

Cambridge East Community Forum Wednesday 16 October 2019

Chair: Cllr Claire Daunton, SCDC

Council Officers:

Ryan Coetsee –Development Officer, Sustainable Communities and Wellbeing, SCDC

John Evans – Principal Planning Officer Greater Cambridgeshire Shared Planning Service

Robyn Kerrigan–Project Officer, Sustainable Communities and Wellbeing, SCDC

Louise Lord –Development Officer, Sustainable Communities and Wellbeing SCDC

Rebecca Ward –Principal Planning Officer, Greater Cambridgeshire Shared Planning Service

Julian Adams - Growth Projects Officer, Cambridge City Council City

Simon Aslett - Community Development Officer (South), Cambridge City Council

Cllr Daunton opened the meeting and welcomed everyone, she advised that the facilitation of Cambridge East Forum is now shared between South Cambridgeshire District Council (SCDC) and Cambridge City Council (City)

She confirmed that the Marleigh development was previously known as Wing and introduced the first speakers.

Marleigh Phase 1b - Henry James & Sean Harriers, Hill

Henry and Sean presented two aerial views of the site of Phase 1b and pointed out the location of various aspects of the development including apartments and the school. They advise that infrastructure work was underway including roads, cycle paths and drainage. The site office will be located close to the centre of the site.

They shared information about Phase 1b which is currently at pre-application stage and set out the consultation they have planned. They advised that L&Q are the Affordable Housing Providers and explained that affordable housing is distributed to balance housing mix and enable efficient housing management.

Question 1. It has been agreed as part of Marleigh Development that Hill/Marshalls would develop a design solution to traffic issues on Newmarket Road – what is the solution and when will it be implemented?

Henry and Sean advised that this issue is under discussion as part of the planning application process for Marleigh Phase 1b. Hill/Marshalls explained a proposed upgrade to the Airport Way/Church Road junction but this has not yet been agreed, neither has the ‘trigger point’ for when the work will commence. Trigger pointers refer to a stage in the building process such as a date or number of homes built or occupied.

A phased implementation of a segregated cycle route will be provided along Newmarket Road.

Question 2. It is a planning requirement to have 40% affordable housing in new developments – why has the affordable housing contribution been set at 30% for Marleigh?

Henry and Sean advised that as part of planning negotiations, the affordable housing contribution was agreed at 30% following a viability review exercise at outline planning stage. This is because of abnormal costs associated with the development, including relocation of the North Works commercial premises.

Question 3. There is little space on the development for transport – this seems undesirable for many reasons. What do we do about cars when people want to drive? And what about cycling infrastructure?

Henry and Sean explained that the master plan includes primary, secondary and tertiary roads which have different provision. The access to and from the site is compliant with SCDC building codes which prioritise active travel. The Jubilee Way cycleway (National Cycle Route 51) runs in between the two parts of the application site, following the course of an existing drainage ditch east/west connecting the Fison Road Estate with the P&R. Hill/Marshall agreed to reconfigure and repurpose the Jubilee cycleway as part of an infrastructure application in 2018 and work is now underway.

Fulbourn Hospital - Alison Manton, Cambridge & Peterborough, NHS and James Philips, Murphy Philips

Alison explained that the site is currently made up of a range of buildings providing services for older people and young adults as part of their transition from hospital to the community. At present the site has no focal point and it is difficult for inpatients, outpatients, staff and visitors to find their way around. The building, currently housing therapeutic services and functioning as a gateway to the site, was built in the 1960s and is no longer fit for purpose. Nor is there any where on site where patients, staff and visitors can buy refreshments or sit and chat together.

The Trust would like to create a new building to provide a focal point, a gateway in an out of the site which also provides therapeutic services, an offer for visitors and the general community including a café and arts/ cinema space. The new building is at the early development stage and no planning application has yet been made. The team working on the proposal are aware that the building will be sited on greenfield and are keen to create a building that is sympathetic to the site, that showcases the forward progress of the NHS in relation to mental health and makes evident that the building is a place of healing.

