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00.00.00 - 00.00.00

Mr. J.S. Ballantyne,
Chief Executive,
South Cambridgeshire District Council,
South Cambridgeshire Hall,
Hills Road,
CAMBRIDGE,
CB2 1PB.

15th April 1994

Dear Mr. Ballantyne,

Planning Permission for a New Village on the A45

I received this morning a copy of Mr. Hussell's letter of 12th April to Mr. T. Bird of the Department of the Environment (reference DBH/JWF) and I am concerned in principle at its threatening tone in demanding a response in 7 days without giving a clear reason.

I feel sure that there must be an explanation since several experienced councillors agreed to such an action. The only apparent explanation for seeking such a speedy response that I can find in this letter is that "Ministers are by now, well acquainted with the facts of this case." I think Mr. Gummer is a new Minister to this issue and I would imagine he would have to seek legal and departmental advice on the timing of implementing a new PPG. On the face of it a one month reply of a matter dating back to 1987 does not seem at all unreasonable and I don't see why a one week response was sought.

Against this background I wish to propose the following motion before Council at the next meeting:

"At the (full) Council Meeting on 7th April reference was made to PPG13 and its possible effect on planning permission to Monkfield Park.

Following that meeting the Planning Director in telephone conversations with Messrs T. Bird and K. Harding of the Department of the Environment was advised that the Secretary of State, Mr. Gummer, would take one month in which to give a decision.

After consulting several councillors, Mr. Hussell faxed a letter on 12th April to the Department of the Environment stating that one month's delay "is unnecessary and unacceptable" and informing them that planning permission would be given in one week's time unless they had called in the application by then. He claimed "Ministers are by now, well acquainted with the facts of the case."

This Council wishes to dissociate itself with the principle of effectively demanding a reply from a Government department when no clear reason for such urgency is given. It wishes the Planning Director to apologise to the Department of the Environment for acting in such haste and taking an apparently unreasonable course of action."

I am prepared to withdraw this motion if Mr. Hussell can explain to me why there was an incredible need of urgency from this Council and why this was not made clear in his letter of 12th April. As I have stated one month didn't seem at all unreasonable in these circumstances.

Yours sincerely,

Martin Hay (Signature)



Martin Hay
Member for Hardwick, Toft and Caldecote

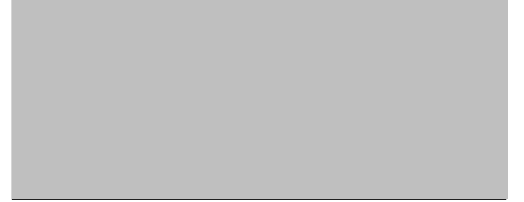
c.c. Mr. D.B. Hussell

Notice of Motion for ~~Full~~ Annual Council Meeting.

In view of some ^{recent} planning decisions which have gone against the wishes of local people that all members of council ~~are~~ become full members of the Planning Committee. ^{Thus} ~~so~~ making ^{this council's} decisions more representative of the views of the electorate. ~~It also believes that~~

From

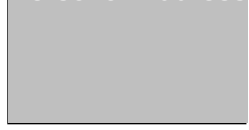
Robin Page (Signature)



6/5/94.

SCM

Cllr Chris Paget
Personal Address



20th June, 1994

Dear Mrs Crandall

AGENDA - Council Meeting 7th July, 1994

The District Council have, as part of their Local Plan, included a policy which urges the Department of Transport to provide, within the lifetime of the plan, traffic alleviation in Harston and Hauxton in the form of a by-pass. This policy decision is echoed in the County Structure Plan, where improvements to the A10 Trunk Road are featured, by the inclusion of a Harston/Hauxton By-Pass.

Harston Parish Council have made continuous representation to the DOT and the Government for the early provision of a by-pass, which culminated in a study being instigated by the DOT into the strategic role of the A10 corridor between Hoddesdon and Cambridge, within the National Trunk Road Network. Consultants were commissioned by the DOT to carry out this study under their specific direction. After some considerable time had elapsed (2 years), the Minister announced that, contrary to the recommendation of the DOT and their Consultants (Travers Morgan), a by-pass for Harston would not be forthcoming.

THE MOTION

I move that

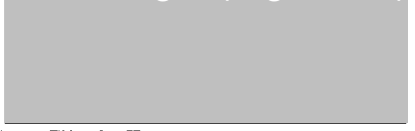
" This Council is appalled by the recent decision of the Minister of Roads and Traffic, Mr Robert Keys, to refuse the provision of an URGENTLY needed Harston/Hauxton A10 By-Pass.

We call on the Minister to reconsider his decision, and to commission an immediate Route Assessment Study to determine the best route for this improvement to the A10 Trunk Road, to ultimately enhance the quality of life of all the residents of the villages along its length."

Should this Motion be accepted by Council, I propose that it is communicated to the Minister with copies being sent to all our local MP's, including the Prime Minister, John Major.

Yours sincerely,

Chris Paget (Signature)



Cllr Chris Paget

To. Mrs K.J.Crandall LIB.
Legs; & Housing Director.
South Cambs D.C.

(SCM)

Notice of Motion -
20th June 1994.

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From. Donald Allen

Agenda-Council Meeting 7th July 1994.

Dear Mrs Crandall,

Whilst I understand the feelings of Members who aspire to go forward into a Unitary Council where the same courtesy and kindness will continue, as I have enjoyed since South Cambs inception on 21st June 1973, I do have to object to the issue of an emotive leaflet "We don't want to join a Unitary with the City" because frankly that will happen, if change is to come.

