

## 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?

**Answer:** The current sketch 2 is a working draft and the size of the green areas and layouts can change at this point in time to take into account the ongoing engagement and feedback the CLT is receiving, and to meet the needs of the community. The land allocated to the south of the site currently accommodates at least one full size adult football pitch, but could easily be big enough for 2 adult football fields if this is wanted (for example if the football club or RIG express a desire for it).

There are several reasons for the current placement of the football fields. The CLT feel that the green space at the top of the site should be kept residential and peaceful for the surrounding houses. This is important for the integration of the new houses with the rest of the village. Placing the pitches at the bottom of the site also allows people using them more space and freedom (for example making noise/ kicking balls etc. without upsetting neighbours) and gives the space for car parking. It also means people can access the football fields via Millfield Lane rather than driving through the residential area. It wasn't felt that football pitches and lots of parking would be suitable at the North of the site surrounded by the residential area.

At the beginning of the engagement process interest was expressed in a cricket square. The outline of the cricket square on the green is a remnant of this being included but then being rubbed out by the architects following the withdrawal of the request by RIG. The CLT don't intend to include 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?

**Answer:** The community building is an indicative space that could be used for an amenity structure. It does not have to be provided and can be removed by the architects at this point if the community wanted. This was included following engagement with the schools in the village who said they would like an amenity building in the space, and several members of the community who asked for various amenity structures via Feedback forms.

3. The football field all the way down in the green space seems very disconnected. What was driving this location?

**Answer:** As answered above: There are several reasons for the current placement of the football fields. The CLT feel that the green space at the top of the site should be kept residential and peaceful for the surrounding houses. This is important for the integration of the new houses with the rest of the village. Placing the pitches at the bottom of the site also allows people using them more space and freedom (for example making noise/ kicking balls etc. without upsetting neighbours) and gives the space for car parking. It also means people can access the football fields via Millfield Lane rather than driving through the residential area. It wasn't felt that football pitches and lots of parking would be suitable at the North of the site surrounded by the residential area.

From Council Meeting on 18/03/20109

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.

**Answer:** Yes there is absolutely scope for this and the CLT would be happy to meet or talk with relevant people to further this idea. The CLT could also look into supplying water and possibly a simple toilet or other structure. The land is grade 2 so is good for growing.

5. How will the green area be protected from further development?

- a. This needs full clarification before any PC survey.

**Answer:** Protecting the green space from further development is very important to the CLT and there are a number of legal mechanisms that can be used. Some of the options that would protect the green space in perpetuity could be via a covenant, handing it over to the parish council or registering the land as a village green. The CLT will continue to look into this in conjunction with the Parish Council to decide on the best option.

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?

**Answer:** The private housing needs will be driven by the local authority guidance, planning policy in force at time of phasing and housing need. The CLT housing make-up will be determined by the waiting list and any data on Local Housing Need that the CLT can access at the time.

7. Is a speed limit reduction to 30mph and safe crossing points across the High Street and Station Road delivered by the scheme?

**Answer:** Yes, the CLT, Parish Council and Developer are committed to working with the Highways Department to extend the 30mph zone past Millfield Lane and implement a pedestrian crossing (or two if required) which the scheme would be able to finance. The crossing on the High Street will aid connection of the site to the rest centre of the village and improve safety in crossing the very busy road. The development gives the CLT and Parish Council leverage with Highways to push for these safety improvements to the roads.

- 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.

**Answer:** The CLT does not currently know if the road is wide enough to accommodate this so needs to explore in more detail.

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?

**Answer:** We do not know what the anticipated CIL at this stage as the percentage rates are set by the Local Authority. However, 15% of the CIL will go to the Parish Council and we expect this contribution to the Parish Council to be well above £50,000.

The CLT has no intention of requesting funds from the Parish Council CIL income, and the Parish Council would never be under an obligation to give CIL funding to the CLT. Nothing being designed in the scheme will be dependent on the CIL income.

From Council Meeting on 18/03/20109

- 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.

**Answer:** The CLT agrees that the community benefits are integral to the scheme. Because the site is being brought forward as a CLT application under CLT policy, it is required to deliver substantially more community benefit than required by an open market scheme.

9. Where would the parking be for the recreation space?

**Answer:** On the map, it is identified just off Millfield Lane close to the football pitch. It has been suggested that this parking provision needs to be bigger which will be explored with the architects.

