

Cambridge East Community Forum

12th June 2019 – C3 Church, Coldhams Lane, Cambridge. CB1 3HR.

Chair

Councillor Anna Smith

Cambridge City Council

Lead Officer

Debbie Kaye

Head of Community Services, Cambridge City Council

Presenters

Christopher Walkinshaw

Marshall

Philippa Kelly

Greater Cambridge Shared Planning Service

Welcome and Introduction

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

1. Cambridge Airport

- Debbie Kaye and Cllr Anna Smith outlined the City Council's desire to work collaboratively with Marshall, local communities, adjoining authorities and businesses to ensure discussions regarding the airport relocation and development, fit within future plans for Greater Cambridge. The proposal could heavily feature in the next version of the Local Plan to 2030 but that this was very early on in its progress and no detail would be forthcoming in the near future. (see appendix 1)
- Marshall's Communications Director Christopher Walkinshaw re-iterated Marshall's aim to ensure that any development of the airport site would be beneficial to not only Marshall but to Cambridge and its surrounds as a whole. Marshall is dedicated to bring forward a compelling vision for the area, including the essential public transport links.

Q: Can you confirm that there will be net benefit to Cambridge from the development rather than just a large increase in housing dependant on current infrastructure?

A: Yes, this is a most valid point and exactly the intention of the Local Plan. The bigger picture needs to be taken in to account and things looked at a fresh, including sustainable transport links.

Q: Can we ensure that historic settlements and communities such as Teversham, and their individuality, are not consumed but maintained?

A: All the historic parts of Cambridge, and its surrounds, need to be retained and celebrated but also balanced against current need.

Q: Duxford and Wyton were considered ten years ago and dismissed as relocation sites which only leave's Cranfield which is in Bedfordshire, what's changed?

A: The economic environment has changed considerably since the last time consideration was made and therefore all the different options would be explored equally.

Comment – PK – The joint Local Plan has a call for sites whereby any potential development sites can be forwarded to the local authority for consideration. This phase has just ended and results are to be published soon. The next phase is an issues and options paper due in the autumn and a represent good opportunity to in-put in to its consultation.

2. Sites overview – Philippa Kelly

- See presentation covering;

Marleigh (formally known as WING)

Q: The square and circus does not seem to feature in this plan, is this the most recent plan?

A: The plan that you might be familiar with was the outline permission which demonstrates that the quantum of any proposal fits within the site as an indicative demonstration. That plan has been amended and the circus is now a copse and the application amended with further detail.

Q: What is happening on site at present?

A: Currently there are enabling works for infrastructure. Some contractors were accessing the site from High Ditch Road which has now stopped and access is from Newmarket Road.

Q: When will the whole site be finished?

A: The first phase of 500 homes is due to complete in the next 5 to 7 years, with further phases to start in future.

Land North of Cherry Hinton

Q: Although the through route for the site was needed, it still feeds back on to a congested Coldhams Lane, has this been considered?

A: That is correct, the transport team at the County Council have considered all the implications and a mitigation package is due to be agreed by the end of the summer.

Q: Is transport infrastructure and the airport development being considered with all the other development sites at present?

A: No. In planning terms, the airport development is just aspirational and therefore can't be taken in to account with live applications. However, longer term transport plans are being considered at the Greater Cambridge Partnership and County Council level.

Q: There is an underlining feeling that to 'make it right', planning should see the bigger picture and work to that.

A: That is understood and the alignment of National Planning Policy Framework, Local Plan and Supplementary Planning Documents is the way we can do this and what we are aiming for.

Ground Run Enclosure (GRE)

Q: If the airport is to move why build this facility?

A: The new GRE will have many years yet of use in its current location and those parts above ground are transportable.

Q: Where is it located?

A: To the south west of its current location, near Barnwell Drive behind the Mercedes building.

Land South of Coldhams Lane (Cambridge Lakes)

Q: Is there land contamination on this site?

A: Yes, there is lengthy technical work being undertaken at present to determine levels of contamination.

Q: Could access to and from this site open up possibilities for improving transport west of Cherry Hinton?

A: Connections across the site are very much on the developer's radar and they see this as a possibility to increase accessibility to the broader area.

Q: What sort of open space is being proposed?

A: A country park, but it's too early to determine any detail past that. However during the open days at the lakes, the tranquillity and nature were key to their success, and enhancing the ecology of the site is the intention of the developer.

Q: Will the site and access be retained should any planning application be refused?

A: Although insurance is problematical, in the short term this is doable and the developers are happy to host further open days, however in the longer term, discussions with the other land owners would need to be had to determine liability and cost.

Ida Darwin and Fulbourn hospital

Comment: An up-date was not forthcoming from the relevant planning officer but will form part of the next meeting's agenda.

3. Questions from the floor:

Q: Are there legal powers to enforce carbon neutral development?

A: We are currently bound by the Local Plan but there is a new sustainable design and construction [Supplementary Planning Document](#) due to be published soon and this message is supported at executive councillor level.

Q: How can the 40% affordable housing due on Land North of Cherry Hinton be delivered without reduction?

A: The percentage of affordable housing is secured by the legal binding s106 document signed by developer and local authorities and agreed via the Planning Committee. Where viability is an issue, usually due to existing site constraints, that percentage might be negotiated.

Q: Is the Park and Ride site on Newmarket Road staying where it is?

A: In the short term the current location will remain.

