

Cambridge East Community Forum 23/2/22: Residual questions

Q: Interested to know when the community space will be open at Marleigh - it was promised last October, then Christmas, then February.

A: We are intending for this to be open in April subject to no further delays due to material and labour shortages, which has been one of the challenges that has caused the opening to be pushed back previously.

Q: We have heard that there is preference for investor sales over cash buyers at Marleigh, is this true?

A: No. Until a property has been reserved by the customer it will continue to be marketed. In line with our policies, we can only take properties off the market upon receiving a confirmed reservation.

Q: Is there sufficient water for proposed usage on Marleigh and have the Env Agency had in-put?

A: GTC have been contracted to provide potable water infrastructure for 1300x domestic plots on the Marleigh scheme. GTC secured 2 points of connection with Cambridge Water to supply the site. The water network infrastructure is sufficient to support the load for the entire site.

Q: What is the sewage plan for the site?

A: Anglian Water confirmed at the appropriate time that there is suitable sewage capacity for 1300 homes at Marleigh. Queries in relation to sewage treatment works and discharge into the River Cam would be beyond the Marleigh Development and are best directed to Anglian Water for comment.

Q: How will Barnwell Road residents and Abbey residents more broadly be consulted in this case? I am quite concerned as Barnwell Rd is already congested and there are many issues on that road affecting residents currently - speeding during night, congestion during many day hours, recent accidents and dangerous parking - so would not be good to add another issue for residents.

A: Consultation on the proposals will usually be thorough the planning process and led by the Local Planning Authority. The extent of the consultation would be driven by the relevant planning legislation.

Q: Even if the road under the bridge is lowered, how are they going to enforce HGV drivers to use this slightly longer and more congested route from the A14 when their Sat Navs tell them of a quicker route via Teversham Drift and Cherry Hinton High Street past St Andrews Church (where the roads are totally unsuitable for HGVs)?

A: A routing strategy will be required to be approved as part of the mitigation for this development. Monitoring of the movement of site related HGV's will form part of this strategy.

Q: How does this fit with the plan to reduce traffic across the city?

A: Any proposed interventions/measures secured as part of this development would focus on reducing car trips and encouraging the use of public transport and active travel modes to access to the site.

Some of the key infrastructure projects to which this development would be expected to contribute are aimed at reducing car travel in the east of the city.

Q: Would lowering roadway under the rail bridge also be useful for busses along Coldhams Lane? That bridge is also bad for active travel and could do with widening.

A: The lowering of the bridge will be advantageous to buses in the future although there are currently no scheduled services that use this route.

The enhancement of active travel facilities under the bridge has been looked at in detail. It would not be reasonable (under current planning tests) to require the developer of the Coldhams Lane site to widen the bridge to facilitate this. However, this is likely to be something that is looked at in conjunction with future developments and the Eastern Access proposals in the future.

Q: Should add that I'm very concerned about more heavy traffic on the ring road through Queen Edith's. We obviously recently had the death of Anna Garratt-Quinton at the Addenbrookes roundabout caused by an HGV. What will the traffic route to the M11 be?

A: The routing strategy would direct all vehicles to travel to and from the site via the A14. Monitoring would be secured as part of the strategy to ensure that this being adhered to.

Q: When can we get clarification about the Barnwell Rd bridge? Very few, if any, buses/HGVs use it.

A: The proposed scheme will facilitate bus movements along Coldhams Lane in the future and allow HGVs to access the site without travelling through Cherry Hinton.

Q: Do you foresee the traffic from the Anderson development south of Coldhams Lane taking a short cut through this housing project to the north? (Land North of Cherry Hinton).

A: No. The link through the Land North of Cherry Hinton development will be designed such that large vehicles will be discouraged. There may potentially be a TRO put in place over part or all of the route prohibiting HGV through traffic.

Q: How can lowering the railway bridge help buses when there are almost no buses routed through there?

A: Lowering the bridge will allow HGVs to access the site without travelling through Cherry Hinton. Whilst there are currently no scheduled bus services along this route, there will be services along Coldhams Lane in the future, which will be facilitated by the proposed lowering.