I found Members, that is the majority, putting the cart before the horse, in a most incredible fashion. Mindless of the fact that their duty was to pursue a policy ensuring the best interests of the majority they purport to serve, and mindful of the views of the highbanded ratepayers and their personal preferences.

The only way in which Members can protect the interests of thousands of their electors, in particular the young who live in our Villages and work in the City, because the County's access to work proposals are diabolically directed against them, and those people's only hope is for our Members to be in the same Unitary fighting their cause.

For these reasons we should have debated the Three Recommendations of the Commission prior to the issue of a leaflet as suggested by the majority, so that we could try to advise our electors of our view of the most appropriate Option for them, if that has to come, as I believe it will. Unless Members try to understand the reasoning behind the Recommendations, which undoubtedly is historical, how can they exercise proper judgment. For these reasons a short explanation is essential prior to a Motion which I ask you to place on the above Agenda.

Motion

Whilst understanding the wish of Members to join a Unitary excluding Cambridge City, Members must understand that such a Unitary on it's own, Cambridge would enjoy the equivalent status of the County Borough it was denied many years ago.

Successive Govts have had Inquiries, the Labour Govt appointed the Maud Commission whose Report included at para 87 the following: "The fragmentation of England into 79 County Boroughs and 45 County Councils, each with it's own independent authority concerned with it's own interests, has made the proper planning of development and transportation impossible".

At the last reorganisation when Peter Walker introduced his White Paper in Feb 1971 the following phrase was included at para 6. "The division between Counties and County Boroughs has prolonged an artificial separation of big towns from their surrounding hinterlands for functions whose planning and administration need to embrace both Town & Country."

The Banham Commission was appointed in the terms of the Policy Guidelines of July 1992 "To recommend structural, electoral and boundary changes (if any) as it thinks desirable having the need to reflect the identities and interests of local communities and to secure convenient and effective local govt".

Bearing in mind the foregoing facts:-

I beg to Move that:-

South Cambs D.C. having ascertained that the Commission are not prepared to support the majority view of Members of the Council and mindful of the distances separating different areas in the Two Unitary Option viz Wisbech & St Neots, or in the Three Unitary Option where the local communities at Littleport have little in common with Gamlingay, or Isleham with The Mordens, and other widely dispersed communities and bearing in mind that, the Four Unitary Fenland Preference stems from the County Councils created in 1889, lasted until 1965 and, in fact provided effective and convenient local govt for those 76 years, that South Cambs would now support that as their first preference, recreating the County of Cambridgeshire at that time, for this part of the present County.

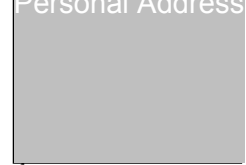
Yours sincerely

Donald Allen (Signature)

Date: 29th July 1994

☎: Personal Telephone

L L Baynes
Personal Address



**Mrs K J Crandall, Legal Director
South Cambridgeshire District Council
South Cambridgeshire Hall
9-11 Hills Road
Cambridge CB2 1PB**

Dear Mrs Crandall

Extraordinary Meeting of The Council, on Thursday the Fourth of August

1. Motion Standing in the name of Cllr D J L Allen.

Since this motion does not make complete sense, I submit that it should not be put.

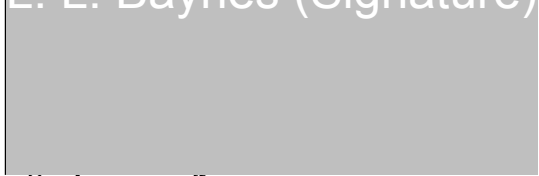
2. Local Press Coverage.

I wish to offer the following motion for consideration by the meeting:

'That this council deplores the blatant bias of the local press as shown in reports concerning the future structure of local government, and in the selective publishing of letters from councillors in order to mislead readers as to their true opinions.'

I enclose two samples of letters that have been refused publication, and I understand that other like minded councillors have similar experiences.

L. L. Baynes (Signature)



Withdrawn

24th June 1994

The Editor
Cambridge Evening News
51 Newmarket Rd
Cambridge
CB58EJ

Dear Sir

Apropos the proposed dissolution of existing local authorities once more, and their replacement with re-hashes, it seems unlikely to me that our leaders fully appreciate what they are doing. The confusion that will arise, not least with existing staff being required to plan their own commitment to the human scrap heap, will mean that it will take many years to recoup the nebulous savings being predicted by those who have already shown how wrong they can be. Moreover, the peak of the chaos caused by the proposed reorganisation, will be reached at about the time of the next general election. The Japanese call it hara kiri.

Teams of workers that have evolved a good modus vivendi over the years, will be broken up. Staff who have devoted all or most of their working lives loyally to one council, when they could have been earning more in commerce, will be arbitrarily sacked. Moreover, who will be required to choose who goes? Not the councillors, that's for sure; nor the staff themselves! No, it will be a body that has no real means of assessing the true virtue of those against whom they are discriminating. Thus the skills of many of our best public servants will be lost.

Regarding my own South Cambs council, mainly due to the skills and diligence of the staff, it has proved itself to be one of the most efficient in the country, both financially, and in the rendering of its services; it is not broken, so why try to mend it? To any who may think I am trying to save my own place, I would say that I did not want to stand for public office, and am serving simply because no-one else appeared to want the job; and at seventy-five years of age, it is unlikely I shall stand again when my tour expires.

Yours truly,

Cllr. L L Baynes (Mr.)

