

**Southern Fringe Community Forum
6.30pm, Thursday 20th June 2013
Trumpington Village Hall**

Chair

Cllr Andy Blackhurst (A.B) Ward Cllr for Trumpington

Lead Officers

Liz Bisset (LB) Director of Customer & Community Services (Cambridge City Council)

Presenters

Kirsty Carmichael (KC) Principal Planner (Cambridge City Council)

Sally Roden (SR) Neighbourhood Community Development Manager (Cambridge City Council)

Fiona Gwilliam (FG) ADP Architects

Joseph Whelan (JW) Head of Passenger Transport Services (Cambridgeshire County Council).

Welcome and Introduction

The Chair welcomed all, introduced the agenda and invited the first speaker.

1. Site overview

Kirsty Carmichael presented an overview of the four sites across the Southern Fringe.

See attached presentation.

2. Sub group up-date

Sally Roden reminded the meeting of the constituents of the sub-group, which included voluntary groups, residents, local agency workers as well as local authority officers to meet the needs of new residents and integration with existing communities. Recent work has included distribution of welcome packs to an increased number of new residents, work with children and young people as well as raising and resolving local issues with developers and local service providers.

3. Community Facility

Fiona Gwilliam gave a presentation on the development of the new community facility within the Clay Farm site. This covered the design evolution, massing, integration, relationship to local the environment, partner in-put, financial considerations and the need for prioritisation of design elements.

See presentation.

Q: We have heard of recent budget cut backs for the project, what are the implications?

A: The design has been developed from a comprehensive briefing process with the Project Partners with input from community consultation. A cost check has been carried out to test the scheme against the budget and a value engineering review carried out to bring costs in line with the original budget. In parallel with this, the budget is being reviewed and it is hoped that a number of the features can be brought back into the scheme.

Q: The hall size has reduced and the partition element for the hall has gone, where is this lost space going?

A: The space reduction has been shared across all areas in the centre. FG reiterated that today's design is only one point in time and reflects what could be done with the 2009 s106 payment figures from developers. Once the index linking exercise and other income adjustments are made, then the prioritisation of the required design elements can be re-configured. e.g. the partitioning of the hall, mezzanine floor and retractable seating. It is noted that the main hall partition would be high in the priority list for features to re-integrate if affordable.

Q: The parking provision seems far too limited, how will the centre cope with either a large number of people using the facility at once or those with mobility issues accessing the place?

A: The parking strategy applies to the whole of the Southern Fringe development, and intentionally discourages non-essential car use in favour of more sustainable forms of transport. The car parking at the centre (21 spaces including 4 disabled), is complemented by 34 spaces around the square and more in adjoining streets. Staff at the centre will be discouraged from driving to work and using the centre parking spaces and travel plans will be made for all the large community buildings across this and other developments to ensure there is sufficient access for appropriate use. Those hiring the

centre for large numbers of visitors will need to take in to consideration plans for getting people to and from the centre by a variety of means.

Q: Will the timber cladding have high maintenance costs?

A: Timber is a lightweight sustainable material and Siberian Larch has very good resistance to mechanical damage. The detailing is important to achieve good weathering details which will prevent blackening: for example, we are looking at vertical timber boarding to maximise rainwater staining. Timber can either be stained or sealed, when requires a maintenance regime to retain its appearance, or it can be left to form a natural silvery finish which requires no further maintenance.

Q: How many lifts are there in the building?

A: There are three lifts, two at the one end of the building and the other at the opposite end.

Q: Has the contract price been overlooked and mistakes made with the budget?

A: The process of gathering needs for a building, developing the design and then cost evaluating it is the norm and will be repeated as we go through the various iterations of the centres development prior to submission for a planning approval. Negotiation with partners is a crucial element of this process to see where space and budget savings can be made via sharing services, space or staff. It's important to understand the elements that can be retro-fitted and those which can't to enable the prioritisation process to be appropriate. A flexible template is needed to ensure that the, as yet, undetermined use of the centre in future years can be accommodated within the facility and that anything built now does not preclude future use wherever possible.

Q: Will there be a shared reception desk?

A: The reception area is a crucial part of the users' first experience of the building and it will be a central focal point. The reception desk is, at present, intended as shared use.

Q: What is the timeline?

A: A planning application is expected to be submitted in early October 2013.

Q: Is there a possibility of finding funds from elsewhere other than the s106 developer contributions?

A: As previously stated we do need to do some income adjustment to the budget, however it's unlikely that we can put additional funds to the project, but this will be investigated.

4. Public transport

Joseph Whelan outlined the context for developing public transport within the Southern Fringe, current transport infrastructure, existing access, funding and other transport options for Trumpington residents. Joseph stressed that no decisions have been made yet regarding individual bus services and welcomed ideas and comments from the forum.

See attached presentation.

Q: Could the frequency of the guided bus going in to Addenbrookes be altered?

A: Certainly the adjustment of current services such as the one suggested is in our current thinking and what the s106 pump priming funds were intended for. It may be that every other one could go directly to the City rather than around Addenbrookes. Discussions will need to take place with operators.

Q: Could funding be directed to the Trumpington Fish Scheme (Voluntary Car Scheme)?

A: This is already currently funded by the County Council but is an option that can be looked in to.

Comment – LB – Part of the City Council Community Development offer in the Southern Fringe could help in recruitment of more volunteers to this scheme.

Q: Altering and adjusting the Citi 8 services does not link old and new Trumpington, there is no clarity where the extension of the service will go, can a solution for a Trumpington specific service to join all elements of Trumpington be considered?

A: No decision has been made as to whether the current Citi 8 service should be extended to serve the new development and further afield. Extending the current Citi 8 service is certainly an option and discussions would need to take place with developers, operators and community to get an appropriate route for the job. A shuttle service could be the answer.

Comment: The above suggestion will be critical when considering the likely use of the community facility (including the GP surgery) and the parking strategy for the area, not least to make the business case for the facility stack up.

Q: Commitment for an expanding community will be needed by bus operators, are they 'on board'?

A: When a good proportion of the development is built out it will make a very attractive commercial option for operators and therefore could foresee a good range of services. Until then it will be the s106 pump priming funds to deliver the services.

Comments: Peak services are currently good however they drop off significantly in the evenings and on Sundays; it would be good if in future this was addressed.

A high proportion of the current community is over 70 and need access to decent public transport.

A: The s106 money from developers has differing trigger points from the various sites, so will be received at varying times over the next few years as the sites get built out. The money is linked to how many houses are occupied and proportional to the size of development. *(see post meeting note)*

The Chair thanked everyone for attending and closed the meeting.

Meeting closed at 8.15pm

Post meeting note:

As examples, below are scheduled s106 payments from the developers for bus services based on occupation and dates.

Trumpington Meadows

- The first payment, on first occupation.
- The second, 1 year from the first occupation.
- The third, 2 years from the first occupation.
- The fourth payment, 3 years from the first occupation.
- The final payment, 4 years from the first occupation.

Clay Farm

- The first payment, after 3 years from the first occupation.
- The second, 4 years from the first occupation.
- The third, 5 years from the first occupation.
- The final payment, 6 years from the first occupation.

Glebe farm

- The first payment, after 3 years from the first occupation.
- The second, 4 years from the first occupation.
- The third, 5 years from the first occupation.
- The final payment, 6 years from the first occupation.