

North West Cambridge University's Development Community Group

Minutes of meeting held on 2nd March 2011 at Wolfson Court, Girton College, Cambridge

Those present:

Rev Janet Bunker, The Parish of the Ascension (JB) CHAIR
Cllr John Hipkin, Cambridge City Council (JH)
Dr John Ash, South Cambridgeshire District Council (JA)
Aaron Walker, NAFRA, (AW)
Bob Dawson of NAFRA Nineteen Acre Field Residents' Association (BD)
Cllr Belinda Brookes-Gordon, Cambridge County Council (BBG)
Bridget Hodge, Cambridge PPF (BH)
Cllr Tania Zmura, Cambridge City Council (TZ)
Roger Taylor, North West Cambridge Project Director (RT)
David Smith, Scott Wilson (DS)
Owen Morris, Communications Team, North West Cambridge Project. (OM)

Apologies:

Ann Mullinger, Windsor Road Residents Association

1. Introductions were made and the minutes of the last meeting agreed.

2. DS gave a presentation on Noise and Water issues

The group asked the following questions - answered by DS.

Q: How far into the site will noise penetrate from the A14 and M11 into the North West Corner of the site? (JH)

A: Anything outside the boundary indicated on the map is not intended for residential use, however there are different 'bandings' of noise that show how individual areas will be affected.

Q: When were the noise measurements taken? (BD)

A: These levels were measured over the course of several days in August alongside Peter Brett Associates.

Q: Will water run underground? (BH)

A: No, water will run through 'green fingers' that will be landscaped sympathetically to allow water to be an amenity on the site and enhance aesthetics.

Q: Will noise levels be less than present levels for residents of Huntingdon Road? (JH)

A: The Development's buildings - including the new academic buildings - will shield residents of Huntingdon Road from noise. In addition these buildings will shield the M11 visually, which reduces the perception of noise.

Q: Have you adopted the standards for noise measurement suggested by Girton? (JA)

A: We are obliged to apply CRTN methodology which is the industry standard in order for an application to be considered, and that methodology has been followed in these plans.

Q: Is there a chance that some of the water features to the west of the site can constitute a drowning hazard? (JA)

A: Water features are required to be 0.6metres deep to avoid becoming stagnant. At this outline stage we have done what we can, but there is no way that we would ever submit a design that is inherently dangerous.

Q: Is there a chance that the spinal road running through the site will be a feeder road to the Park and Ride? (BD)

A: The spinal road is narrow and will include traffic signals and a proposed 20mph limit. In addition it is unlikely that anyone trying to reach the Park and Ride would approach from that direction. (RT)

RT then gave a project update on the adjusted timetable.

Timetable:

The outline plan was not submitted in January 2011 due to cancellation of funding for improvements to the A14. The project team is now working closely with the Highways Agency and Cambridgeshire County Council to determine what mitigation is therefore needed. It was decided to postpone submission of the plans rather than beginning construction of some buildings but then having to wait for any possible improvement to the A14. When the plans are submitted the project team would rather have a 'clear run' to consent being granted by the end of 2011.

Mitigation being discussed with the Highways Agency and the County Council may include enhancement of the Green Travel Plan to include promotion of the use of the forthcoming guided bus, and further traffic calming measures will be introduced to reduce the risk of 'rat running'. Section 106 agreements are being discussed and there is a broad intention for submission by May 2011.

The group asked the following questions:

Q: Will the Chesterton Railway feature in the plans at all? (BBG)

A: We would love to see it as part of the travel plan alongside the guided bus through West Cambridge and the NIAB site and will be taking it into consideration. However there are no plans to contribute to it financially.

Q: How does infrastructure phasing affect the plans for food retail and a large supermarket? (JH)

A: The plans are to build a smaller supermarket than - for example, Bar Hill, - on the site and the objective is to ensure people do not have to drive elsewhere to do their grocery shopping. Also, local shops require footfall so the provision of a local centre is a must.

Q: The retail assessment called for two supermarkets, One at NIAB and one here, is that correct? (JH)

A: Yes

Q: Will this increase traffic on the spinal route through the site? (JH)

A: We are examining recommending that any supermarket offer free delivery for residents of the site among other rewards for limiting car use. Parking for the supermarket will be landscaped to 'mask' parked cars from sight

Topic for next meeting:

JH suggested 'Community building'. RT said he would check if an appropriate speaker could be available.

Date for next meeting:

It was suggested that the next meeting be in late May or April following submission. To be agreed by email once minutes have been circulated.

ENDS