Cambridge East Community Forum

1. Planning Update – Greater Cambridge Shared Planning

No questions

2. Land Trust – Allotments, Green Spaces & Community Facilities

• **Are Green Angels events open to non-residents? And should we be promoting them to East Barnwell residents?** The Green Angels Project will give priority to Marleigh residents as its funded by the Land Trust. Other events such as the Easter Events and Summer Fair will be available to everyone. These events can be advertised more widely and will be included in the Fen Ditton Newsletter. If details can be provided – community wide events can be promoted on the East Barnwell Facebook page.

• **Please could Amanda take a query back to Land Trust on why allotment fees are high compared to other allotments in the area? These higher costs are likely to be due to the allotment building so could the cost breakdown of management of allotment building and management of allotments be separated for people who want to do a bit of gardening and do not have any other space?** A cost breakdown is being prepared – Land Trust do not make a profit – costs are down to management of allotments and allotment building only.

3. Hill Residential – Marleigh Phases 1–3

Could you clarify the S106 uplift for Phase 3? Of the 423 homes on Phase 3 – 332 are from the original outline consent and there are an additional 91 homes which generate a S106 uplift. Hill will provide a table of S106 for the uplift for post meeting note: please see table below.

There was a request for Hill to consider earlier community engagement in community infrastructure so that residents can influence provision and associated costs. The next significant piece of Community Infrastructure that will be subject to Community Engagement is the Community Gardens which forms part of the Phase 3 Application.

There was a request for Hill to consider providing the uplift for community indoor space as part of Phase 3 rather than as part of the Allotment Building Provision due to concerns about the suitability of the building. Hill advised that the S106 for the uplift states that provision of additional community space is via the Allotment Building with the option for Hill to consider alternative provision within Phase 3. Phillipa Kelly advised that the S106 uplift was all tested through the appropriate planning process, went through committee, and did reach agreement and a resolution to approve. She noted the

observations that have been raised today and advised that officers would review the issues being raised regarding community space provision.

• **How many homes are occupied?** – There have been around 630 completions across Phases 1–2.

• **Will Phase 3 food-truck area have power/water?** – Hill will check with technical teams and Phillippa will also confirm the planning position. Hill advises that Detailed Design Drawings for this area have not yet been worked up, but an electric supply will be provided to serve this area.

• **There was a request to keep the border between East Barnwell and Marleigh porous so that Marleigh residents and East Barnwell residents can access all the services and community facilities on offer in both neighbourhoods.** – Yes, green corridors and gardens remain permeable. Will confirmed that there would be access between East Barnwell and Marleigh at Thorpe Way, with a pedestrian and cycle way near Gregory Park North and through the Community Gardens (Phase 3)

• **Does S106 provision for bus routes include providing space for bus stops and lay byes as well as the route itself?** Hill advised that Marleigh has been designed to provide a bus route through the primary streets in a 'u-shape' and has also paid an S106 contribution towards bus service provision. Hill are not expecting to provide any lay areas and understand that buses will stop 'in road.'

County Councilor Matthew Morgan advised that 250,000 pounds was given to the county council towards bus provision. This amount is linked to inflation and so is closer to £300,000. Unfortunately, the real inflation in delivering transport is much higher than what has been calculated in S106. The S106 sets out that the S106 bus contribution to deliver a bus service from Marley to Addenbrookes. Bus provision has moved from County Council delivery to predominantly Combined Authority delivery. County Council calculations indicate that current funding would enable delivery of a service between Marleigh and Addenbrookes for about 18 months. County is considering how these funds could be best used as it seems ill advised to fund a bus route for 18 months when it is unlikely to reach financial viability without additional funding for some years. He advised that we need to consider funding or subsidizing alternative routes which is challenging – one option could be to fund a bus to the new Park and Ride. He suggested this issue could be discussed further under later items on the agenda about transport – see below.

4. Marleigh Residents' Association

• No questions

5. Springstead Village – Development & Public Art

• **Is there funding available for maintaining the Public Art or will maintenance be part of City Council management and maintenance role?** Tom advised that the works have

been designed to be easy and cost effective to maintain and are being considered part of open space and play provision. David Fletcher advised that the City Council will be taking on most of the open space at Springstead. As the Public Art Strategy was not complete at the time that management arrangements for were agreed for Phase One – Public Art was not included in costings for this Phase. Options are for the Management Company to maintain Public Art or for City to maintain with a financial contribution, The intention is that the Public Art will be managed by the City Council. Bellway Latimer are currently in discussions with the City Council's Maintenance Team in this regard and, in the interim, Public Art is managed by Bellway Latimer.

