

Questions for SWCLT based on Initial Sketch Plan 27th Feb

This is the initial round of questions we would like to see answered to help define what the development will be in order to present as clear a picture as possible for the village survey.

1. Is the green area in sketch 2 big enough for 1-2 football fields and are they close enough to current recreation facilities (bearing in mind RIG feedback)?
 - a. This could be key for any future expansion of the recreation facilities e.g. football club.
 - b. Why does the plan show a cricket square?
2. What is the village community building and who would build/manage and use it?
 - a. Was this a requested community benefit?
3. The football field all the way down in the green space seems very disconnected. What was driving this location?
4. Could the allotments be placed somewhere in the field area as the current location off Twentypence Road is perhaps not ideal (access, water supply and soil)?
 - a. The soil on farmed field should be good.
5. How will the green area be protected from further development?
 - a. This needs full clarification before any PC survey.
6. What will the composition of housing stock (2/3 bed etc.) be and how does that fit with meeting the needs of Wilburton?
 - a. On what data is the housing stock based?
7. Is a speed limit reduction to 30mph and safe crossing points across the High Street and Station Road delivered by the scheme?
 - a. Could a continuation of the footpath from Millfield Place on the South side of the High Street down to where the footpath currently terminates be delivered by the scheme? Thus allowing more residents to safely access the new facilities provided by the SWCLT via clear pedestrian / cycling routes.
8. What is the anticipated CIL to the Parish Council and how do we get reassurance that the benefits delivered don't require contribution from the CIL generated?
 - a. Any community benefits (e.g. community spaces, infrastructure and connection to the village including crossings) should be integral to the Camps field development and should not require additional funding. Otherwise, they are not community benefits delivered by the housing development.
9. Where would the parking be for the recreation space?
10. Is the proposed location of enclosed play area the most appropriate location?
 - a. Particularly in relation to existing residents.
 - b. Do we need a third playground area from the survey so far?
11. How does the narrow access for cars work with 120 houses and recreation space?
 - a. What have highways said about the development and access?
12. Are there any potential issues with cars and pedestrians on Townsend Mews in relation to safety?
 - a. Is there any provision to help improve this area?

13. Are the CLT one of the parties that are signed up to the land option on the site?
 - a. If so and the site is not taken forward as a CLT development does this mean the land option cannot be taken forward as a private site?
14. How do cars get to the car parking spaces off the bridleway?
 - a. Can they access from the bridleway?
15. What checks are carried out when people ask to go on the SWCLT housing list? How often is the SWCLT list refreshed to check people's circumstances have not changed?
16. Do we need more green space as we already have footpaths and wildlife around Wilburton?
 - a. Where is the justification for this community need?
17. There is concern the green area will attract drug dealing. Has this been considered as a possible side effect and are there thoughts on how this may be tackled?
18. How do the SWCLT propose we deal with the size and scope of the development in respect of traffic and integration to the village?
19. What is the phasing of the housing and community benefits going to be as there is a concern that 120 houses will be built in one go and that will be too big and have a sudden impact on the village?
20. Please define what the affordable housing is and what income levels are required to rent or buy an affordable home?
21. Would it be possible just to develop a smaller part of the field closer to the main road so as not to break into the countryside so much?
22. Could the housing cost be attached to income now or in the future? (As opposed to simply a set discount on market rates)
23. What has happened to the parked questions from the recent public meeting (written on the board)? Can these be published with the answers in the return information for this document?
24. How will the extra traffic be dealt with especially in places like Berristead Close?
 - a. What traffic management has been considered to help with effects of 120 houses?
25. How will the Recreation and Camps field access work on high street as they are opposite each other?
 - a. What is the view from highways?
26. Is it possible that building so far south will set a precedence for more houses towards Twentypence Road?
27. Will the CLT have a final referendum and respect the outcome of the village's requirements?
28. What is the likelihood the plan as shown will change?
29. What is the provision for fireworks parking to keep the event going?
30. How many 'individuals' responded to the first SWCLT survey, which included a question about the appropriateness of the Camps field site. In particular, how many individually posted feedback forms were received, but not included in the data fed back to the community at the second SWCLT event?
31. What are the minimum number of built houses necessary to make the land practically developable. And, how does this break down for each individual section of the large site (by landowner and by acreage)

32. What is the financial calculation of predicted land cost, segmented across the entire space, and the minimum number of built houses (open market and affordable) necessary to meet that cost, after sale, with the data segmented across the site?
33. What grant funding has been considered or might now be considered to support funding of a larger proportion of affordable houses, relative to a smaller number of open market homes?
34. Slide 38 (Traffic analysis) at the recent presentation stated "There are circa 5,000 daily (24 hour) and 500 peak hour traffic movements in each direction along the A1123" and "Proposed development will generate approximately 480 daily two-way vehicle movements a day (50 two-way vehicle movements at peak hours)". Can the SWCLT justify with sound evidence or provide more realistic "real world" examples considering the rural location we live in - possibly including actual trips generated from similar developments in a rural environment?

This is the end of the questions.