The intention is to repurpose a modular building that is no longer in use on the Papworth site which was designed to be 'lifted and shifted' which both results in cost saving and enables the use of the embodied energy in the existing building. Whilst, it is not the most beautiful building, the team are confident it can be made beautiful and future – proof. In order to improve legibility of the site pathways from the existing car park will be remodelled, the car parks will remain in place to concentrate the budget on the building. The NHS investment in this building emphasises the importance of mental health which has not had much building investment in recent years.

The team have done some explored cladding options and timber cladding seems to be popular. It is a two-story building – the first floor will house therapeutic services including art, music and dance therapy. Downstairs will provide training rooms for staff; a multifunction space including a café and seating area for patients, staff, visitors and the general community; retractable seating for drama, dance performances and cinema; retractable doors to create a large space or two smaller spaces which will also act as a cinema screen. There will also be a large open space designed to have a calm feel to allow patients to make the transition between the site and beyond whilst enabling staff to

keep a caring eye on them. There will also be a pharmacy on site which needs to be built to specific requirements.

Question 4. Where is the funding from?

Alison advised that the project will be funded from NHS capital fund.

Question 5. Is one intention of the building to communicate our increasing willingness to acknowledge our own mental health needs and those of others?

Alison advised that mental health services were as important as health services and that the Trust are eager to create a building that meets the needs of NHS clients, staff and the local community.

A resident expressed her thanks to the team for their vision for this building.

Ida Darwin - Rebecca Ward, Principal Planning Officer, SCDC

Rebecca explained that Ida Darwin is east of Fulbourn, the land was once owned by the hospital trust and is now owned by Homes England. Outline planning for the site was granted in 2017. The site is made up of green space which will largely remain intact and some hospital buildings which are no longer in use or will be phased out over time. Homes England have recently commenced demolition on site.

The build will take place in 2 phases; Phase 1 will include most of the homes and a community centre – Phase 2 will include demolition of remaining NHS buildings and the remainder of the homes.

Rebecca outlines the S106 contribution for the site which includes financial contributions for primary and secondary education as well as provision of cycling infrastructure:

- Early years - £350,000 (circa)
- Primary years - £1,060,000 (circa)
- Secondary years - £1,190,000 (circa)
- Libraries and Lifelong learning - £2,000 (circa)
- Transport - £136,000 (circa)
- Indoor community space - £450,000 (circa)
- Health care - £76,767 (circa)
- Community Centre - Onsite 900 sqm of serviced land
- Local Equipped Area of Play - On site
- Footpath widening – Direct link to existing cycleway that runs along Cambridge Road
- Bus stops - Upgrade of 4 bus stops
- Hinton Way junction improvement
- Residential Travel Plan

Homes England were unable to attend the meeting but sent the following:

“The Ida Darwin site is an important project within Homes England’s portfolio of sites across the South East. The development will contribute approximately 200 private and affordable new homes in support of local housing needs. Since the site was transferred to us from the Hospital Trust, we have undertaken a considerable amount of technical due diligence to understand the ground conditions, ecology on the site and drainage solutions. During the last 6 months demolition work has been in progress and now practically all the buildings have been removed for the phase 1 development for 150 homes. The Hospital Trust will remain in occupation of Phase 2 until March 2023. We welcome the recent Outline planning consent and we are hopeful of appointing a developer during the next few weeks are happy to continue to update the committee as that process unfolds. “

Question 6. Who is Homes England?

Rebecca advised that Homes England are essentially the development arm of the Government and help to take forward new housing sites that have stalled and to accelerate delivery. Sometimes they develop the site themselves and sometimes they recruit developers.

Question 7. What will the S106 education contribution be used for?

Cllr John Williams explained that the planned expansion of Bottisham had already been made and the contribution would go to County Council to cover their costs.