Date: 1st February 1994

The Editor
Cambridge Evening News
51 Newmarket Rd
Cambridge CB5 8EJ

Dear Sir,

Shake-up plans end in 'disarray'

Your article concerning the meeting in Huntingdon, was, to say the least, likely to give your readers a wrong impression. One would think that because 'leading councillors' . . . 'Coun Barker, secretary of the Conservative group' and . . . 'Coun Deborah Roberts, vice-chairman of the council's . . .', were in favour of South Cambs merging with the city, that the council members were split on party lines over this issue, which is far from the case.

At a full council meeting a democratic vote was taken on the issue, after it had been discussed at great length. Party affiliations did not come into it, we were concerned solely with the welfare of our residents, and voted across party lines. The representatives of the council, therefore, attended the Huntingdon meeting to support the views of a clear majority of the council, and were not 'without a mandate'. Indeed, the only undemocratic factor was when one of the two vociferous councillors named, after having been given the opportunity fully to express her own views at the council meeting, refused to accept the jurisdiction of the chair, and desist from interrupting another speaker. (As for Coun Lee's innuendo that 'This option has been cooked up in smoke-filled rooms by a small cabal of self-interested politicians . . .', the statement is so patently untrue, that it should never have been repeated.)

It is not as if the CEN was unaware of all this, since their reporter was present at the South Cambs meeting when the vote was taken. Indeed, I was at first surprised when the uproar caused by Coun Roberts' refusal to obey the chairman was not reported by your good selves. However, upon reflection, it was to be expected; throughout the discussions over the proposed new Unitary Authorities, your otherwise excellent newspaper has taken sides, consistently favouring the amalgamation of South Cambs with The City.

If space had permitted, I would have been pleased to give some of the reasons why councillors of all parties, and especially the independent ones (who are in the majority), prefer to remain independent of the city; but already I have taken up more than my share of your space.

Yours truly

SOUTH CAMBRIDGESHIRE
DISTRICT COUNCIL



South Cambridgeshire Hall
9-11 Hills Road
Cambridge
CB2 1PB

LEGAL & HOUSING
DEPARTMENT

This matter is being dealt with by: Mrs K.J. Crandall
Our Ref: **KJC/YB/C.11**
Your Ref:

Telephone: Cambridge (0223) 351795
Fax: Cambridge (0223) 60416
DX 5848 Cambridge

1st August 1994

Councillor L.L. Baynes,
Personal Address

Dear Councillor Baynes

EXTRAORDINARY MEETING OF THE COUNCIL ON THURSDAY 4TH AUGUST

Thank you for your letter of 29th July.

I note the Motion you propose to raise at the meeting and have passed a copy of your letter to the Chairman.

Yours sincerely

Kathleen Crandall (Signature)

Legal and Housing Director

*To go to Council in
September*

Motion to Council- 29th September 1994.

SCM

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Whilst respecting the majority support in G.P.Cttee to concede to the Conservation Cttees request under Terms of Reference (i) to give Full powers in respect of Churches, Chapels and Grounds:-

Bearing in mind that all Parishes pay the District Rate in proportion and not a different Rate for Parishes which have Conservation areas and those which have not, I beg to

1. Amend the G.P.Terms of Reference under G.P.(xv) to read

(a) Recreation, Leisure and General Grants

(b) (From) Village Hall and Church Management bodies and such other organisations as considered desirable in connection with Parish facilities needing District support.

Donald Allen (Signature)

Note. Most Churches are Listed Buildings and to discriminate as Conservation Cttee imply denies some Parishes in securing Grants under their proposals thus creating a "Them and Us" situation which to me is unsupportable.

For Mrs K. Brandall LdB.

Legal & Housing Director

14th September 1994

To. Mrs K.J.Crandall,LL.B.
Legal & Housing Director.
South Cambs D.C.

26th October 1994.

Motion to Council 10th Nov.1994.

From.Donald Allen.

Dear Mrs Crandall.

The dropping of any semblance of a "Balanced Transport Strategy" for the simple and only proposal, that of peripheral carpark sites which were rejected by Council several years ago and contrary to most Planning Cttee Members of a "Park and Walk" philosophy inculcates in me an intention to do my utmost to resist this most atrocious policy directly in conflict with the interests of South Cambs people.

I have therefore no alternative but to secure a Recorded Vote of Members so that their Electors can see who are acting in support of their ability to secure reasonable access to the City. The history is identified in the Motion.

- "Bearing in mind that:-
- (A) Cambridge was planned according to the "Cambridge Planning Proposal of Holford & Wright terminating the usual urban sprawl by exporting the City's housing to Villages outside a wide Green Belt
 - " " " (B) The City resisted concurrent road construction proposed in the Plan For confirmation-p,73 Table 1 and the County Highways Officer at the 1972 Cambridge Northern & Western Bypass Inquiry. The Inspector's Report para 95.c. "Finding acceptable Inner Relief roads is likely to take several years for the City Council to reach a decision. One such road had been in his rolling programme from 1963.
 - " " " (C) Multideck provision was accepted in the City's Gordon Logie Report of 1966, and in the County's T.P.P of 1974
 - " " " (D) The Chief Planning Officer (John Wilson) in a Report of 5th March 1986 indicated the disbenefits of Park and Ride peripheral sites for South Cambs Commuters. Why no further inner carparks? Moreover he posed the question "Was it equitable for South Cambs commuters to pay the larger share to achieve benefits to City residents?? The scheme was last costed at £15 million.
 - " " " (E) The County Council which was elected in May 1989 had gone to the electorate on a promise to ~~cancel~~ the Park and Ride peripheral site proposals
 - " " " (F) The Highway Cttee Chairman indicated ^{That} on 26/4/89 the City's carparks had a budgetted profit of £1.3 million and later in the year produced his "Balanced Transport Strategy", which whilst including peripheral carparks also included other central sites e.g. Butt Green.
 - " " " (G) Residents of City houses on the periphery did not consider carpark sites there, to be environmentally friendly
 - " " " (H) Only 20% of incommuting traffic went to the City centre and 80% to the many hundreds of workplaces, the need was for multidecks around the intermediate area where workplaces existed and not spend money or add to the chaos by sending hundreds unnecessarily on buses to the centre.
 - " " " (I) The proposed High Cross site which even now will create traffic problems through Villages seeking access to the A.428 west of Cambridge from the A.14 north direction, may well have similar problems when the M.11 is increased to three lanes between the A.603 and the Cotton Interchange. Before construction the Dept of Transport should confirm that the slip road from the south up to the A.428 will not be closed thus creating more cross traffic movements through Villages around.

