets in Horningsea Jubilee Garden	Improving the facilities would encourage more people to visit the garden.
<b>Melbourn</b> Youth Council	To award an Arts Project Grant (AP01) of £1,000 to Melbourn Music Festival and Digital Music Day	The residents enjoy the best of local music talent live all day and young people have the opportunity to experience live recording and digital mixing equipment.
Connections Bus Project	To award an Arts Project Grant (AP02) of £465 to fund Graffiti workshops with a member of Sin cru for three weeks during the summer	Young people will be able to decorate the bus with their own designs using graffiti styles and coached by a professional graffiti artist. This is one aspect of a number of activities happening through the bus during these three weeks.
<b>Whittlesford</b> Lawn Trust	To award a Youth Sport Initiative Grant (YSI03) of £1,075 to build a sports wall on 'The Lawn'	To provide non structured activity for young people 12-16 years within the village
Connections Bus Project Summer Programme	To award a Sports Development Grant (SD01) of £1,000 to provide sporting opportunities for the young people of Histon, Willingham, Oakington and Hardwick	To engage the young people in sporting activities especially young people who are at risk of offending. Encourage team building and social skills through structured activity
<b>Teversham</b> Youth Initiative	To award a Sport Development Grant (SD02) of £475 to provide sporting opportunities for the young people of Teversham	To engage the young people in sporting activities especially young people who are at risk of offending. Encourage team building and social skills through structured activity

### Call-In Arrangements

The Chairman of the Scrutiny Committee or any five other Councillors may call in any executive decision recorded in this bulletin for review. The Committee Manager must be notified of any call in by **Wednesday 23<sup>rd</sup> July 2003 at 5pm**. All decisions not called in by this date may be implemented on **Thursday 24<sup>th</sup> July 2003**.

*Any member considering calling in a decision made by Cabinet is requested to contact the Committee Section to determine whether any relevant amendments have been incorporated.*

The call in procedure is set out in full in Part 4 of the Council's Constitution, 'Scrutiny Committee Procedure Rules', paragraph 12.

