

# **Cambridge East Community Forum**

**2<sup>nd</sup> June 2015**

**East Barnwell Community Centre. Cambridge.**

## **Chair**

Councillor Rob Turner

South Cambridgeshire District Council

## **Lead Officers**

Paul Mumford

Team leader, New Communities, S.Cambs District Council

## **Presenters**

Edward Durrant

Principal Planning Officer, S.Cambs District Council

Thomas Webster

Principal Planning Officer, Cambridge City Council

Katie Parry

Senior Planning Officer, S.Cambs District Council

Mike Salter

Transport assessment, Cambridgeshire County Council

## **Welcome and Introduction**

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

## **Presentation by Ed Durrant covering the WING development.**

Questions were invited following this presentation:

Q: Is 40% affordable home provision still likely on WING?

A: Much of recent viability discussion has focused on how to achieve the 40% required when considering relocation and infrastructure costs. However by flexing the tenure it should still be possible.

Q: When is determination likely?

A: We hope that agreement can be found by the end of summer or beginning of Autumn of this year.

Q: What are the implications for a new health facility?

A: This is yet to be decided. An improvement to the existing nearby facility or a new one, possibly at Abbey Stadium is still being considered. The need and level of s106 contribution is therefore unclear at present.

Q: Is there formal connection with the proposed development at the East Barnwell Community Centre?

A: No the two are not connected. A community facility should be delivered on site for the WING development.

## **Presentation by Ed Durrant covering the proposed Ice Rink development.**

Questions were invited following this presentation:

Q: Is this a regional or sub-regional facility?

A: During initial feasibility studies it was found that Cambridge people often travelled to Peterborough, Milton Keynes and London to undertake skating, so although it will attract external use it will cater primarily for Cambridge residents.

Q: When will it be ready?

A: The promoters and developers are keen to start as soon as possible although there is some planning conditions to discharge and lease agreements to be worked through.

### **Presentation by Thomas Webster covering the developments at Coldhams Lane/Hatherdene Close and Land North of Teversham Drift.**

Q: What are proposed numbers of housing at the land north of Teversham Drift?

A: Although 40 dwellings per hectare is the maximum allowed, there is no development partner at present so no details to discuss but as soon as there is an application we will be able to see and discuss the proposals.

Q: What will the implications on transport be?

A: It's important that this, and any development, can demonstrate that there is no adverse impact on local transport, as will be expanded upon in a later presentation.

Q: Is there further land owned by the Whites family to come forward?

A: A developer partner has been chosen for this part of the development but negotiations are in very early stages.

Q: Are the two parts of the development joined?

A: The two elements should be considered in tandem and complement one another.

Q: What are the implications of the noise from the engine testing bay at the airport?

A: A feasibility study has demonstrated that a new on-site facility, near hanger 17, enclosed and producing very little sound is proposed.

### **Presentation by Katie Parry covering the developments at Fulbourn and Ida Darwin Hospitals**

Q: Why was the original proposal refused?

A: It was turned down on the grounds of lack of community facilities.

Q: With reduction of floor space, will the same level of psychiatric service be retained?

A: Yes. There will be no loss in service just a more efficient use of space.

Q: Is the overall footprint to remain the same?

A: Yes. It can't increase.

### **Presentation by Mike Salter covering transport assessments and modelling.**

Q: The current traffic levels are very high on the junction of Cherry Hinton Rd and Fulbourn Road. Are the new developments going to make this even worse?

A: When considering new developments, some assumptions on where peak travel will be to i.e. place of work and then to accommodate this via transport improvement measures including roundabouts, toucan crossings, additional bus services and enhanced cycle routes.

Q: Bike lanes and infrastructure only help a small amount of people, most have to use cars, why can't schools run buses from park & ride sites?

A: It's impossible to plan for every eventuality and to assume car use as we did 15 or 20 years ago is wrong. By creating alternative transport modes it is hoped to create headroom on the roads but we don't have the powers to insist that schools or any institutions run buses.

Q: Roundabouts would seem to keep traffic flowing better than traffic lights, what is the reasoning behind the use of either?

A: Lights accommodate pedestrian users and roundabouts need to have more equal flow of traffic from each side, so there are pros and cons to both and an assessment has to be taken as to suitability.

Q: Do you follow up traffic considerations after a development has been built to see if it has worked?

A: Yes, this analysis goes in to the modelling data base to be used in future assessments, however following development, other external considerations will alter also (e.g. fuel costs, bus routes, car ownership, other new roads etc.) so pure data can never be extracted in that sense.

Comment: Improved cycle routes along Newmarket Road are in dire need and the buses from Newmarket Road Park and Ride need to stop at Abbey Stadium on match days.

The chair thanked all those attending and presenting, emphasised the need for NHS and Education provision to come to future meetings and closed the meeting.