

# **Cambridge East Community Forum**

**11<sup>th</sup> July 2017 - Colville Primary School, Cherry Hinton.**

## **Chair**

Debbie Kaye

Head of Community Services, Cambridge City Council

## **Lead Officer**

Sharon Brown

New Neighbourhoods, Cambridge Council

## **Presenters**

John Macmillan

Cambridgeshire County Council

David Allatt

Cambridgeshire County Council

Sharon Brown

New Neighbourhoods, Cambridge Council

Richard Oakley

Marshall

Jamie Wilding

Hill Residential

## **Welcome and Introduction**

The Chair welcomed all, outlined the purpose of the meeting and invited the first presentation.

## **Presentation by David Allatt on highways and transport across the development at Land North of Cherry Hinton (LNoCH)**

This covered:

- Site
- Movement strategy
- Connectivity vision
- Policy
- Cycle and Bus connections and options
- Access and spine road
- Parking
- SPD engagement

Q: The Citi 1 bus service will help serve the proposed development what about the 17 also?

A: Yes, a good option. A frequent and reliable service is what's needed and by working with local, commercial operators to enhance the current provision, the best solution will be sought.

Q: Is the Fulbourn Greenaway cycle project being corresponded with in regard to the proposal?

A: Yes, definitely. We speak with all partners to ensure strategic benefit and on a more local level there will be others also that we intend to engage with also.

Q: Is there scope for a rail station at Fulbourn?

A: This has been mentioned but it certainly is not currently programmed.

Comment: It is vital that the spine road through the development helps alleviate pressure on Cherry Hinton high street and that it acts as a through route.

Post meeting note: This point was raised and supported a number of times throughout the meeting by residents and Council members.

Q: Is there likely to be a bus gate on the spine road?

A: That is the proposal at present. To avoid rat-running a gate would allow all public transport through the development. However, this will need to be evidenced in the assessment.

Comment: There needs an access route from Coldhams Lane to Airport Way.

A: It should be minded that providing further capacity can result in generating new traffic/trips.

Q: The current cycle route from Cherry Hinton over the rail bridge to the City is in poor repair, will the development provide better provision?

A: I'm familiar with it and it does need improving but we aren't that far in to the detail yet.

Q: Are there travel plans for existing residents?

A: Travel Plans are made at the planning stage to help improve everyone's ability and choice to travel locally. They can be done individually but not by the County Council.

### **Presentation by John Macmillan on the re-development of East Barnwell Community Centre**

This covered:

- The site and its history
- Current use
- Planning context
- Development proposal
- Indicative project timeline.

### **Presentation by Sharon Brown on Land North of Cherry Hinton (LNoCH)**

This covered:

- The site
- Outline of proposed facilities and housing
- Supplementary planning document programme
- Timelines
- Engagement opportunities

Comment: The spine road should be a through route with good quality cycle access and not, as on the Southern Fringe, a CCTV restricted route.

Reply: The County Councils highway team are well aware of the preference and their analysis will produce the evidence as to what best serves the site and the surrounding area.

Q: What has been learned previously regarding the timing of the introduction of new schools and the potential harm to existing schools?

A: From previous development sites it has been seen that there is a balance to be struck between opening too early and leaving it too late. In Trumpington and WING (Newmarket Rd) the trigger for the primary school was 100 dwellings. The issue is complicated by the introduction free schools over which local authorities have no control but negotiation would be undertaken.

Q: The site has been described as 'mixed use', does that mean industrial as well as residential.

A: Not industrial, primarily residential with ancillary facilities such as, shops, recreational facilities and schools.

Q: Does the assessment for traffic impact take in to consideration other development sites also?

A: Yes, this is all part of the evidence gathering exercise and all material considerations are taken in to account. If there is a severe impact on the highway network the application can be refused, however negotiated mitigation measures are the usual way forward.

Q: The proposed development on the opposite side of Coldhams Lane has suggested that it can give space for a cycle lane; will LNoCH talk with the other developer and do likewise?

A: Again, this is part of the evidence gathering exercise and we work closely with all planning teams but local information is always useful and can be added to the SPD consultation responses.

Q: What leisure facilities are proposed and what cross local authority boundary access will there be?

