



North West Cambridge Development - Community Group Meeting
Minutes of the meeting held on 17 July 2013
At Wolfson Court, Girton College

Those present

Rev Dr Janet Bunker (The Parish of Ascension) (JB) Chair
Ann Mullinger, WIRE (AM)
Morcom Lunt, Federation of Cambridge Residents' Associations and North Newnham RA. (ML)
Bob Dawson, NAFRA (BD)
Aaron Walker, NAFRA (AW)
Marjolein Wytzes, Oxford Road Residents Association (MW)
Sarah Christensen, Lansdowne Road (SC)
Helen Hutchinson, Windsor Road RA (HH)
Cllr John Hipkin (JH)
Cllr Philip Tucker (PT)
Robin Healey, Cambridge Cycling Campaign (RH)

Additional invitees

Mark Parsons (MP)
Mike Osbourn (MO)

Consultants

Jonathan Rose, Aecom (JR)
Heather Topel, Aecom (HT)

University

Roger Taylor (RT)
Biky Wan (BW)

Apologies

John Chaplin
Clare Macrae
Hugh Taylor
Kathryn Whyte
Cllr John Reynolds
Cllr Lucy Nethsingha
Cllr Tom Bygott

- 1. Introductions were made and apologies given.**
- 2. The minutes of the meeting were agreed and no matters arising.**
- 3. RT gave an update on the Project.**
- 4. HT presented an introduction to the Planning process for Phase One.**
- 5. JR presented the architectural framework for Phase One and emerging proposals.**
- 6. Discussion on the presentation material**

Q: Where is the cycle parking in the centre? (RH)

A: (JR) There are some 280 covered cycle parking spaces in the market square area.

Q: Where is the parking for the supermarket? (SC)

A: (JR) There are 147 spaces beneath the supermarket for car parking

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Q: Can you walk through the spaces in between the buildings of the local centre? (RH)

A: (JR) There are eight buildings in the local centre and it is possible to walk in between the buildings. These have been designed to build in permeability into the local centre, similar to the centre of Cambridge.

Q: Do people have to pay rent to park their cars? (AW)

A: (HT) The University key-workers living on-site will have to pay rent for a car-parking space. Cycle parking will be free and there will be free car club memberships for residents to discourage car ownership on site. There will be a minimum of 12 car-club cars available. There will also be subsidised public transport routes for residents.

Q: Will there be charge points for electric cars and bikes? (MW)

A: (RT) There are questions about the technology, sustainability and popularity of electric cars and bikes so this is something that the University may be open to receive more information on. RH indicated that electric bikes were popular and that a duct could be provided to future-proof the site for this facility. JH added that charge points would encourage use and popularity.

Q: The distance of the home to the bins (50m) seems like a long way to carry rubbish (ML)

A: (HT) The waste and recycling system at North West Cambridge is a different bin system. There will be three types of bin for waste collection that have been agreed with the council: general waste, paper and mixed recycling. The way that people will organise their waste will require behaviour change and people will use carrier bags of recycling to the bins, rather than larger bags of rubbish. The University is aiming to make the bin distances as convenient as possible and 50m is the maximum distance that is stated in the design code. Assisted collection will continue for those who need it. ML indicated that three types of waste / recycling should be a design standard to assist.

Q: How will children get dropped off at the Primary School (beside the road / drop off area)? (RH)

A: (JR) There will be 200 cycle parking spaces near the school. RH indicated that if a child wants to cycle by itself then it is a difficult route if it is used by cars and bikes. JR said the Primary School Architect had just been appointed so more thought can be given to cycle parking. HT said that across the site the streets are designed for a maximum of 20mph, but Busgate Street (in front of the Primary School) will be much slower. ML said that the cultural issues between cyclists and cars need to be addressed. BD said that with design of the barriers, bumps and other measures to slow down cars is evident. A suggestion was made for a designated child cycle route to be planned in.

Q: Are there any traffic lights on the site? (ML)

A: (HT) There are no traffic lights on the site. The roads will be shared spaces and the car does not have priority. [Post-meeting note: Traffic Consultant advises that the highways authorities may reassess and respond to the needs of the area with signalling if deemed necessary when residents and visitors arrive.]

Q: How can you stop people parking on the Park and Ride? Local residents are concerned that people will park on nearby roads (SC)

A: (MP) The County Council is looking at the feasibility to change the way the Park and Ride works. Currently it is free to park and people pay to catch the bus; the Council is looking to change this. There is a commitment in the section 106 agreement to monitor parking on the nearby roads and in consultation with residents, parking permits may be introduced to ameliorate the impact of parking.

Q: Is there a link between the Park and Ride and the local centre? (MW)

A: (HT) There is not a direct link that has been designed in at present but there is a route that could be developed in the future which is along the western boundary of the Park and Ride.

Q: How big is the green at the Veteran Oak? (ML)

A: (JR): The green is 70m.



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Q: Is there lighting on the Ridgeway? (PL)

A: Yes, there will be lighting and that will need to be designed into the plans to show street furniture.

Q: How can there be height exceedances from the outline planning consent? (SC and JH) BD said that the consultation to date had been honest and would look for reassurance that there would not be a design code creep.

A: (RT) There are a number of exceedances for different reasons. The University wants to create a varied street-line which means that three to five storey buildings have been used. The majority of roofs are flat because of the need to use PV on the roofs - these will be hidden behind parapets to conceal the PV from sight and for safety when it comes to maintenance. The designs have not been done capriciously or to optimise financial gain as the University has a limit of the number of accommodation that it needs to achieve as the masterplan states. The architects have responded to their brief and all of the design cannot be covered at the outline stage. The University has no intention of rail-roading something through that does not have support.

Q: Will the building on-site (lot 9) nearest the Park and Ride be responsible for a lot of light pollution? (SC)

A: (RT) The building will be residential and there will not be a constant stream of light pollution.

Q: Are the architects in close contact with the developer? (JH)

A: (RT) The University will deliver the University lots and market housing developers will need to go to the University for approval of their designs before planning applications can be submitted.

Q: Can the presentation go on the website? (HH)

A: (RT) The project is in a state of flux at present with the designs changing so it would be inaccurate to publish the slides when they just represent a snapshot in time rather than the final proposals. The detail of the architectural designs will be available in due course. Heather's earlier slides that run through the planning process may be made available.

7. The next meeting will be scheduled for late September / early October.

8. There was no other business.