I Beg to Move that South Cambs District Council objects to the peripheral carpark sites since they are in direct conflict with the planning policies espoused in the "Cambridge Planning Proposals" of Holford's, throwing disbenefits to no minor degree on those who went to Villages under the Plan and for whom no reasonable public facility could be capable of meeting those needs.

I further Move that South Cambs D.C. will seek an Inquiry objecting to these proposals and that the Secretary of State be requested to convene an Inquiry if the County Council decides to proceed with the peripheral site proposals.

Donald Allen (Signature)

SCM

Mrs Crandall.

Ref my comprehensive memo on the Park and Ride Item going to G.P.Cttee.

The wording on the Agenda Item should be repeated as for the last G.P.Cttee but

After "Terms of Reference 1 and 2 as shown

*** However Cllr Allen's view is that either the proposed change should have gone to G.P.Cttee under "Terms of Reference V(b) of G.P.Cttee, or since the whole "Park and Ride issue is subject to Policy Structure Plan Policy P 20/24 Council should have received this as a Recommendation from Planning Cttee as it is "Liaison in respect of a Structure Plan matter. ***

I also believe that this Item should have a high priority on the Agenda because many non Members will, as before wish to attend.

Donald Allen (Signature)

5/1/95

To, Mrs K.J.Crandall LIB.
Legal & Housing Director,
South Cambs D.C.

5th January 1995

From, Donald Allen.

Dear Mrs Crandall,

I understand that the wording for Items to go to Cttee are dealt with in your Dept and I had cause to be concerned with the wording of Item 11 on the G.P.Cttee Agenda for 1st December 1994.

For me the relevant Terms of Reference are as you suggested in part but the most important and the one overlooked by Mr Taylor in his advice to Planning Cttee was in respect of Item 1(a) in the Terms of Reference and here I have to remind you of the decision of Mr J.R.Sheppard the Local Plans Inspector who stated he could not deal with the "Area of Restraint" because it was a Structure Plan matter (See Policy P20/3).

Policy P 20/24 clearly identifies Park and Ride as being in the same category and whilst I accept that comprises of various sections, the failure to address the major problem of South Cambs Commuters i.e. the bulk of our electorate is a matter which should not come within the province of a Cttee which has not looked at the site, as it did in all cases in Feb 1987 and for which I attach relevant papers.

I did not attempt to argue for the Motion I had for Council on Nov 10th because I was told at Planning that the matter had been "determined" and because the Council Chairman could have suggested he was going to implement the provisions of S.O.22 either then or prior to Council, but he did neither.

My recourse therefore was to ask G.P. WHEN they had been requested to recommend that Council should be denied the right, which they had, as the papers of 1987 identify, to debate a matter of a 1000 carpark on the periphery, part as we understand of a series of peripheral parks without any attempt to disguise the "carrots and sticks" Oxford principle which manifestly means a massive number of buses passing through places like Hobson's St taking our commuters out on another radial because they don't work in the centre. (See CEN 4th Jan)

The Conservative County Council in April 1989 was elected on a "No Peripheral Park and Ride Policy Alone" is acceptable. I will address that issue at Council, but in the G.P.Cttee I shall address their problem, bearing in mind the matter in which this was addressed in 1987. Should Planning Cttee have the right to determine issues where without having a Highway Engineer on our Staff we cannot even approve an access to a District carpark or 8 houses, should this have gone to GP under 1 (V), I believe so.

I believe if I had pursued the matter in G.P.Cttee on the date in question at 1 pm as I was prepared to do, I would have caused inconvenience to other Members and I could have caused inconvenience to the Chief Executive who I understood had wished to attend. I know that some Members, without vision, believe this to be an irrelevance but my experience suggests that when the electorate find out what our Members have agreed to, a basic scheme which in 1989 was costed at £15 million with South Cambs electors paying the most through the County Rate, that unless there is some "Give and Take" from the County and City which created the problem, as my letter to the CEN of 29th December suggests, then we shall be accused rightly of trying to be too cooperative to City residents and ignoring the rights of those we represent.

I am aware that new thinking suggests we should be "kind to the City". It was they who created the problem as some of our newer Members and Officers conveniently forget. It doesn't affect the Ward I hope to represent for nearly 3/4 years but as a former Chairman there are other Parishes and we should stand together. Will we with only the peripheral carparks be happy with the knowledge that those who live miles out of the City have, not only to walk to that carpark when buses don't turn up as at Oxford, they may then have to get their cars with 999 cars in addition out to their respective Villages.

P.S. Please see enclosure
re agenda item

Yours sincerely

Donald Allen (Signature)

An analysis of the history and irrelevance of the Cambridge Transport Strategy in trying to solve that City's Transport problems on the "Carrot & Stick" principle devised for Oxford, or

When is a carpark, NOT a carpark.

