

Cambridge East Community Forum – 22/6/22: Post forum question and responses.

Water Use

Q: Where will be the water for this new development will come from as we are overusing our resources at the moment?

A: The adopted Cambridge and South Cambridgeshire Local Plans have policies requiring water efficient new developments (housing and non-housing). The policy for new housing developments requires 110 litres/person/day which is the tighter Building Regulations optional requirement (standard Building Regulations is 125 litres/person/day). These levels can be achieved with water efficient fixtures and fittings.

To support the development of the new Greater Cambridge Local Plan we have employed consultants, Stantec, to produce an Integrated Water Management Study. The Outline Water Cycle Study was used as an evidence base to support the development of the First Proposals Local Plan. In the First Proposals we proposed to develop a policy that requires that residential developments should be designed to achieve a standard of 80 litres/person/day and non-residential to achieve full credits for category Wat 01 of BREEAM link to proposed policy direction. To achieve 80 litres/person/day will require some form of water re-use in the form of rainwater harvesting and greywater recycling (i.e., water from sinks being used to flush toilets). We will need further evidence to support these levels as we are not currently allowed to go beyond Building Regulations and Stantec will subsequently be producing a Detailed Water Cycle Study.

The Local Authority are also working with the water companies and Water Resources East (WRE). WRE will be publishing their Regional Plan for water resources in October and both Cambridge Water and Anglian Water will be publishing their draft Water

Resources Management Plans also in October. The information in the plans will be key in taking forward the Local Plan.

Coldhams Lane bridge and traffic

Q: How does the idea of lowering the road under the bridge work with the desire for traffic reduction and more active travel in this area? We were just discussing the fact that there wasn't a safe way for cyclists to get under the rail bridge because of the traffic and my suggestion of closing the whole of Coldhams Lane to cars was taken as a possible idea. So how does that fit with allowing a lot more traffic, including HGVs through?

A: The applicants are seeking to provide an alternative route for their HGV traffic which does not involve them travelling through the village of Cherry Hinton. This routing would for the most part use 'A' Classified roads rather than unclassified roads to reach the site.

We are looking at the routing of pedestrians and cyclists along Coldham's Lane in the long term. However, to do so safely would require a rebuild of the structure of the bridge and this solution is not one which we could require of the developer. Alternative routes for cyclists are being promoted in the short/medium terms which will be delivered as part of the 'Land North of Cherry Hinton' development

Local Authorities are committed to increasing active travel in the area and there are strategic schemes such as the Fulbourn Greenway and other interventions as part of the 'Land North of Cherry Hinton' development that will assist in achieving this aim.

In assessing any planning application, Cambridgeshire County Council must adhere to National and Local Policies. Whilst the increase in HGV's associated with the development does conflict somewhat with the strategic aims of Cambridgeshire County Council and the Greater Cambridge Partnership, there are currently no planning policies which would allow the County

Council to justify a recommendation of refusal of the development on these grounds.

Q: The road already floods at that point. Cambridge Water have said that flooding would increase if the bridge would lower. Surely that is a major reason not to go ahead.

A: There would be a requirement for a solution to this issue as part of any detailed design for the proposed scheme should it be implemented.

Q: We have to look into the bridge as you are bringing the traffic first and THEN thinking in rebuilding the bridge. So how are you going to bring the lorries without minimal nuisance? Through the new development from Airport Way?

A: Given that this is a 'live' planning application Local Authorities must consider any proposal on its merits. We would not be able withhold planning permission for a development if an acceptable alternative solution can be found that mitigates the impact of this particular development; and most importantly meets the relevant planning tests under which all mitigation proposals must be considered.

To require the developers to rebuild the bridge would not meet those tests therefore could not require this to be undertaken prior to the implementation of the development.

Local Plan / Planning policy

Q: As Addenbrookes has been overworked with the current population, will be more NHS hospitals come to play?

A: The Greater Cambridge Local Plan Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital) states that the Local Plan will support development on the Cambridge Biomedical Campus, including among other things, to meet local, regional, or national health care needs. As we develop the plan, we continue to work with Addenbrooke's Hospital and the other

landowners/users at CBC to understand their needs. More widely we continue to engage with the NHS to understand the implications of the emerging plan as whole on healthcare needs, which will be defined in the Infrastructure Delivery Plan at the next draft plan consultation stage.

