

Cambridge east Community Forum – 19/10/22

Questions and answers.

Marleigh – Henry James (Hill)

Q: Could you confirm what area 10 and 12 are for?

A: These are 'The Plains' which is an area of open space designated for formal and informal open space including sports facilities and allotments. The delivery of these areas is provided for in a Section 106 legal agreement (planning obligation), with part of the requirements in The Plains due for delivery at 400 occupations which include Allotments and adult sport pitches. There are further facilities delivered at 800 occupations, including junior sports pitches and a sports pavilion. All of these will be open to the public. The boundary treatment of the allotments are part of the conditions that need to be adhered to in the s106 agreement and the S106 requires the allotment allocation to be released in a staggered manner so that all residents have an equal opportunity for use.

Q: What are the plot size of the allotments?

A: The details of the allotments, including the plot sizes, is to be dealt with via a planning condition which is yet to be discharged.

Q: Will existing cycle route NC51 be joined through the development and what is the detail for the integration with road traffic?

A: Following discussion with various cycle groups and the County Council, National Cycle Route 51 will be integrated through the development.

We have maintained the element of route 51 that passes through our site ('Jubilee Cycleway') throughout the development thus far, improving the surface and keeping users safe. Eventually (upon completion of the remaining parcels of Phase 1 and at the end of the site compound/haul road use) we will connect the cycleway up to the bridleway running alongside our haul road, this will provide a very safe access onto the existing cycleway along Newmarket Road.

Below is a plan of the current paths within our site in use.



Q: How will surveys and feedback from residents in Marleigh be used to shape future development onsite?

A:

Hill Marshall undertake an NHBC survey with every resident after they move into their property. The results are then reviewed to recognise what has worked well, and equally what can be improved. Appropriate actions within Marleigh are then taken from these learnings.

We then have the Land Trust (Estate Management Company at Marleigh) who undertake an annual resident satisfaction survey where all enquiries and feedback are logged and shared with the Hill Marshall team for consideration.

Last but not least we have Locality appointed who are supporting the development of a strong, creative and resilient community in Marleigh. The work started with a survey conducted by Social Life looking at the existing surrounding community measuring its strength and resilience and this survey will be repeated with Marleigh residents in 2023.

Locality has established a Facebook group and WhatsApp group as channels to allow feedback from members.

Additionally, Locality conduct surveys on topics of interest to residents such as e-scooters, use of public rights of way and travel plans through pop-up coffee mornings and events organised in the market square and community centre.

Regular meetings of the Marleigh steering group which includes a wide range of stakeholders including Hill/Marshall, Marleigh Academy, Abbey People, County, District, City and Parish Councils, L&Q and the Land Trust, discuss feedback from residents and determines future action.

Day to day enquiries are referred to the relevant stakeholders on an as needs basis to ensure they are dealt with promptly and efficiently.

Q: What is the long-term plan for the Park and Ride site?

A: At present there is no definitive plan for the P&R to move, however the Cambridge east Area Action plan has, for a long time, included options for the relocation of the site. Any such proposals would need to be subject to public consultation and the relevant planning approvals.

Land North of Cherry Hinton - David Fletcher, (Strutt and Parker) and Alexis Butterfield, (Pollard Thomas Edwards)

Q: Is the capacity for new schools restricted to residents on the new sites or can pupils attend from a wider area?

A: Initially the schools must serve the new communities, however they are not restrictive, and if their catchment area can accommodate those coming from further afield, they will.

Q: Were ground source heat pumps considered for the development?

A: Yes, they were, along with a whole range of options and possibilities to deliver sustainable and efficient energy. However, the land take needed to serve the number of new units and its disruptive nature meant it wasn't feasible in this instance.

Q: Does the site have bus access?

A: The s106 requires bus routes through the site and will need to be provided here, but it is too early to engage with providers at this stage. The Greater Cambridge Partnership are consulting on existing and proposed routes at present which don't necessarily take in to account those yet to exist.

Q: Does the development anticipate reducing the rat run from Church End?

A: Although not specifically designed to so, there is a clear route through the site which could help this, however, this will be a low speed, pedestrian friendly route.

Local plan and airport site - Caroline Hunt- (Greater Cambridge Planning Service)

Q: Will the airport development site include larger 'city' type facilities e.g. a concert hall?

A: As with provision of all cultural facilities, an evidence-based approach is used to determine what is currently provided and identify what is needed and could be appropriately delivered. Although the numbers of new homes and residents in Cambridge east over the next 20 years or so will substantially increase, its important that any facilities do not compete with the city centre city but instead compliments them.

Q: Is a light rail underground feasible?

A: There is a lot of work currently being undertaken to look at the various options to deliver improved, sustainable transport modes. The Combined Authority are developing a transport plan for the wider Cambridgeshire area, Cambridgeshire County Council are responsible for the maintenance of existing provision and the Greater Cambridge Partnership (GCP) are looking to deliver more local transport improvements. There is, therefore, a need to mesh all these ideas into a coherent plan and see the combined ambition for a really good network of public transport. Whilst as yet there are no specific answers to the way this will be delivered, be it light rail, or something else, there is a lot of work being undertaken to improve transport. I would urge those present to be engaged with the GCP's latest round of consultation on their proposals.

Q: If the Park and Ride facility is being relied upon for serving facilities delivered as part of recent planning consents (e.g. the new school at Marleigh), will its relocation have adverse implications for those living and accessing these facilities?

A: An up-date on proposals for the Newmarket Road P&R site and wider active transport proposals will be sought from the GCP and Cambridgeshire County Council at a future Forum event, to which they will be invited.

Q: Will a greater amount, and larger sized, shops be delivered across these sites?

A: There will be local retail facilities delivered in the consented developments and the airport site is likely to have district centre sized facilities. The balance between homes and shops needs to be struck as well as ensuring the retailers will have sufficient occupations will make their business viable.

Q: Could land/space be made available for independent retailers rather than always developer led?

A: That is a possibility that could be looked in to but the plan making process is some way off from determining such specific details.

Q: What sort of green space could be provided? would the development south of Coldhams lane be used to bring forward the Coldham lakes site?

A: With regard the airport site, it will be important to retain the 'green fingers' of open space that have been a feature at other developments across Cambridge such as the country park at Clay farm (Trumpington) and at present a similar sized swath of land is proposed to be retained as part of the airport site. This, and other open spaces on the site, would help deliver recreational space which will also include dog walking, kick-about space, formal parks as well as enhanced bio-diversity quality standards. The land south of Coldhams lane, including the lakes, is in private ownership and the planning authority is in dialogue with developers regarding their ambitions.