1. The paper produced by the former Chief Planning Officer for the South Cambs District Council dated 5th March 1986 (Appendix 5) identified for Members that the policy of the Oxford "Carrot & Stick" scheme failed to meet the needs of the South Cambs commuter. Oxford was a County Borough when the scheme was initially introduced, with the Transport grants and powers appropriate. Moreover the growth of Oxford was, as in the usual Urban pattern, whereas Cambridge, not a County Borough required the planning policies of the then County Council to plan for housing expansion in the 101 Villages outside, a policy then accepted by the City, County & University "To preserve the University Town."
2. Any examination of the difference in those policies will identify the negligible volume of commuter traffic crossing Oxford's urban boundary whereas the traffic crossing the boundary at Cambridge is enormous and the public transport system totally incapable of meeting the demand. In fact at Oxford the "Park and Ride" sites are appropriately provided against the peripheral housing estates of Oxford and directed to the centre where the main provision is required and provided, but buses are now a problem.
3. Certain County Cllrs with Cambridge affinities and to meet their more selfish concerns, namely to get a lot of traffic which impeded their access to privileged parking places thought that by simply creating peripheral parks as at Oxford it would produce the same result, ^{remove} the vast majority of cars impeding their progress daily, when as South Cambs Planning Officers showed at the Cambridge Local Plan Inquiry that 80% did not travel to the centre but to hundreds of different locations around the intermediate and outer areas of the City.
4. The Park and Ride site located off Cherryhinton Rd adjacent to areas of employment but far from the historic core is a far more relevant location for the needs of the bulk of South Cambs commuters than the concept that they will dismount at a peripheral carpark, catch a bus to the centre and from there catch another bus out of the radial to their place of work.
5. This does not mean to say that a peripheral carpark to the south, i.e. the direction of the majority of tourists' traffic in the M.11/A.10 location, would not assist in reducing traffic through Trumpington of many cars, especially if the route suggested in 1972 along the disused Bedford railway line had been constructed through to the Brooklands Ave and railway stations where the City Planning Officer promised multidecks in 1966. The location of parking sites to improve accessibility for shoppers and in the area of the Region's largest hospital, Addenbrookes is of relevance because City residents believe that they own the "highway" frontage to their properties and that can only be if commuters cars restrict access into their curtilage, and create obstruction.
6. It was the view of South Cambs Cllrs on 9th July 1987 endorsing the recommendation of the Planning Cttee of 3rd June 1987 where at para 6.01 the Council rejected the concept of "Park and Ride" and later in June 1988 after inspecting the proposed peripheral sites rejected them. No one has questioned the principle of "Park and Ride" although Council Members have preferred the title "Park and Walk" to indicate that sites should be chosen where if the bus service breaks down for any reason a three mile walk is not the alternative.
7. Under Structure Plan policy P.20/24 the principle of Park and Ride was enunciated, but in 1989 the Conservative controlled County Council dropped the idea, then for a system between the periphery and the centre. No plan exists for carparks in the intermediate and outer areas as required in the Motion carried in South Cambs D.C. However the miles of "yellow lines" painted since 1985 when P & R was first initiated clearly identifies the Oxford principles - IF THEY don't use the peripheral parks (The carrot) HIT them with carparking restrictions. This to defend City & County Cllrs for their neglect in making reasonable offstreet parking available around the intermediate and outer areas. IF hitting South Cambs commuters with the "Stick" of parking restrictions where they work then any peripheral carpark alone cannot be deemed in justice and equity to be an independent carpark but part of a discriminatory system acting against the interests of the South Cambs commuter, because elderly shoppers or mothers with children are also unlikely to choose that system but continue to motor to central carparks.
8. The carpark at the Madingley Interchange is probably the best location for London based thieves or "Blackbird Leys" lads of the Oxford variety. No site inspection was arranged and the Planning Director of South Cambs cannot even determine visibility splays and the like on many housing estates.

Donald Allen (Signature)

24 X. 1994

29th December 1994.

The Editor.
Cambridge Evening News.
51, Newmarket Rd.
CAMBRIDGE. CB5 8EJ.

Dear Editor,

I trust that the County Transport Director will not go to the Commons Transport Select Cttee with the words "Carrots and Sticks" mentioned in your CEN Report of 23rd December. He might find someone will remind him that that was the cry at Oxford in the 70's, when with housing extates of that County Borough growing rapidly on peripheral sites, it was simple with wide roads to provide a Park and Ride system with bus lanes to the centre because most people wanted to go there.

In case our Transport Director is unaware of the fact, it was because his former County Council, the City and the University wished to resist development such as at Oxford, that Holford devised a plan to put the bulk of the housing for the City in South Cambs District in 101 Villages, which could never have an adequate bus service in any event since only 20% want to go to the centre, why not have a balanced transport offstreet parking strategy around the intermediate areas and beyond, like Addenbrookes, where demand exists. Catching a bus to the centre and another out to the workplace???? through Cambridge????

Since his County Cllr Heathcock extolled the virtues of Clifton Rd, as reported by Anne Shooter CEN 28th Dec, it is obviously a location in demand and should be expanded with a multideck to provide offstreet parking for those who work in that area or could use the Park and Ride service normally available there. A peripheral carpark south of Trumpington to catch tourist traffic off the M.11 makes sense, the restrictions at Madingley fail in that respect.

yours sincerely.

Donald Allen (Signature)

(Cllr) South Cambs D.C.

P.S. Why couldn't Cllr Heathcock catch the City service and leave Clifton Rd available for a traveller from outside the City??