Q: Why can't the local plan be changed to move away from industrial uses? After all, the site (South of Coldhams Lane) used to be protected for wildlife, but that use has changed.

A: The emerging Local Plan seeks to respond to employment needs whilst protecting the natural environment. Our employment evidence identified a need for some industrial floorspace, noting the need to have a balanced economy in Cambridge which does not just provide for hi-tech employment sectors. The existing South of Coldhams Lane Area of Major Change, which the First Proposals proposed for continuation from the adopted plan, envisages revitalisation of this area as an urban country park, alongside allowing for appropriate commercial uses in specific areas. Policy S/C/SCL Land South of Coldhams Lane, Cambridge seeks to meet such industrial needs, and is consistent with the adopted Area of Major Change in the 2018 Cambridge Local Plan.

Q: With all these large building projects, will there be any planning for LARGE green spaces to connect them all for people to go and enjoy?

A: Evidence supporting the Greater Cambridge Local Plan First Proposals recognised the need for large green spaces to support the existing and future population, which resulted in the proposals for strategic green infrastructure initiatives in Policy BG/GI: Green infrastructure. We continue to work with partners to develop these proposals at the next draft plan consultation stage, including considering opportunities within and around the airport site, including treatment of the substantial green corridor running through the Airport site, linking the countryside to Coldhams Common, that is designated Green Belt.

Q: The point about the use of these parcels of land is very important - things have changed since the 2018 Local Plan and we also now much more about these three sites. We need more green space in this area - and this large part of land could be hugely valuable for the existing and new developments adjacent in the future for a range of leisure and community activities. Can the Council not look at this more carefully?

A: Policy S/CE: Cambridge East First Proposals policy direction explicitly notes the need to integrate development at the airport site with Land North of Cherry Hinton and Marleigh, such that the parcels of land are considered together. In developing the plan for this area, we are reviewing relevant evidence to ensure it is up to date, taking understanding gained from development at nearby sites including Marleigh, alongside considering all feedback provided regarding the First Proposals consultation.

In relation to green space, as noted in our other responses, we recognise the need for large green spaces to support the existing and future population, and we'd note that the airport site provides significant opportunity for significant scale green space in this area.

Q: Does the existing council plan for the area of major change consider the fact that large residential developments have now been approved? It will no longer be on the edge of the city, adjacent to fields.

A: The Area of Major Change in the Cambridge Local Plan 2018 was confirmed alongside allocation for development at Land North of Cherry Hinton and was explicitly identified for appropriate redevelopment and the creation of an urban country park. As such its vision was not reliant on an edge of city location.

Q: Is it possible that the Local Plan which allocated this as a site of major change didn't do due diligence on the effects of building on waste dumps and groundwater issues?

A: Cambridge Local Plan 2018 was based on a significant evidence base which was proportionate to a citywide plan-making process. Preparation of the plan included consideration of issues including water and land contamination, with uses identified considered appropriate for the site, subject to detailed consideration at the planning application stage reflecting the requirements of the plan. The plan was approved by an independent government inspector.

Q: Do you know intentions are not guarantor of anything? As everything at the moment is being looked at and just intentions how do you pretend to reassure all the neighbourhood?

A: The intentions set out in the First Proposals are just that, our first proposals, and have significant further processes to go through before being confirmed: we are currently considering the many responses we received to the 2021 public consultation to help inform the next version of the local plan, and the emerging plan will go through two more rounds of consultation before being submitted to a government inspector for examination, following which the final version of the plan will be adopted if found to be 'sound'.

Once adopted the development plan policies are material to an application for planning permission, such that the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. Further to that, development proposals would be subject to planning permission, with the application process involving detailed exploration of site-specific issues.

We would hope that the scrutiny that the plan will receive, including by the independent planning inspector; the weight that the final version of the plan will have; and the further scrutiny

provided by the planning application stage, would provide some reassurance to communities.

Q: Will all residents concern raised be addressed and answers given to residents in a way we all understand it? E.g., traffic, safety, nature, disruption to Addenbrookes, floods and pollutions?

A: Whilst planning issues can be complex and detailed, we always seek to provide answers in clear, plain English. If you feel that you don't understand any responses, please tell us so we can clarify specific points.