• **Are the sticks that have been planted along the cycle path alive?** The willows are planted at this time of year when they have no leaves to give them the best chance to establish roots. We are expecting most of the willows to grow – they will become green and be woven in to create a green structure.

• **There was a request for improved signage notifying drivers that cyclists will be emerging from the path from Cherry Hinton to New Market Road on to the roundabout.** David Fletcher advised that there will be a cycle path on site leading to the Secondary school which will be an improvement. The provision for signage will be discussed with the Highway Authority as part of the new cycleway route referred to above. We will provide a further update in due course.

What is the position with the Care Home to be provided on site? How will it be financed? Is that being forward financed by a care home developer or is that being done in-house by you guys and then being sold on? Planning consent gave an option to bring forward a care home of up to 90 beds. The designated use class was flexible, either it could be what we call C2 or C3, which covers the provision for a care home. So, it's been brought forward as Reserve Matters under the Outline consent by a care home operator. Bellway Latimer have a position with a care home provider who are currently in pre-application stage to bring forward the care home. The care home will be self-financed by the operator.

- **Does the care home facility also includes independent living homes which are supported by the care home staff?** It will be a care home with bed spaces that will be provided in accordance with the outline planning permission which will provide nursing/ dementia care.

6. Greater Cambridge Partnership – Newmarket Road Travel Hub

- **How will residents know when the planning application for the Park and Ride is available for comment?** If people are interested in commenting – it is advised that they look at GCP website re Cambridge Eastern Access where you can also sign up to a newsletter and keep an eye out for onsite planning notices. **Post meeting note:** People may also wish to sign up to the Cambridgeshire County Council Planning Portal

- **Has GCP sorted the duplicated access routes with UKPN yet?** We have looked at ways of combining the two access roads and are working towards a single access route although this has not yet s.
- **What have you done to prevent ASB caused by 'driving meetings on site as has happened at other park and ride sites?** It is difficult to rule this out completely, we are looking at automatic number plate recognition and making the site undesirable through speed bumps and not providing wide open spaces that might attract interest. On-site policing is unlikely, and it may not be possible to prevent this practice completely.

• **Will the old Park & Ride close before the new hub opens?** – No gap expected. Marshalls, who own the current existing site, which is leased for its current purpose, are aware of how important ongoing provision is.

• **When will the new hub open?** – Planning application to be submitted in summer 2026, construction 12–18 months after permission – these are very rough estimates, and similar sites have been complex to deliver

What will the lease length be for the new site? It will either be an acquisition or a long lease (longer than the current 30-year lease for the existing Park and Ride)

• **When will you publish the details report on findings from the consultation that has just ended?** That will be part of papers going to the Executive Board in July. So, a draft will go to the Joint Assembly, which I imagine will be in June; papers are usually available about 10 days before the Joint Assembly Meeting.

- **Will solar panels be included?** – There are economic considerations. If not delivered immediately we would look to making Provision for future installation for a later operator.

- **Is it the case that a roof top feed in tariff is less viable than feed in tariffs from solar farms?** This is the case, and work is ongoing to explore how solar panel provision can be made viable.

7. Combined Authority – Bus Network & Franchising

• **Why is T-service usage and awareness of this service low? Is there a reluctance to promote?** CPCA has recently created a new team who will be considering issues across the whole S106 process including increasing public knowledge of bus services. There is also interest in introducing KPIs to the T network. There is also work being done to reduce duplication of services which has led to low patronage in some cases. Generally, T services have been assessed as being quite strong in our assessment compared to others that we

provide. For example, the T1 service had a 75% assessment grade with only being a 10 pound per passenger public cost, which is a great deal less than, let's say, the 18 or the 16A, which was a 31 pounds 93 cost per passenger

• **Is it the case that placement of Bus Stops or missing Bus Stops impact on usage? There are missing Bus Stops in East Barnwell which are impacting on use especially by less able users. This is also the case in relation to the T4 in Fulbourn and the T2 between Grantchester and Shelford which does not stop at a supermarket on route. Why are some bus stops missing?** – This issue is recognized and will be addressed as part of the current strategic review and consultation process. In terms of the public consultations that I refer to in this presentation - it is specifically about bus service changes because sometimes from a kind of eagle perspective we can miss the daily trips that you guys, as Neighbourhood residents might rely on. A Public Consultation will take place in June - further details to be provided.