These are the pages for YOUR views. Write to: Letters to the Editor, Cambridge Evening News, 51 Newmarket Road, Cambridge CB5 8EJ Fax (01223) 460846

Put park and ride where it is needed

I TRUST that the county Transport Director will not go to the Commons Transport Select Committee with the words "carrots and sticks" mentioned in the *News* on December 23.

He might find that someone will remind him that this was the cry at Oxford in the 70's. When local housing estates were growing rapidly on peripheral sites, it was simple with Oxford's wide roads to provide a park and ride system with bus lanes to the centre because most people wanted to go there.

In case our transport director is unaware of the fact, it was because his former county council, the city and the university wished to resist development such as at Oxford, that Holford devised a plan to put the bulk of the housing for the city in South Cambs District in 101 villages, which could never have an adequate bus service.

In any event, since only 20 per cent want to go to the centre, why not have a balanced transport off-street parking strategy

around the intermediate areas and beyond, like Addenbrooke's, where demand exists. This would mean catching a bus to the centre and another out to the workplace through Cambridge.

Since County Council Heathcock extolled the virtues of Clifton Road, as reported by Anne Shooter (*News*, December 28) it is obviously a location in demand.

It should be expanded with a multi-deck to provide off street parking for those who work in that area or could use the park and ride service normally available there.

A peripheral car park south of Trumpington to catch tourist traffic off the M11 makes sense, the restrictions at Madingley fail in that respect.

Why could not Coun Heathcock catch the city service and leave Clifton Road available for a traveller from outside the city?

Coun DONALD ALLEN
South Cambs DC
Egremont Road
Hardwick

Road chief to aid Commons

TRANSPORT director for Cambridgeshire Mike Sharpe has been invited to give evidence to an influential committee of MPs next month.

Mr Sharpe will address the Commons Transport Select Committee on traffic problems and solutions in January.

The committee is studying the benefits and drawbacks of charging motorists to drive in cities as a way to relieve traffic congestion.

Mr Sharpe said he would talk about the "judicious blend of carrots and sticks" the county aimed to create to control traffic in Cambridge.

These included public transport services, park-

and-ride schemes, and the control of parking in and access to the city centre.

He said the committee had focused on Cambridge because it was a city with a good environmental record but severe traffic problems.

He said the committee believed traffic control measures carried out in Cambridge were applicable to other cities in Britain.

"It's good to keep Cambridge's name and the problems we're tackling in the public attention," Mr Sharpe said.

Also giving evidence on January 18 will be Lothian Regional Council and Prof A D May, of Leeds University.

■ From the *News* of December 23

Will rate rise be limited?

LAST year my Council Tax in Warboys was increased by 8.5 per cent, the Huntingdon District Council responsible for the major percentage of the rise.

Cambridgeshire County Council, by only increasing their charge 3 per cent, appeared to manage their affairs professionally within the inflation limits current in 1994.

This year we are told inflation is approximately 2 per cent.

It will be interesting to see if the Prime Minister's district council can lead by example, and keep within this limit.

HAROLD SHELTON
Jubilee Avenue

Warboys

FOOTNOTE: Frank Newton, a senior finance officer at the district council said the council tax increase for Band D in the current year at Warboys was 8.25 per cent and the county charge was 3.14 per cent.

He explained that the council was effectively offering an average £14.86 "credit" on its charge, although this had reduced from £36.57 the previous year for a number of reasons.

He said Warboys Parish Council had also increased its precept — by five per cent.

LOOKING BACK

■ FROM THE *NEWS* OF JANUARY, 1970.
POLICE seeking the missing housewife, Mrs Muriel McKay, combed the Bank of England sports ground in Priory Lane, Roehampton, London, today after a call from one of the staff that he had seen two men leading a blindfolded woman.

The ground is about a mile-and-a-half from the McKay home at Arthur Road, Wimbledon. The man who contacted the police was Mr William Clifton, one of the ground staff.

■ FROM THE *NEWS* OF JANUARY, 1945.
THE EIGHTH Army has launched a major attack north-west of Ravenna, says today's German communique.

"Heavy fighting is going on with the enemy, who in one sector has penetrated our positions," the communique added.

Reuter's correspondent at Allied H.Q. cabled that General Foukes' new drive on the Adriatic wing of the front is now only three miles from the island lagoon of Valli di Comacchio.

■ FROM THE *NEWS* OF JANUARY, 1895.
IT IS extremely satisfactory to find such cordial relations existing between the Chief Constable of Cambridge and the men under his command.

Mr Holland during the short time he has held the appointment here has shown his high qualifications and the men thoroughly appreciate the efforts he has made on their behalf. At the annual dinner on Wednesday they showed this appreciation by presenting their chief with a sword and belt suitable for wearing when on mounted duty.

■ ON THIS DAY...
1885 The first successful appendix operation was performed by Dr William West Grant in Iowa, US.

1967 Donald Campbell was killed while attempting to break the world water speed record in his speedboat Bluebird on Coniston Water.

1972 Rose Heilbron became Britain's first woman judge at the Old Bailey.

1986 English novelist and playwright Christopher Isherwood died.

Necklace villages still under threat from cities Foreign fields...

