

**Councillors Present:**

County Councillors Reynolds (in the Chair) Hughes, Pegram and White  
City Councillors Durrant, Reid and Ward;  
South Cambridgeshire District Councillors Bard, Bullman, Mason and Smith

**Also Present:**

City Council Officers: Sara Cass (Urban Extensions Project Manager); David Roberts (Planning Policy Manager); Brian Human (Head of Policy & Projects); Simon Payne (Director of Environment & Planning)  
County Council Officers: Kathy Baldwin (New Communities Project Lead); Craig Drury (Principal Transport Officer), Paul Cook (Head of Transport Policy and Strategy);  
South Cambridgeshire District Council Officers: Caroline Hunt (Principal Planning Officer); Michael Monk (Planning Consultant working for South Cambridgeshire District Council);

**And**

Peter Studdert (Cambridgeshire Horizons)

**07/NWF/07 Election of Chair**

County Councillor Reynolds was appointed as Chair for the meeting.

**07/NWF/08 Apologies**

Apologies had been received from City Councillor Kightley.

**07/NWF/09 Declarations Of Interest**

None declared.

**07/NWF/10 Minutes**

The minutes of the meeting held on 29 June 2007 were amended as follows:  
On page 3 (amendments in bold): 'The Chair asked officers to formulate some wording for the Site A proposal. The Joint Member Reference Group agreed **(by 7 votes to 1)**:

"The Joint Member Reference Group recommends Site A, but with a largely circular central open space more akin to 10.1 to be taken forward by officers in consultation with the Executive Members to put to the meetings of each council in July, together with full assessments and sustainability appraisal." ‘

'Huw Nicholas explained that access via Huntingdon Road was under consideration and that the district councils' responses to the consultation **would lead to a final study which in turn would be subject to consultation were contributing to the assessment of options in order to finalise the technical papers.**'

The minutes were then agreed as a correct record.

A Councillor expressed concern about the way the officers had expressed their view of the relationship between the new development and Girton village in the response recorded to the comments made by Dr De Lacey, Chairman of Girton Parish Council. The Chair allowed this matters arising question and the officers explained their view again. (See also minute number 07/NWF/12 below.)

**07/NWF/11 To consider the North West Cambridge Transport plans in the light of the proposals emerging from the work on the Transport Innovation Fund and the Cambridge Area Transport Study**

Paul Cook tabled three diagrams. The first showed the preferred Highway Option from the Cambridge North West Transport Study. Paul Cook said this indicated that there would be reductions in traffic levels in both Huntingdon Road and Madingley Road. The second was a diagrammatic map showing the proposed transport improvements for Cambridge North West arising from the Transport Innovation Fund (TIF) proposals as they currently stood. He highlighted the public transport and highways improvements proposed through the university site and the portion of Huntingdon Road which would be a one-way system. The third diagram showed current and predicted traffic levels with the TIF proposals. These showed that the predicted numbers of vehicles per hour by 2021 would be considerably reduced. He referred members to Policy NW14 in the papers for the following item (All Purpose Orbital Route) and said that the TIF proposals were consistent with the policy.

Members noted that it was difficult to separate the TIF study from the NW Cambridge final report as the former had influence on the latter even though it was not part of the Area Action Plan.

Members asked questions of clarification to which Paul Cook replied (A):

1. There is a Park & Ride site at Madingley Road which would draw more traffic along the Madingley Road so the modelling figures showing a reduction are puzzling.

A: It is expected that people will use the Guided Bus as an alternative.

2. Why was the decision made not to have a Park & Ride site on Huntingdon Road?

A: The Park & Ride sites at Longstanton and St Ives will pick people up. The need for a site on Huntingdon Road would be subject to a future review.

3. In Figure 3 the proposals look like a gyratory system through the university site. What did the university think of this?

A: The system is in fact more akin to a contraflow than a gyratory. Officers are continuing to talk to the University to agree the best approach which both delivers benefits for new residents whilst maximising the attractiveness of sustainable modes of transport. To this end, the effect of making the one way section proposed for Huntingdon Road into a tidal flow arrangement (southbound in the morning, northbound in the evening) is being considered.

