

University of Cambridge

West Cambridge Community Group

### **Minutes of the Meeting**

21 March 2017 in the Hauser Forum Seminar Room on the West Cambridge site.

#### Attendees:

Harvey Bibby, Lansdowne Road resident (Chair)  
Angela Chadwyck-Healey, Madingley Road Residents Association  
Simon Cornish, University Sports Centre  
Sue Davies, University Childcare Services  
Dai Davies, North Newnham Residents' Association  
John Evans, Cambridge City Council  
Humphrey Gleave, North Newnham Residents' Association  
Stuart Hawkins, Madingley Parish Council  
Will Hudson, West Cambridge Safety Committee  
Eddie Powell, Clerk Maxwell Road Residents' Association  
Hugh Purser, Clerk Maxwell Road Residents' Association  
Tom Ridgman, Westnet & IFM  
Karen Wiemer, Madingley Road Residents' Association

Heather Topel, University  
Jim Strike, AECOM  
Greg Callaghan, Peter, Brett Associates  
Perry Miller, PPS  
Julian Dickens, Jestico + Whiles  
Gail Ross, Jestico + Whiles  
Luigi Scalera, University (Estate Management)  
Biky Wan, University

#### Apologies:

Nicky Blanning, University Accommodation Service - West Cambridge Apartments  
Matthew Danish, Cambridge Cycling Forum  
Henry Day, Conduit Head Road  
Peter Haylor, Merton Hall House  
Morcum Lunt, North Newnham and FECRA

#### 1. WELCOME

Harvey Bibby welcomed the group to the meeting.

#### 2. INTRODUCTIONS

Introductions were made and apologies presented.

#### 3. MINUTES OF THE LAST MEETING

#### On membership

- Harvey Bibby reiterated that Lucy Nethsingha has stepped down because of her position on the City Council Planning Committee. Heather Topel said that the Newnham Councillors have always been included in the circulation for this meeting and the other Councillors will continue to be invited (Markus Gehring and Rod Cantrill). Harvey will engage with Rod Cantrill to have representation within this group at Councillor level as more complex issues about transport (City Deal) and the development proposals become important.

- David Cebon or a delegate from the Department of Engineering will be invited to attend future meetings as the department gains further presence on-site.

Hugh Purser asked if from the meetings the follow on points could they be highlighted and dealt with.

No other comments were made to the minutes of the last meeting.

ACTION: Harvey Bibby to write to Rod Cantrill to extend a warm invitation to attend future meetings of the Group.

#### 4. PRESENTATION ON THE OUTLINE PLANNING APPLICATION

Jim Strike gave a presentation on the development alterations to the outline planning application in response to consultation.

Q: With many departments moving to West Cambridge, can the old rifle range road be opened up? The pinchpoints on the Coton Footpaths are causing accidents (Will Hudson). When the cycleway modelling is done, does it look at the concentrated points of use in time to determine maximum and minimum usage levels rather than average movements because at peak usage it can be a very challenging time e.g. at the end of exams and start of lectures. The design parameters do not take into account the psychology of 200 students travelling for a lecture at a certain time. (Tom Ridgman)

A: The proposals are looking at a range of cycling improvements to provide journeys for people to travel into the City, including cycle streets, taking car parking out of the site and other route options depending on the destination (Greg Callaghan). The rifle range is on College land, and in land ownership and planning terms the University cannot make the Colleges deliver this. There are ways in which the Coton Path will be improved - one of the pinch points will be redesigned to reprioritise cycle movements at the junction with Wilberforce Road (the brickwork at the end of the Coton Path). There are proposals to remove car parking on Adams Road, then provide options for alternative cycle routes further into the City (Heather Topel).

Q: When residents move into the North West site, cycles will come to West Cambridge. What are their options (Angela Chadwyck-Healey)?

A: There are two opportunities to cross Madingley Road and there is cycle crossing provision at both the High Cross and the Madingley Rise crossing. The cycling network provides a range of choices including Storey's Way, Madingley Road and the West Cambridge site. As part of the West Cambridge application we have suggested removing car parking on Clerk Maxwell Road to also assist cycling along this route. (Heather Topel)

Q: Have the under and over ground options for crossings of Madingley Road gone? (Harvey Bibby)

A: These options have not gone completely. Both options require careful consideration and would not be in the first phase. Underground options will need to consider the services that have been put in for the North West site. A bridge would need to be over 6 m high because it is an abnormal load route. There are also land ownership issues – landing on the north at the Ridge and Furrow Field would be sensitive because this is greenbelt and on the south it is land leased to Schlumberger (Greg Callaghan). We will monitor crossings and activity – if there is an issue it can be addressed at the next phase. (Heather Topel)

Q: The cycling route along Madingley Road has issues with the access for cyclists as it is shared path off-line (Harvey Bibby)

A: This was with County Council scheme. It may be costly for the County to deliver this if the footpath will need to be built up with engineering issues and land ownership such as those on Lansdowne Road and Conduit Head Road (Greg Callaghan).