10. Is the proposed location of enclosed play area the most appropriate location?

- a. Particularly in relation to existing residents.

**Answer:** The location currently proposed had been chosen for several reasons. Firstly, it is part of a green buffer to protect the existing residents and will be designed and landscaped so as to best achieve this. Secondly, a playground to the North of the site will be important to integrate the existing community and residents on the new development and allow easy access to both play areas and to mix and use the play areas interchangeably.

- b. Do we need a third playground area from the survey so far?

**Answer:** It is highly likely that providing a playground area will be a planning requirement so the CLT have designed this in what is felt to be the most appropriate location for new residents and the integration of the community as a whole

11. How does the narrow access for cars work with 120 houses and recreation space?

**Answer:** It is confirmed that the access is not too narrow and will meet all Highway standards. It is more than adequate for 120 houses and the amenity spaces and will be an adopted road.

- a. What have highways said about the development and access?

**Answer:** A Highways Consultant has engaged with this project and has confirmed the access is more than adequate.

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?

**Answer:** The CLT is currently doing a lot of work to explore how the safety of Townsend Mews could be improved, including provision to improve this area for residents.

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?

**Answer:** No we are not part of the land option. We have no veto stopping the site becoming a private development if the CLT does not take this forward. Currently, the major landowner has agreed to pursue this as a CLT site as opposed to a private site.

14. How do cars get to the car parking spaces off the bridleway?

- a. Can they access from the bridleway?

**Answer:** The access is via Mitchells Lane. The scheme will fund the improvement of the track bringing a benefit and improved access especially at times of heavy use i.e fireworks parking, sporting events.

15. What checks are carried out when people ask to go on the SWCLT housing list?

**Answer:** Initially, all enquiries are pointed to the Allocations criteria which is listed on the website. Please follow this link to view: <https://www.strethamwilburtonclt.co.uk/our-properties/> Everyone on the SWCLT housing list is required to meet all of these criteria before they are admitted to the waiting list.

How often is the SWCLT list refreshed to check people's circumstances have not changed?

**Answer:** The Waiting List as a whole is reviewed once a year. In addition to this, when an affordable home becomes available the applicant is asked to provide updated information to ensure they are still eligible. This ensures that allocations are made with the most up to date information and the CLT takes into account any changes of circumstance.

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?

**Answer:** Sadly we have almost no green space and wildlife. As a farmland parish, Wilburton is green, but only 11 acres of the 4200 acres are publicly accessible. Most of this space (Recreation field and Doghouse Grove) is privately owned. This represents only 0.2% publicly accessible green space in Wilburton, compared to 18% in London (GiGL data). We have very little wildlife in Wilburton, or indeed the whole of Cambridgeshire. The primary reason for this dearth of wildlife is intensive arable farming, which has done more to reduce the populations of wildlife in the UK than anything else. Between 1970 and 2015 farmland bird populations reduced by 56%, or 44 million individuals. The fields may look green, but it is lifeless scenery, full of pesticide saturated crops, it is effectively green concrete.

In terms of land which is valuable for wildlife, the key measure used by Natural England is designation of Sites of Special scientific Interest, or SSSIs. In English Counties the average amount of land designated as SSSIs is 6.8%, in Cambridgeshire it is only 1.1%. As a result of arable farming, Cambridgeshire is placed as the poorest county in England for wildlife and rural recreation. It has less than half the national average of publicly accessible countryside. We all have a responsibility to halt this decline, and it is the intention of the SWCLT to significantly improve the situation in Wilburton. The plan to create a wildflower meadow will create a massive gain in biodiversity for the land and will have significant environmental benefit. As well as benefitting wildlife, such green space is proven to benefit both physical and mental health.

The creation of 25 acres of publicly owned and accessible green space will more than treble the amount currently available in our village, and in addition to a new meadow we intend to create an orchard and dog walking paths. So yes, we definitely do need more green space, footpaths and wildlife, and we will create it if this development goes ahead.

The new green areas at Camps Field will provide safe and accessible space especially for families with young children and dog walkers which the village currently lacks.

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?

**Answer:** Unfortunately, any area can be open to antisocial behaviour. Drug dealing is a nationwide issue and the CLT don't believe this development would be any more affected than anywhere else in the village. The CLT could work with the residents of the new development to establish a Neighbourhood Watch Scheme if it was felt this would be useful,

From Council Meeting on 18/03/20109

and we welcome any other suggestions for discouraging this behaviour on the development. Any anti-social activity or behaviour on the site would be dealt with by the police.