4. The route through the university site now looked like a major one. Would that affect the width it was required to be?

A: The route is not intended to be a major route through the site: predictions show that, at the most busy times, the amount of traffic on the route would be roughly half that which goes down Huntingdon Road currently. There should therefore be no need, either now or in the future, to increase the width of the road through the site to accommodate extra traffic.

Continuing concerns were expressed about the modelling and the impact of the A14. It was also requested that figures be provided showing future traffic flows along Histon Road as a result of the TIF proposals.

Members were reminded that transport study had been discussed at two meetings of the Reference Group and that public consultation on proposals had been undertaken when these issues had been explored. It was agreed that figures for Histon Road would be made available.

Paul Cook
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Note: The following information was provided by Paul Cook on 21 September 2007:

“The figures for Histon Road are: 1025 in 1997 and 433 in 2021. This is a very significant drop, for which there are two reasons:

- 1 TIF will help sort out the issues on the A10 and Milton, thus reducing/eliminating current "rat runs" through Cottenham and from the A14 on to Histon Road
- 2 Other TIF proposals for bus priorities in the north of the city will mean that it will become much more difficult to get to the centre of the city by car from Histon Road. This is likely to mean that the road will cease to become much of a through route and will instead potentially only serve local land uses off of Histon Road.”

It was confirmed that the TIF proposals concerning the routing of the proposed road through the university site had been modified from the original TIF proposals better to accommodate the Area Action Plan proposals.

Councillor Reid requested a record in the minutes that diagrams 1 and 3 did not represent the Reference Group's discussion of the transport issues at their meeting in September 2006 as recorded in the minutes of that meeting, particularly with regard to a "sinuous route" through the University site.

### **07/NWF/12 North West Cambridge Area Action Plan: Preferred Options/Draft Area Action Plan**

The officers introduced the item. Caroline Hunt explained that Volume 1 contained the Draft Area Action Plan and Volume 2 the Preferred Options Report. Public Consultation on the Draft Area Action Plan would take place between the 22 October and 3 December 2007. The intention was to submit the Area Action Plan to the Secretary of State in June 2008. It was anticipated that a public examination would be held in November/December 2008 with a view to a binding Inspector's Report being received in May 2009 for adoption by the City Council and by South Cambridgeshire District Council.

Members were recommended to focus on Volume 1. Volume 2 was a detailed audit trail for Volume 1 and members had already seen most of these documents. Later in September, further supporting documents would be

presented to meetings of both councils in the form of a Draft Sustainability Appraisal, and Habitats Directive Assessment.

The officers informed members that there was a government requirement to publish supporting documents such as the Cambridge North West Transport Study (Appendix B) attached as a separate document, the Huntingdon Road Junction Study (appendix C) and the Site Footprint Assessment (Appendix D) both of which were attached to Volume 2.

The Chair invited the Chair of Girton Parish Council, Dr De Lacey (who had expressed a wish to use the public speaking rights) to contribute his points at the appropriate point in the general discussion.

Concern was expressed that other interested ward councillors from the two councils might not have been informed of the date of the meeting. The Chair asked the Committee Manager to ensure that in future this information was issued to all local councillors.

Cttee Mgr
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The Chair then took members through the covering report and Volume 1 page by page for comments and questions.

In response to a question, the officers affirmed that the documents presented for public consultation would include all the supporting documents mentioned above.

There were several comments about the place of Girton Village in relation to the University site and the plans for a “strategic gap” between them. Dr De Lacey expressed his puzzlement about the need for the gap.

Officers explained that there was a need to conform to the Green Belt and Structure Plan policies and to protect Girton Village from adverse impact from the new development.

Members made the following comments to which officers responded (A):

- Re Policy Option NW4 – paragraph 3.3: a request that the wording to be re-looked at.

A: agreed that this could be reconsidered.