• **Why no interchangeable tickets – could this be resolved despite franchising? We have the ridiculous position that there are 4 operators on Newmarket Road so if you change one bus into town on a return ticket, you can't use that ticket with a different operator for the return journey**. To address this issue, the customer development team was created in. We're also waiting for a specific tickets network planner to be hired and we're going through that process as well with very experienced candidates who can just focus specifically on talking with those operators, specifically about the interchangeable tickets. It is one of our proposals for franchising and so we are working on it.

• **As bus users are weighted to disabled users – missing bus stops can be dangerous and can also reduce confidence in disabled users travelling on buses. If missing stops cannot be fixed now, could timetables be corrected so that users are aware of where the buses will stop**? Yes, I can consult with our team and our public engagement members to specifically update website information. We also hired recently a colleague specifically to look at bus stops with an accessibility focus and they're working with my manager as well, the customer development manager, to make sure that is a priority of ours. We're also currently working with South Cambs on the TDRT expansion. TDRT refers to Tiger On Demand - Combined Authority Transport which is a demand-responsive transport (DRT) service that enables members of the public to book journeys via a mobile application, helping to address connectivity challenges in areas where fixed-route services may be less viable. While the Tiger on Demand service does not currently serve the Cambridge East area directly, we have an ongoing commitment to engage with all local authorities, parish councils and partners to explore future opportunities, and it serves as an example of how the CPCA are committing to supporting accessibility across our wider network.

Through our Bus Stop Improvement Plan we are working closely with our Active Travel team to ensure safer boardings for disabled passengers. If residents need extra support in accessing public transport and travelling independently, please check your eligibility for concessionary travel: Free Bus Pass Eligibility - Combined Authority Transport and / or engage with local community transport providers. Here is a guide which is also available on

our website: Produced by the Passenger Transport Group, Cambridgeshire County Council, 2003.

- **Could Amber follow up on the previous discussion about how S106 contributions for Marleigh and Springstead will be delivered given non-viability of expected delivery?**
  Amber advised that all proposals that have been considered have been discussed in terms of the T2 and T3 merging and the extension of the 78 to serve Addenbrookes and the T4 and T5 too. Philippa Kelly advised that GCPS and CPCA would meet to discuss this and subsequently share any updates via this Forum.

Marleigh Phase 3: S106 Contributions

Planning Obligations Relating to the 91 uplift units (Phase 3b)	Un-Indexed Cost	Trigger
Bus Service Contribution (Second)	£ 26,500.00	Prior to the 1,301st Occupation
Chisholm Trail Cycle Bridge Contribution	£ 43,225.00	Prior to the 1,301st Occupation
Community Chest Contribution (Second)	£ 1,137.50	Prior to the 1,350th Occupation
Community Development Workers Contribution (Second)	£ 17,112.91	Prior to the 1,301st Occupation
Community Garden	NA	Prior to the 1,301st Occupation
Custom Homes	NA	Aprroval of Custom Homes plots Prior to the 1,300th Occupation
Healthcare Facility Contribution (Second)	£ 78,800.00	Prior to the 1,301st Occupation
Household Waste Receptacles Contribution (Second)	£270 per house, £350 per 1,100 ltr bin, £50 per apartment p/bin, £112	Prior to the first Occupation of Phase 3b
Indoor Bowls Contribution	£ 1,545.00	Prior to the 1,350th Occupation
Indoor Meeting Space	NA	Prior to the 1,350th Occupation
Indoor Sports Contribution	£ 37,053.00	Prior to the 1,350th Occupation
Newmarket Road Corridor Improvements Contribution (Second)	£ 206,570.00	Prior to the 1,301st Occupation
Open Space Maintenance Sum (Second)	£25,928.65	First instalment Prior to the 1,301st Occupation
Phase 5 Recreation Works (2 Junior pitches, 30 car parking bays, 2 coach spaces, 5 disabled bays)	NA	Prior to the 1,000th Occupation
S106 Monitoring Contribution (Second)	£ 2,200.00	Prior to the 1,350th Occupation
S106 Supplemental Monitoring Contribution (Second)	£500 for each written approval of compliance	At the time of submitting an application for written approval
Swimming Contribution	£ 44,912.00	Prior to the 1,350th Occupation