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?

**Answer:** The size and scope has been considered very carefully and we are constantly looking at community benefits and traffic improvements to improve integration of the site and traffic. For example, placing the play area to the North of the site and the pedestrian crossing from the site to the recreation will help integration with the pre-existing recreation ground and the rest of the village. The community will be able to move freely between the pre-existing and new amenities. We are looking at improving connectivity and traffic in the village by encouraging walking and cycling, which the road improvements will help to encourage. Unfortunately, the CLT cannot look to solve all traffic issues in the village, this is simply not possible.

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?

**Answer:** The CLT understands this concern and want to reassure the Parish Council and wider community that the development would be slowly phased over a number of years, 120 houses will not be built in one go. The phasing will be over more than 5 years. The community benefits will be delivered as early as possible as this is very important to the CLT to ensure the community benefits as soon as possible. The direct benefits of improved safety around the A1123 will be key and the CLT will strive and work with the Parish Council and Highways to ensure this happens as early in the development programme as possible.

20. Please define what the affordable housing is and what income levels are required to rent or buy an affordable home?

**Answer:** Affordable rent and shared ownership are the two types of affordable housing that the CLT currently use.

The absolute maximum the affordable rental homes can be made available is for 80% of the open market rate or at the level of the Local Housing Allowance, whichever is the lower of these two figures. However, the CLT strives to provide the affordable homes at a lower rate than this, and will keep the rents as low as they can viability allowing. As a local, charitable body, the CLT has the flexibility to do this.

Shared ownership housing can be made available for as little as 25% share and can be staircased to a maximum of 80% share. This allows people who would otherwise have no chance of buying in their home village the change to get on the housing ladder. When Shared Ownership tenants move on, the property will be valued by a RICS surveyor and sold to the next eligible person on the CLT waiting list who wishes to buy. The Shared Ownership tenant benefits from the increased equity on the share that they own.

The CLT Allocations Policy requires applicants to be unable to afford open market rents or house prices in Wilburton or Stretham in order to be eligible to buy (shared ownership) or rent a 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?

**Answer:** Yes this would technically be possible. However, the Trust has assessed the site opportunity and many other factors such as the size and demand for affordable housing and sustainability of village amenities. We believe that 120 houses is the correct number of houses.

A key consideration for the CLT has been that the development be low density so as not to feel out of place in the village setting. For comparison the development at 120 houses will be at a similar density to Manor Farm, but with an additional area of approximately 25 acres of wildlife and recreation space.

Village amenities need a diverse range of customers and clients to continue to survive (Wilburton currently has schools, a shop, a pub, church(es), theatre group and more). New development will help to ensure that these businesses and facilities will have customers, students, and volunteers which will increase their sustainability in a village with an ageing population.

The layout of the houses on the site has been designed to include green buffers against the existing houses to mitigate against possible impact on their gardens/amenity space, which includes a village green at the top of the site with a strong connection to the High Street and the rest of the village. The houses have been laid out in a linear format through the narrowest part of the site to provide a "journey" through to the amenity space at the base, again to connect the whole of the site to the rest of the village. The houses on the proposals do not go further south than existing houses on Twenty Pence Road. Development could be pushed to the top of the site however the balance of protecting the amenity of existing houses, connecting the new green to the rest of the village, and laying the houses out in a low density has been an important consideration in defining the developable area.

22. Could the housing cost be attached to income now or in the future? (As opposed to simply a set discount on market rates)

**Answer:** Yes it could be and the CLT continually assess how best to provide genuinely affordable housing to local people. At the moment the CLT consider it too difficult and expensive for the CLT to attach housing costs to income rather than market rates. One of the reasons for this is that there is no reliably published data on income levels in Wilburton, another is lenders/ banks can be wary of this model which causes shared ownership purchasers and CLT difficulties. The CLT is always looking at the best way of delivering affordable housing and so will consider to assess whether attaching housing cost to income would be a better method.

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?

**Answer:** The CLT have collated all the parked questions from the recent public meeting and all Feedback forms collected subsequently to that meeting into a list of key questions, which we are currently working hard to draft thorough answers to. The questions and answers will be delivered to the whole village soon.