Q: Flat roofs are prevalent on new developments at present, is this on planning insistence?

A: No. Following an award winning scheme in Cambridge, that featured flat roof buildings, many of the developers have adopted this design, however it is by no means on the local authority insistence, we will consider any design and it is the developer's preference.

Q: The station development is poor; will the 'compelling vision' from Marshall result in a brief for a design competition?

A: It is still too early to be thinking along those lines, but the vision is key to working with stakeholders and any consultation.

Q: Where does the name Marleigh come from?

A: It is a combination of Marshall and leigh. Leigh, from the meaning of a clearing in a wood.

Q: Will the Marleigh development still retain the intended allotments and playing field?

A: Yes. These elements of the development will be delivered within the 1300 homes application.

Q: Are any self-build plots being considered?

A: Yes, there are a proportion of self-build plots to be brought forward on Land North of Cherry Hinton.

Q: Transport.

Is there possibility of re-opening the old Mildenhall rail line to ease Coldhams Lane congestion?

Although there is broad support for sustainable transport, bicycles are not always the answer for older people, surely extra provision at the Park and Ride will be needed?

Will bicycle infrastructure be improved on Queen Edith's Way for access the bio-medical campus?

A: For the following meeting, representatives from highways and transport at the County Council and Greater Cambridge Partnership will be invited to give views on these and other transport related questions.

Q: Will on-site medical facilities be sought?

A: There is currently a discussion regarding the level and need with a health care trust for on-site provision.

Cllr Smith thanked those for attending and presenting and closed the meeting.

Next meeting – autumn 2019

Post meeting information

[South Area Committee](#)

- 22nd July – 7pm at Cherry Hinton Village Leisure Centre, Colville Road, Cherry Hinton, Cambridge. CB1 9EJ
- 9th September – 7pm at St John the Evangelist Church, Hills Road, Cambridge. CB2 8RN

[East Area Committee](#)

- 11th July - 7pm at Anglia Ruskin: LAB 006 located on Ground Floor of Lord Ashcroft Building (Entrance is opposite Broad Street CB1 2NJ)
- 10th October - 7pm at Cherry Trees St Matthews Street, Cambridge, CB1 2LT

[Greater Cambridge Partnership](#)

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Appendix 1

Cambridge City Council press release

Councils commit to work with Marshall of Cambridge after company announces plans to relocate and redevelop current airport site

Tuesday May 14 2019

LEADING councillors at Cambridge City and South Cambridgeshire District councils say they will look closely at plans to redevelop Cambridge Airport site, considering whether the proposals fit within future plans for Greater Cambridge.

The two councils will open up discussions in the coming months, ahead of a full public consultation, including with adjacent communities in Cherry Hinton, Abbey and Teversham.

The possible relocation of Marshall's Aerospace and Defence Group operation announced today could, subject to the findings of the next Local Plan, enable the Cambridge Airport site to be redeveloped.

The proposal just received from Marshall for their site could potentially provide thousands of new homes plus business space on the edge of Cambridge if supported in the next joint Local Plan – a strategic planning document that will start later in 2019 with residents being asked to shape their vision for their communities on key issues such as housing, transport and the local economy.

The two councils have recently started preparatory work on the next Local Plan, which will guide the area's future ambitions and ensure growth is sustainable.

The airport site was submitted earlier by Marshall as a site option for the last Local Plans of both councils, recently adopted, but was withdrawn because the company decided at that time to continue its operations on the airport and adjacent sites.

Cllr Lewis Herbert, Leader of Cambridge City Council, said: "Today's announcements by Marshall are of real significance for Cambridge and South Cambridgeshire, as Marshall have long been the largest engineering and aeronautics employer locally and a key driver of the local economy, including creating employment in dozens of other local firms. Marshall have played a major role in the life of Cambridge for more than a century, and it is critical to both councils to see this business retained locally in the future whether it moves or stays where it is.

“The councils will work closely with the company to explore and understand their plans for relocating most of their business, and for the potential redevelopment of the Cambridge Airport site on the edge of the city.

“The option of this site and others will be included in the dialogue with local residents on what they want from the next Local Plan, which needs to identify the most sustainable sites in the 2030s for badly-needed affordable homes and new workplaces and community facilities. All sites will need to be assessed for environmental and wider benefits, climate change impacts and overall quality, including critical transport links to the rest of the city and Greater Cambridge area.”

Cllr Aidan Van de Weyer, Deputy Leader and Lead Cabinet Member for Strategic Planning at South Cambridgeshire District Council, said: “Today’s announcement marks just the beginning of the conversation between the councils and Marshall. Marshall’s ambition to redevelop the current airport site will need to be thoroughly considered through our next Local Plan – which we see as the blueprint for the area’s development.

“With Duxford mentioned as one of three sites that the company is looking to relocate its existing staff and operations to, we are also keen to explore with Marshall and with local communities the impact and opportunities that this proposal presents.

“At this early stage there is no planning application and nothing formal to consider. But it is really positive to see recognition from Marshall even in this initial announcement that any development would need to feature ‘integrated, high-speed public transport connections’ for East Cambridge. It is factors like these, as well as the pressing need for affordable, energy-efficient homes, close to where people work, that we know are absolutely critical for residents and employers alike.”

The councils have confirmed that officers and the team from Marshalls will be meeting in the coming week and in the months ahead to understand the project and its implications, ahead of sharing full details on this and other sites in the full public consultation on Local Plan objectives and then site options.