- Re: Policy Option NW5 – paragraph 4.4: was it possible to insist that development would follow “innovation in both building design and layout” as mentioned in this paragraph as some recent developments in the city were far from innovative.

A: What was included in the Master Planning document for any new development along with the views of the planning committee (in this case the new Joint Planning Committee) were what would determine the design.

- Re Policy Option NW6: What was the definition of key workers in relation to the university as there was concern that visiting professors might be included.

A: The definition of key workers would have to be agreed through the Planning Obligation Agreement document as with any affordable housing. Included would be the cost of the housing, how it would be accessed and who would be eligible.

- Re: Policy Option NW11 (Sustainable Travel) - paragraph 6.1: the reference to “which minimises the need to travel” did not recognise that

those who would be living in this development would need to travel to other parts of the city and beyond. So this was unrealistic.

A: The reference was to reducing the need to travel to shops etc by providing local facilities as indicated in the rest of the paragraph. Officers suggested re-arranging the order of the wording.

- Re: Policy Option NW14 (All Purpose Orbital Route) including paragraph 6.6: a request that the wording be re-drafted as the current wording did not reflect the discussion at the September 2006 meeting of the Reference Group where there had been a preference for the sinuous route rather than an all purpose orbital route (reference to the last sentence which said "It will be designed to allow it to be part of a wider orbital route for this part of Cambridge linking Madingley Road and Histon Road and beyond".)
- This would be important if the plan is to discourage cars moving through the site.
- The intention is not to stop cars driving across the site but to avoid a major orbital road.

A: Agreed to look at rewording the policy and supporting text relating to the orbital route.

- Re: Policy Option NW20 (Provision of Community Services and Facilities, Arts and Culture) – paragraph 7.1: concern that high quality services would mean a supermarket.
- At paragraph 7.9 could the local centre facilities include a public house?

A: A small supermarket may be appropriate as part of a much wider offer of services and facilities. Public houses were generally not considered to be a community facility. It was also noted that the Travellers Rest PH was conveniently placed to serve the development.

- Re: Policy Option NW21 (A Local Centre): Concern about the first words "where possible" which introduced the policy option. Make this more positive. All services to be provided in a single centre with any exceptions to be listed along with reasons for their exception.
- Re: Policy Option NW24 (Climate Change Adaptation and Sustainable Design). Request that the title be changed to add 'and Construction'.

A: Agreed to review wording of NW21 and amend title of NW24. Officers also mentioned that there was no national guidance about the provision of faith centres on new developments. Cambridgeshire Horizons had commissioned some consultants to consider this issue. This was a difficult planning area. The consultants had had 2 meetings with a group of multi-faith representatives and a final report was expected by the end of the year. The issue related to the question of the allocation of land in relation to the voluntary sector in general.

#### An Integrated Water Strategy

- Preferred Policy Option NW28 (Surface Water Drainage): Welcome for the water conservation measures proposed. However, concerns about paragraphs 9.11 and 9.14 (b) and (c). Agreed that a Strategic Water and Drainage Strategy will be required but concerns about how and to what sort of body to allocate the responsibility for management in perpetuity. A suggestion that the Environment Agency and their successors be included in a), that b) a water company was not

appropriate and that c) a publicly accountable trust was also not appropriate.

- Councillor Bard disagreed with this last point about c).

A: The policy is based on what had been adopted elsewhere e.g. in the Northstowe Area Action Plan.

- Re paragraph 9.12: Should the Sewage Treatment Works remain at Milton, then there was a great need to improve the facility there to deal with smells.
- Re Paragraph 9.17: Propose that water saving devices be required rather than being an option.
- There is no mention of electricity or gas supply and the need to integrate these with water and sewerage services. Suggest that a common conduit be provided through which all services might run.

### **07/NWF/12 Election of Chairman for the next meeting (date to be advised but probably in early 2008)**

Councillor Bard was elected Chair for the next meeting.

The meeting closed at 7.40pm.

**Chair**