Q: Why isn't access from JJ Thomson for the car park on the north east corner? You can't move when you come out of Clerk Maxwell Road to turn right. Can you look at access from JJ Thomson to remove the bottle neck? (Eddie Powell)

A: Clerk Maxwell Road currently provides access to the Park & Cycle and the 90-100 spaces that are on street on Clerk Maxwell Road. Therefore, there is a base level of car parking that will be absorbed into the proposed multi-storey car park along with additional spaces. The current access is proposed onto Clerk Maxwell Road, and the transport assessment shows that the junction onto Madingley Road could function with this level of cars. Clerk Maxwell Road could also be signalised, but this does change the nature of Madingley Road - this could be monitored. There are a lot of traffic lights on Madingley Road already. (Greg Callaghan and Heather Topel) When the applicant team met with residents from Clerk Maxwell Road, we did not feel that there was support for signalisation which is why we have left it as a potential option, rather than a requirement.

The Transport Assessment also provides options for splitting the number of cars, with some exiting on Clerk Maxwell Road and some onto JJ Thomson, but this will depend on the number of car parking spaces that are eventually provided. Decisions about access onto JJ Thomson are linked to public realm issues and existing buildings. It is likely that access onto JJ Thomson would penetrate the existing woodland edge/tree belt on Madingley Road, and we have just spent months working to protect the woodland edge in response to consultation to preserve the nature of the approach to Cambridge along Madingley Road and another access point would conflict with this aspiration. (Heather Topel)

Q: Can you prioritise right turn from Clerk Maxwell Road (as at High Cross)? (Tom Ridgman)

A: Yes but there is less space to do this. We can look at crossings and junction redesign on Clerk Maxwell Road with Astronomy. (Greg Callaghan)

Q: There has been discussion about a travel hub on site with buses coming from the West, do you have any further information on this? (Angela Chadwyck-Healey)

A: This is a question relating to the City Deal. The University would support the use of the site to help meet the City Deal's objectives. We would need more discussion with the County Council about the hub. We have thoughts on where the bus might go on-site but we need more contextual information from the County about where it will come from and be going to when it leaves the site. (Heather Topel)

Q: You mentioned car parking levels in one car park will be going down – is this being redistributed elsewhere or are parking levels coming down? (Harvey Bibby)

A: We have a maximum car parking allowance and we hope that we will manage this to reasonable, pragmatic levels in the long term but need to strike the balance whilst the infrastructure and connectivity builds up. (Heather Topel)

Q: Are the LIDAR levels coming down? Can we have spot height information from Madingley Road and Conduit Head Road? (Harvey Bibby)

A: Yes – to provide information on heights (AOD) in these locations. (Jim Strike)

#### ACTIONS:

- Levels with views along Madingley Road to be provided (AECOM)
- Information about prioritising right turn from Clerk Maxwell Road to be worked up (PBA)

#### 5. PRESENTATION ON THE CAVENDISH III AND SHARED FACILITIES DESIGN

Julian Dickens gave a presentation on the Cavendish III proposals and Gail Ross presented the shared facilities proposals.

Q: At the New Museums Site the arrival of the canteen was good but the food vans are also welcome by staff – will they be on campus or not and are you planning spaces for these? (Karen Weimar)

A: There is an under provision for catering for West Cambridge. The vans are serving a need and we hope that this might be satisfied in part by the shared facilities. Some of the vans are part of foodPark and they are on site at West Cambridge Wednesdays. On Clerk Maxwell Road we have proposed the removal of car parking as part of the outline and if they do move the parking they won't be able to stay there legally. (Heather Topel)

Q: Are you proposing to keep food vans on the West Cambridge site? (Eddie Powell)

A: The University doesn't control and govern parking on Clerk Maxwell Road. Not all vans are part of the foodPark, we would encourage vans onto the site through foodPark as a cooperative and they are welcome on Wednesdays, which is what the University has agreed with them as an approved supplier. As the population builds up we will see more activity on site. (Heather Topel). Students have to eat everyday and there is a lost revenue stream on Wednesdays because of foodPark. (Tom Ridgman)

Q: Is all water serving the building coming from the City mains or will you have grey-water recycling? (Karen Weimar)

A: We will comply with BRREEAM on water usage including low flow fittings. On drainage and attenuation, it is a challenge as this is a green-field site – we are looking at swales, green roof and blue roof technology to attenuate the storm water condition as a practical and sustainable solution. The current proposal uses ground source heat pump which is highly efficient. The water supply doesn't have specific information. (Julian Dickens)

Q: It seems that access to service areas have been changed and access is now via High Cross and then leave in a circular route. Conduit Head Road are concerned about the traffic opposite. One way might be more

beneficial (Harvey Bibby)

A: This is something we are reviewing as part of the detailed transport work and servicing needs of the building. (Julian Dickens)

Q: Will the flues be seen from Madingley Road which are meant to be servicing the end of each unit? (Harvey Bibby)

A: The tree buffer will be retained along Madingley Road to minimise visual impact. The design of flues will sit within the parameter plans. We will design flues into the building with screening and elegance so they sit within the overall architecture of the scheme. (Julian Dickens)

Q: Will you have a single block for materials? (Harvey Bibby)

A: Yes there will be chemical materials and garages (Julian Dickens)

Q: Will they be servicing the shared facilities hub from Charles Babbage Road (Harvey Bibby)

A: Yes – vehicles for this will come in and out from Charles Babbage (Gail Ross)

## 6. AOB.

Heather Topel said that in the next several months the North West Cambridge Development site will be opening and the road will be opening up.

Q: Can 30mph be promoted for Madingley Road? (Harvey Bibby)

A: It is part of the transport strategy that the applicant team have promoted this with the County Council. (Greg Callaghan).