6. REPORT OF THE PLANNING OFFICER

(minutes ratified at Council
on 09 July 1987)

6.01 Park and Ride

The Committee received a verbal report from members of the Park and Ride Working Party who had attended a meeting at Shire Hall on 27th May 1987 at which the County Council's intention to proceed with the provision of three Park and Ride sites in South Cambridgeshire had been confirmed. Having heard the universal disquiet expressed by those members, it was

- AGREED
- (a) that this Committee totally rejects the pathetic attempts of the County Council to provide information in respect of alternative parking sites and requests that the County Council both rescinds its recent decision to proceed with Park and Ride and provides this Council's Park and Ride Working Party with detailed information on all alternative parking sites investigated within the City boundary;
 - (b) that, in the event of the County Council not being prepared to rescind its decision to proceed with Park and Ride, the Planning officer be given authority to provide, without prejudice, technical advice and factual information to County and City officers in respect of the three sites currently proposed for Park and Ride within this District. This authority, however, does not extend to the agreement of landscaping requirements or discussion on detailed design;
 - (c) that the Finance, Resources and Staffing Committee be requested to note that, within the current financial year, the Planning Committee may need to appoint consultants to support the Council's case against Park and Ride both in principle and in respect of the unsuitability of the three sites currently proposed. A precise brief for any consultants appointed would be provided by the Park and Ride Working Party;
 - (d) that members of the Park and Ride Working Party be authorised to attend further meetings of the Joint Park and Ride Working Party only if requested so to do by the County Council. In the event of any such further meetings taking place, the County Council should be requested to include in its representation, elected members from rural wards within this district;
- Mr

SOUTH CAMBRIDGESHIRE
DISTRICT COUNCIL

PLANNING
DEPARTMENT



South Cambridgeshire Hall 28
9-11 Hills Road
Cambridge
CB2 1PB
D.C. - POSTROOM

This matter is being dealt with by: Mr. D.B. Hussell

Telephone: Cambridge (0223) 351795

Our Ref: A/1/33 DBH/JWF

Fax: Cambridge (0223) 301027

Your Ref:

DX 5848 Cambridge

Councillor D.J.L. Allen,
Personal Address

5th December 1994



Dear Mr. Allen,

Terms of Reference of Committees

I refer to your letter of the 25th November 1994 to General Purposes Committee Members which you copied to me with the request that it be placed on Planning Policy Committee. I have now had the opportunity to discuss the matter with the Chairman, Mr. Hacke.

We both feel that if you want Planning Committee to discuss this item, you could put it on the Committee in your own name, as a Notice of Motion. Accordingly I have copied this to Mrs. Crandall who will probably need a request from you, in writing, before she can organise the agenda to incorporate your item.

I hope that this suggestion helps.

Yours sincerely

David Hussell (Signature)



David Hussell
Planning Director

c.c. Councillor L.E.A. Hacke
Legal and Housing Director
Chief Executive

To. General Purposes Cttee Members.
From. Donald Allen

25 November 1994.

Terms of Reference-G.P.Cttee (V).

All Members will be aware, because of the volume of business, how essential it is for minor issues to be determined within a Cttee which has Officers with the required technical qualifications to advise. Our Standing Orders and Terms of Reference were devised to give guidance and it was because the functions of Planning and Highways, whilst intertwined have to be separate as indicated in Cttee structures at the County Council.

This Council's Shadow Authority first met on 21st June 1973 when a Steering Cttee was appointed. Obviously that Cttee met frequently and Council met on 26th July, again on 18th October when the Cttee structure was under review, but it was not until 29th November that the Highway function was allotted to the General Purposes Cttee. Members of the Planning Cttee will know that I have commented on several occasions that if we had our own Officer, a Highway Engineer, we would have saved a great deal of time in determining planning issues, especially at Inquiries, where Consultants were so expensive.

My criticism of the Planning Cttee's determination of the Madingley Rd site was the fact that without inspection, and by 8 votes to 7 the Cttee deprived All Members from a vote on a matter which affects All Wards, and I had put a Motion for Debate at Council the following day. My visit with other Planning Cttee Members to the other sites in 1986 convinced me that a site visit was essential at Madingley because I believe that the traffic lights off the M.11 are electronically controlled to ensure no holdups from the M.11 slipway, which may disappear but in the meantime cross traffic movements to get to the A.428 will occur through some of our Villages. These are technical questions which those 8 Members chose to ignore.

Peripheral sites were rejected by us in 1988 and rejected by the County VCouncil in 1989. In 1990 the County produced it's "Balanced Transport Strategy" which implied that they were looking at access and parking inside the City as well as outside. In 1986 we had received a long report from our Chief Planning Officer John Wilson who asked "Was it equitable to secure benefits for City residents that we should suffer the disbenefits of the system and through the County rate to be forced to pay the most for it" We asked the County what about other Inner City sites.??

My initial and continuing objection has been the problem that bad weather, strikes or other reasons, with thousands stuck out 3 miles from the centre, and no buses after 5pm our commuters would certainly have cause to criticise those Cllrs who voted for those sites in isolation. Cllr Watts has not been opposed in Planning when he has stuck to his view that "Park and Walk" should be a policy, but the walk needs to be reasonable.

However what has been the City's response-Silence?? What has the City done to suggest that our commuters some 80% who have no wish to go to the centre, do??-The City paint yellow lines. In 1966 the City Planning Officer promised multidecks on the railway station carpark, at the junctions of Hills Rd/Station Rd. At junction of King St/Jesus Lane and also at Old Addenbrookes and Castle Hill. Since, they have abandoned the New Square and Saxon St schemes.

The County in 1974 promised the Saxon St scheme 600 cars, Castle Hill 500 cars Queens Rd 500 cars and at the 1972 Cambridge Western & Northern bypass Inquiry the then Chief Highways Officer Robert Lacey OBE told the Inspector of his difficulty with the City:-

"Finding acceptable routes for Inner Relief roads in Cambridge is likely to take several years taking into account the time for the City Council to reach a decision and the opposition that the proposals are likely to generate at the Public Inquiry and subsequently. There is little hope of these roads being constructed in the foreseeable future. Inclusion of a road in the rolling programme is of little consequence, as such road has been included from 1963 and is still shelved".