Question 8. What proportion of the development will be affordable housing?

Rebecca advised that the site was planning policy compliant and that 40% of housing would be affordable.

Question 9. Where will current NHS services go? Where is Headway?

Alison advised that the only services remaining on site are Child and Adolescent Inpatient Services. Discussions are currently underway within NHS to determine where services would be relocated to. Alison is hopeful that mental health services for children and young people would be offered by Cambridge Children's with a view to providing a truly integrated model of care to support mental and physical health. She advised that Headway had already relocated. *Post meeting note: Headway currently offer our hub services over 2 days a week at Chesterton Methodist Church as well as other satellite services around the county. They can be contacted by phone on 01223 576 559 and email on info@headway-cambs.org.uk*

Cllr John Williams – Education

Cllr Williams kindly stepped in to take questions as the County Education Officer was unable to attend due to illness.

Cllr Williams explained that County Education were very keen to avoid the situation that occurred at Eddington. The new Cambridge University Primary School absorbed pupils from Girton-Glebe Primary School. Whilst parents can ultimately choose which school, they take their children to, County Education is keen to do everything possible to minimise the impact of new schools drawing pupils away from existing schools. He explained that because we have increasing housing numbers, we need to increase the number of school places which means that for a period we have excess capacity and must work hard to ensure that existing schools remain viable.

Cllr Williams then went on to explain that County Education would receive £6 million for the expansion of Fulbourn Primary to receive pupils from the new developments at Ida Darwin and Teversham East. And that County Education will also receive contributions to cater for pupils from Marleigh and Land North of Cherry Hinton.

Question 10. Are there any plans for a special education school?

Cllr Williams explained that all new schools are either free schools or trusts – the County is prevented from running any new schools. If a provider wanted to open a special school, then County can advise but cannot deliver. Essentially, County funds school buildings but can neither decide where it should go, nor run the school, nor decide the catchment area. The County still maintains existing schools (known as maintained schools).

Question 11. Land North of Cherry Hinton and Marleigh will lead to increases in secondary pupils yet we only have Bottisham Village College – don't we need more secondary places?

Cllr Williams advised that because LNCH has not yet received any planning permission, we cannot factor in any additional secondary school places. We can't plan for schools to serve new communities until we know the new communities will exist. However, a new secondary will be needed to provide for development at LNCH.

Question 12. A resident advised that only 50% of children at Teversham Primary come from Teversham, the remainder are from out of area.

John Evans explained that new schools at Wing and LNCH will be meeting the education needs of new residents.

Question 13. Resident expressed her concerns that the location of Cherry Hinton School was too close to the road.

Cllr John Williams – Travel and Transport

Cllr Williams began by explaining the origins of the Greater Cambridge Partnership (GCP) a partnership of County, City and District Councils. It was formed in recognition of the contribution Cambridge makes to the UK economy. The government agreed to provide funding to GCP to enable additional economic growth – that is, homes for a growing workforce and transport infrastructure to enable people to get to work as well as reducing congestion and improving air quality.

The government agreed to provide £500 million to GCP (a partnership of County, City and District Councils) between 2015 and 2030. The funding agreement is to provide 100 million pounds from 2015 to 2020 paid in annual increments of 20 million. At the end of this period the Government will assess if spending has been effective and if it is deemed effective, provide an additional 200 million up to 2025, after which spend will be assessed again, and again if deemed effective, the final 200 million will be provided.

We are currently nearing the end of the initial funding cycle and have submitted a report on spending to Government for assessment. We have not yet received a response from government which may be due to delays caused by Brexit discussions.