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?

**Answer:** We will continue to work with traffic consultants and the architects to manage the additional traffic produced by the development and are looking at improving connectivity to the village by encouraging walking and cycling. Unfortunately the CLT cannot solve all traffic issues in the village, this is simply not possible.

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?

**Answer:** The CLT has not yet had a formal view from Highways on this and will seek this in the near future.

26. Is it possible that building so far south will set precedence for more houses towards Twentypence Road?

**Answer:** Unfortunately the CLT can't speculate on future planning applications or consents in the village. However, all developments have to meet East Cambs Planning Policy, the CLT development on Camp's Field is being proposed under the Community-led Housing Policy and so shouldn't provide any precedence for normal private development outside the village boundary. Furthermore, the CLT development will help to show that Wilburton has already developed sufficient housing for the local population and doesn't need further private development.

27. Will the CLT have a final referendum and respect the outcome of the village's requirements?

**Answer:** No the CLT is not planning to hold a final referendum; we are looking to further engage with the community and demonstrate support for the scheme.

28. What is the likelihood the plan as shown will change?

**Answer:** The plan is likely to change as what was presented to the village was our first iteration and intended to give a basis for discussion. The plan will develop in response to the feedback received from the last event and further consultation. It is likely that the "basic" moves will remain - rough location of houses, wildlife area to south, but the specifics e.g. community buildings and their functions, landscaping to wildlife area, detailed road layouts, etc. will change in response to further consultation and as the scheme develops generally.

29. What is the provision for fireworks parking to keep the event going?

**Answer:** The firework parking can be accommodated on the football pitch at the bottom of Mitchells Lane.

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?

**Answer:** The Feedback Form provided at the first Public Consultation event was not intended to be a survey and certainly was not attempting to capture the opinion of the whole village. The completed Feedback Forms provided an initial steer for the CLT to help garner initial thoughts of those who attended the event. There were 70 feedback forms received and captured in the results.

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)

This is not for the CLT to answer.

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?

This is not for the CLT to answer.

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?

**Answer:** The most significant grant funding currently available is the Community Housing Fund. The CLT is currently exploring whether this funding source is suitable to this project.

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

From Council Meeting on 18/03/20109

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?

**Answer:** There has been a traffic survey completed in the village by a professional traffic consultant and specific data is held. The results about existing traffic are based on surveys completed within the village early this year, and predictions about impact of traffic from development are based on evidenced based research using industry standard techniques. In addition a scheme of this size will allow for traffic safety improvements (a crossing across the A1123 and an increase in the 30mph zone as mentioned above) which will improve safety throughout the village and help to connect the new development with the existing village. The summary of the data from the traffic consultant is below

Recently commissioned traffic surveys have been used to confirm:

- ← There are circa 5,000 daily (24 hour) and 500 peak hour traffic movements in each direction along the A1123.
- ← Average vehicle speeds along the A1123 are circa 36mph to the east of the proposed site access and circa 30mph to the west of the proposed site access.
- ← At the A1123 and Station Road junction there are regular periods of minor vehicle queuing and driver delay during the am and pm peak periods, with more moderate levels of vehicle queuing and driver delay on the Station Road approach to the junction in the am peak period.
- ← At the A1123 and Twenty Pence Road junction there are regular periods of moderate vehicle queuing and driver delay during the am and pm peak periods, with more significant levels of vehicle queuing and driver delay on the Twenty Pence Road approach to the junction in the pm peak period.
- ← That nearly 75% of daily traffic movements on the main roads in the village is through traffic, ie which does not have an origin or destination in the village.

Evidenced based research using industry standard techniques has identified:

- ← A design standard compliant site access junction can be provided to connect the site with the A1123, the junction design will also include pedestrian facilities.
- ← A range of bus services include stops within the village that provide non car travel opportunities to Ely, Cambridge and surrounding towns and villages.
- ← Pedestrian and cycle facilities within the local area are considered adequate.
- ← A development of the scale proposed is expected to generate circa 50 two-way vehicle movements in the am and pm peak hour and circa 480 daily two-way vehicle movements.
- ← Based on local census data 64% of development related traffic is expected to travel east and 36% is expected to travel west from the site.
- ← A preliminary assessment of development related traffic impact indicates minimal change in peak hour traffic flows at key local junctions.

This is the end of the questions.