The question for G.P.Cttee to consider in the light of this information- Is our apparent acceptance in Planning Cttee to accept Park and Ride peripheral sites in isolation without reference to all Members a proper function for delegation.? Was the decision to determine the Madingley Site a denial of the right of ALL Members to debate an issue affecting all of our commuters and shoppers.??

The Planning Cttee has jealously defended it's right to determine applications in Parishes which from time to time have been challenged at Council. These peripheral sites, in isolation, affect all South Cambs residents and, in my opinion, as a guardian of the "delegated" principle, sadly have to conclude that this should not be left to that Cttee alone.

Donald Allen (Signature)

To. Mrs K.Crandall LIB.
Legal & Housing Director.
South Cambs D.C.

18th Nov 1994

SAM

From. Donald Allen

G.P.Cttee Agenda-1st December.

Dear Mrs Crandall,

I would appreciate the inclusion of an Item concerning G.P.Cttee Terms of Reference (V) for the consideration of the determination by Planning Cttee of the peripheral carpark site at Madingley. That decision by 8 Votes to 7, unlike Planning decisions on individual sites within Local Plans "policy" could well weaken the policy that development control matters cannot be reviewed by Council.

The wording of the Item which I consider appropriate would be as follows:-

* Despite the wish of certain Members that the principle of peripheral car parks in isolation, should be determined by Council, since all Members electors would be affected, the Planning Cttee by 8 votes to 7 gave support to that proposition and Cllr D.Allen gave notice of his intention to remit the matter to G.P.Cttee under Terms of Reference (V) of the G.P.Cttee, so that, if thought necessary, the Cttee could recommend a view to Council.

The Council, following advice of it's former Chief Planning Officer that "It was inequitable that to achieve benefits for City residents our electors should be so disbenefitted", that the policy contained no provision for further City car parks and in 1988 Council rejected the principle of park and ride exclusively on peripheral sites, and the County Council in 1989 supported our position.

It is Cllr Allen's view that where an important issue affecting all Parishes is involved that Council should debate and record Members views when determining the matter so that their electors can identify those Members who support a peripheral carpark policy in isolation.

Yours sincerely

Donald Allen (Signature)

15th November 1994.

Copy to KSC

To. J. Ballantyne Esq., D.M.S
Chief Executive.
South Cambs D.C.

SCM

could you please do a short note about the delegation to Planning Ctee of highway matters no ii) in terms of reference for agenda.

From. Donald Allen.

Dear Mr Ballantyne

You may have heard my "explosion" from the Council Chamber, but when in Planning Ctee I heard a comment that a new approach to the County, that other carpark sites would be sought for by S.C.D.C and conceded by the County and City, I just wondered how stupid could we get?? We have protested for 9 years.

The Madingley Rd site is purely the signal for our acceptance of the principle of Park and Ride at peripheral sites, Cambridge cited Oxford in 1985 when first talking to us about the idea but, and if you don't know try it with a Highway engineer as I did, and there is no remote chance that Cambridge can repeat Oxford's scheme.

In 1986 I went with the the Council Chairman Stan Symonds, who being of a similar political persuasion as Cllr Carter the City Ward Labour County Cllr, I thought we might progress by meeting with them. In neither of the two Meetings did the City turn up, at one of the two Meetings a Cllr Eveleigh Lib/Dem turned up, another the Transport Services Chairman Cllr Dr Bear of Linton, put his head in and then disappeared, so that after the second Meeting I resigned from the Park and Ride Working Party "To save my breath to cool my porridge".

The attached gives you some idea of the history. I have no wish to put a P & R site at Granhams Rd and thought that multidecks on Gt Eastern House site, adjacent to where they were promised by the City's Planning Officer in 1966 on the Railway Station carpark, would be attractive to Hills Rd traffic. Mr Miles will confirm my assessment of the views expressed at a Southern Fringe Meeting, that the site should be "Over the Gogs" City residents didn't want to see the disfigurement of the Green Belt.

I am not going to argue the merits of the Madingley Rd site, I believe proximity to the M.11, to the cross traffic migration through our Villages to get there will create trouble for us, created quite wrongly by 8 Members of our Planning Ctee. We used to know quite positively by having separate Planning and Development Control Ctees as to what constituted a major issue which ought to go to Council. For me 8 Members denied the right of 40 Members to debate the issue. Mr Taylor was right our present Terms of Reference give too broad a remit by suggesting that the Planning Ctee could determine "Anything" and that has never been conceded.

The Council by 33 Votes to 10 in 1987 accepted a Settlement on the A.45 West, later Mr (Lord) Ridley agreed either East or West of the City, against my advice, even to the extent of my writing to the Minister, and one Colin Moynihan MP replied that it was up to S.C.D.C to ask the Inspector, but No, everyone except me thought it would go at Hare Park.

Despite this, it was "Council" which accepted, with the Inspector Mr Kenman Lane's final recommendation endorsed by the Secretary of State that Monkfield Park was the Site. Yet despite that it went back to Council who directed the Planning Ctee to determine that issue. On 9th November by 8 Votes to 7 a major decision affecting all commuting electors from ALL of our Parishes was not even referred to Council as I indicated was a must, not to do so is a negation of democracy.

Perhaps you will kindly put the Item on the G.P.Ctee Agenda to question the Terms of Reference in this respect.

Yours sincerely
Donald Allen (Signature)

