

North West Cambridge University's Development Community Group

Minutes of meeting held on 24th May 2010 at Wolfson Court, Girton College, Cambridge

Those present:

John Chaplin, Storeys Way RA (JC) CHAIR
Clare Macrae, Cambridge Transport Forum (CM)
Cllr Thomas Bygott, SCDC (TB)
Ted Hawkins, Cambridgeshire Constabulary (TH)
Eric Marland, Chapel of the Ascension (EM)
Hugh Taylor, NAFRA (HT)
Cllr John Hipkin, Cambridge City Council (JH)
Mick Lawrence, Cambridge Fire & Rescue Service (ML)
Bridget Hodge, Cambridge PPF (BH)
Rev Steve Holland, Girton Baptist Church (SH)
Brian Walker, Castle Community Action Group/ WIRE (BW)
Greg Callaghan, Peter Brett Associates (GC)
John Hopkins, Peter Brett Associates (JPH)
Roger Taylor, Director, North West Cambridge Project (RT)
Sarah Peasley, Communications Team, North West Cambridge Project (SP)

Apologies:

Ann Mullinger, WIRE

1 Introductions were made and the minutes of the last meeting agreed. JC asked for nominations for a new name for the group and the only suggestion, 'North West Cambridge University's Development Community Group', was agreed.

2 RT gave an update on the University's North West Cambridge scheme. A meeting has been held with Executive Members at SCDC to explain the distribution of housing types and the allocation policy for the key worker housing. The debate is around the clustering of university housing and private sector housing – RT stressed that there would be no change to the housing planned to the rear of Storey's Way. The University is now awaiting feedback from the meeting in order to progress that aspect of the masterplan.

A report is about to go to the University's internal bodies to start the process of agreement for the current masterplan – a decision from Regent House is anticipated in December.

3 Questions were asked and responses given by RT.

Q Is the Council worried that short-term research students could potentially be a drain on council resources after their contracts have finished and they leave the University accommodation? (HT)

A It is in the nature of these research posts that holders will move on to other similar jobs – they are at a progressive stage of their career and will therefore be very mobile in terms of employment prospects.

Q Will the key worker housing be principally occupied by research staff? What about other University employees eg service workers who may be on council lists otherwise? (JH)

A The University has never concentrated on one particular type of employee when planning this accommodation. The key qualification will be that they cannot afford housing elsewhere in Cambridge. The biggest employee group in terms of need is likely to be

researchers, but it is intended that there will be equitable distribution of the accommodation amongst all employees. This will be referred to in the Section 106 agreement.

4 GC gave a presentation on the highways aspects of the scheme. (*A summary of this presentation will be posted on the University's North West Cambridge website.*)

5 Questions were asked and responses given by GC.

Q Would the City 5 bus service continue its existing route? (TB)

A The new routes are in discussion at the moment but the plan is for the existing route to be modified to benefit bus users. There is also an aspiration to have a direct bus service to the railway station from this area.

Q Will the cycle parking be to minimum standards? (CM)

A As a minimum, the cycle parking will be in line with the standards set out in the AAP (Area Action Plan) The amount of parking will be regularly reviewed to ensure there is adequate provision.

Q How much residential car parking will there be - there needs to be enough to avoid too much on-street parking? (SH)

A Again we have to work to the AAP standards as a minimum. RT added, that it is important to strike a balance between allowing enough parking so that people aren't using streets/grass verges etc, but maintaining the goals of the Green Travel Plan which aims to reduce car usage overall.

Q How will you prevent people who live outside the area from parking on site? (JC)

A Discussions are ongoing with the Council who have an aspiration for a controlled parking zone throughout the area.

Q Will people who park in one designated area of the site (eg shops) be penalised if they then go and visit another area of the site (eg research premises)? (TB)

A Discussions are underway as to how to accommodate multi-use parking.

Q Could parking be concentrated at the NW corner of the site and then a local bus service run from here? (JH)

A Not something we've considered but the masterplanners are looking at the possibility of providing parking 'pools' in other parts of the site. RT added that where the land falls away on the M11 side of the site, there will be semi-basement parking which can be used by occupants of the research buildings on an allocated basis..

Q What about the link between the Huntingdon Road and the existing park and ride? (JC)

A We are speaking to the County about options for the link road and direct access to the park and ride. There are important design considerations for the link road so that it doesn't become a rat-run.

Q What will the development look like either side of the radial road? (BW)

A There will be collegiate accommodation to the north and academic/research space to the south. There won't be housing directly abutting the road. The design of the road and its surroundings will be attractive and are still under discussion with the County.

Q In terms of getting a direct bus link to the railway station - we have tried before and the operator Stagecoach has refused? (HT)

A Previously there has been a problem with sufficient stopping space at the station but improvements underway mean that this should be addressed. It is important to generate a service that pays for itself and to promote the fact that new residents and workers at the site will make use of this type of service.

Q How much of the site will operate within the standard University controls for parking? (HT)

A RT responded that this hasn't been discussed in any detail yet but that normal proctoral control is anticipated.

Q What will be the width of the cycle/pedestrian route on the Ridgeway ? (CM)

A The Ridgeway forms part of the landscape strategy and the cycle routes within it are still being discussed but they will be a minimum of 6.4 metres.

Q We know there is traffic modelling taking place for the proportion of people likely to be going north to south through the site but what about people going east to west? (JH)

A Modelling is currently being carried out by the consultants WS Atkins to predict information at peak hours and likely impacts on the area. This information will form part of the planning submission.

Q Will there be links through the Green Belt area to the western edge of the site? (BH)

A Yes, for example there will be links through to sports' pitches there.

Q Is it acceptable to put sports' pitches next to the M11? (BW)

A The air quality has differing levels in this part of the site – the sports' facilities will be in acceptable areas of air quality.

- 6 Next Steps. GC agreed to come back and talk in more detail to the Community Group once the traffic modelling had reached a more advanced stage.
- 7 Discussion topics for the next meeting were raised and TH offered to give a presentation on Secure by Design issues – the Group agreed this. Future topics for discussion were also raised including sustainability issues, landscaping and noise and air quality.
- 8 SP reported that the next masterplanning workshop will be on June 29th and members of the Community Group will be invited to attend. In light of this it was suggested that the next meeting should be held in early September. Dates will be circulated. JC agreed to Chair.

ENDS