A: The detail of this is yet to come; however, there are formulas to determine what the level of need is with regard open space, schools, recreational facilities, allotments, health facilities etc. At other sites the local authorities have agreed community access agreements to ensure pricing and times of use are fair and comparable with other city facilities. Wherever possible facilities should be provided on site, if this isn't possible, a contribution to off-site facilities is made.

Q: How are construction vehicles contained within site to prevent on-street parking?

A: There is a construction management plan that the developers must propose and adhered to prior to planning consent being given. Enforcement of this is key and local information to notify Councils of any breach can be useful.

## **Presentation by Sharon Brown on Ground Run Enclosure application**

This covered:

- Site outline and scope of proposals
- Design illustrations
- Need for expert opinion on noise, air quality, odour issues
- Forward timeline

The Chair confirmed that the proposed new Ground Run Enclosure is an improved engine testing bay

Q: Is it enclosed and which way do the jets point?

A: Yes, it is behind doors with the engines aimed vertically.

Q: There will be light and odour pollution, with the nature reserve near Sainsbury's in mind, how will that be resolved?

A: An environmental impact assessment is produced with the planning application, this is considered in detail with ecology experts and is all part of the planning consideration.

## **Presentation by Richard Oakley and Jamie Wilding - WING**

Richard Oakley reminded the meeting of Marshalls involvement in the developments at WING, Ground Run Enclosure and Land North of Cherry Hinton. A tender process has been completed to find a development partner for WING with Hill Residential being successful in winning the tender to build out the first 450 houses.

Jamie Wilding from Hill Residential introduced himself and the desire of Hill to produce good quality housing covering some 1 bed and some 4 bed but mostly 2 and 3 bed units with a number planning applications expected over the next 18 months and start on site in 2019.

Q: Will there be any shared ownership on the WING site?

A: Over the whole 1300 homes there will be 30% affordable housing and 70% of that as shared ownership.

Q: How long will LNoCH take to build out?

A: There are a number of variables that can affect that but in broad terms another 2 years of planning and 12 years of build out.

Q: Will there be provision to stop landlords turning larger houses in to houses of multiple occupation?

A: This is a joint venture with Marshall and Hill. Neither partner want this and for Marshall there is an obvious legacy involved with the development, so every effort will be made to avoid this.

The chair asked, by a show of hands, how many people had received a flyer advertising the event. The overwhelming majority had.

## **Questions from the floor:**

Q: What are the benefits for Cherry Hinton from this development?

A: One of the obvious benefits will be a new secondary school for this side of the city which reduce travel time and provide new and better facilities for generations to come. It will also provide further affordable housing for those in need locally as well as across the city.

Q: Will the transport assessment be publically visible?

A: Yes, as part of this there will be information on the impact, mitigation and number of trips generated.

Q: The site (Andersons) on the opposite side of Coldhams Lane to the Hatherdene development has not been mentioned as part of these considerations, will it be assessed also?

A: Although this site is not part of the local plan, whatever comes forward and submitted for a planning application will be subject to exactly the same procedure and examination.

Q: Could we get a completed ring road to relieve the High St traffic congestion?

A: These sorts of suggestions are useful for the consultation and public exhibitions regarding the SPD for LNoCH. There will be one in Cherry Hinton and one in Teversham following Councils approval of the process.

Q: There is concern that these developments destroy the community fabric of the existing village, how do we mitigate against this?

A: Some of these issues/concerns were apparent in Trumpington but over time, the benefits became embraced and to ensure that there are complimentary facilities to those currently existing is very important.

Comment: It should be remembered that on LNoCH, the Local Authority line bisects the site and that there are 800 units proposed in the city and 400 in South Cambridgeshire.

Comment: Andersons have made a number of presentations regarding their proposed site along Coldhams Lane to which there has been a written City Council response which was to be made available this evening.

Response: The document is unknown but enquiries will be made as to its availability.

Post meeting note: This is still in preparation stage.

Q: Could a railway station at Fulbourn Hospital be a possibility?

A: Although not part of current plans the idea is noted.

Q: The City Deal came up with a number of more radical ideas for transport, are any of these to be taken forward?

A: The project team have taken consultation proposals and are currently drafting further options.

Debbie Kaye thanked those for attending and presenting and closed the meeting.

Next meeting – approximately October/November 2017.