To date, work funded via the GCP include:

- cross city cycle paths to Fen Ditton, Fulbourn Road, Hills Road, Milton Road and Histon Road;
- bus routes, which remain controversial, the South East Links Transport Project and the 4 Went ways Travel Hub
- The park and ride at Junction 11 of the M11
<https://consultcambs.uk.engagementhq.com/m11junction11>
- Greenways Consultation on 10 proposed walking, cycling and bridleways forming 10 spokes with Cambridge at the centre <https://www.greatercambridge.org.uk/transport/transport-projects/greenways/>
- Chisholm Trail including Abbey-Chesterton Bridge
<https://www.greatercambridge.org.uk/transport/transport-projects/chisholm-trail/>
- Remodelling of the roundabout at the end of Edith Way.
- New Apprenticeship scheme
- Electricity for housing and EV charging for new homes

Cllr Williams acknowledged the disruption caused by projects including 'rat runs' created by road closures. He apologised and explained this was difficult to avoid with our current road system.

He went on to explain the process behind the Citizens Assembly which was completed held September/October. The process started with a consultation called *Choices for Better Journeys* which received over 5000 responses. It culminated in the Citizens Assembly – an independent organisation randomly selected a cross section of 60 people from across Greater Cambridgeshire who met for four days. They were presented with consultation findings and listened to presentations by various experts. They identified and prioritised various solutions to reduce congestion, reduce pollution, improve public transport and encourage active travel. Some of the solutions the Citizens Assembly came up with was flexible charging to fund better public transport and reduce congestion; road closures to make more space for pedestrians and cyclists and reduction of available parking spaces.

Cllr Williams then noted the addition of the Combined Cambridge and Peterborough Authority to GCP as it was formed after the initial formation of the GCP. He advised that in order to bring about the necessary changes, we need our main employers, commercial bus network (Stagecoach) and the general public to agree an acceptable plan of action.

Question 14. A resident suggested a road through LNCH from Coldhams Lane to Airport Way to reduce congestion.

Cllr Williams advised that is included in the Outline Permission but as a feeder road for the new development. The road is not meant to be a bypass.

A resident suggested there was a need to consider space for additional railway stations when making planning decisions and pointed out that Ida Darwin was located next to a railway.

Cllr Williams advised that Network Rail oversee rail infrastructure and make decisions about doubling tracks and creating new stations. Their recent report on rail capacity identifies a potential need to double track from Cambridge to Fulbourn on the Ipswich line. This is to support East West Rail not to increase local capacity. They have not identified the need for a station, but the County Council had identified this need in the current Local Transport Plan - this is something GCP may try to influence.

Question 15. A resident indicated we should be careful of an ideological or elitist attack drivers because it is younger, fitter people; those who live closer to work and may be more affluent; those who don't do manual labour for a living and those who don't have to transport goods who are able to cycle. That unless we can address all those issues with a public transport system then we prejudice drivers.

Cllr Williams advised that in order to just stand still, that is not worsen congestion rather than improve it, in the next ten years, we must reduce private vehicles by 20%. And that encouraging cycling is an effective method of doing this.

Question 16. We know that people are most likely to take up active travel when they first move into their new home, on this basis, shouldn't we improve cycling infrastructure on Coldhams Land ahead of proposed new developments at LNCH? Resident suggested electric bikes for people who need additional assistance and/ cycle longer distances.

Cllr Williams/ John Evans advised that discussions about potential contributions take place as part of the planning decision making process. Some developments such as Fulbourn Hospital and Ida Darwin

came about as part of the Local Plan process so it more feasible to consider planning contribution whereas development such as Teversham Road present more of a challenge because they did not arise from a strategic plan.

Question 17. What are Greenways?

Cllr Williams explained that the Greenways are 10 proposed walking, cycling and bridleways forming 10 spokes with Cambridge at the centre <https://www.greatercambridge.org.uk/transport/transport-projects/greenways/>

Question 18. What is the definition of Affordable Housing?

The National Planning Policy Framework (February 2019) sets out definitions of affordable housing in Annexe 2:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

Meeting Close

Cllr Daunton thanked everyone for attending the Forum and requested that they complete the sign in sheet if they would like to be advised of future forums and to complete the questionnaire provided to help inform future forums.