

23 July Planning Speaker Statements

#6 - 22/02066/CONDR - Grantchester Meadows Residents

We are writing to firmly **OBJECT** to, and ask the Council to **REJECT** the proposed 22/02066/CONDR – Condition 14, of the proposed Traffic Management Plan for Planning Permission of Owlstone Croft, Owlstone Road, Cambridge, Cambs CB3 9JJ, for the following reasons:

1. The proposal has not considered the Cambridge City Councils own policies on environmental weight limits, HGV noise and exhaust pollution along the proposed routes, particularly next to Paradise Nature Reserve, a sensitive area of biodiversity and wildlife.
2. We categorically question whether this planning proposal has seriously taken into account the severe impact of hazards, chaos and dangerous consequences the construction traffic will have on local residents, as well as limited street access in Newnham Croft and to Paradise Nature Reserve for up to three years.
3. Grantchester Street is a narrow residential street and not suitable for the size and extent of HGV's on a daily basis for nearly three years. The road is single lane, and the pavement camber is very severe along the whole length of the street, resulting in many pedestrians walking along the centre of the narrow road to avoid falling.
4. There will be damage to properties along the route due to vibration and dust from heavy construction vehicles using route for nearly three years.
5. **Short Lane** – Cambridge City Council is well aware that Short Lane is a privately owned laneway. Access by construction vehicles via this non adopted narrow laneway is totally unsuitable and extremely dangerous. Short Lane is used constantly throughout the day by pedestrians walking the signposted Riverside walk from Cambridge to Grantchester.
6. The CTMP proposes construction vehicle trips of up to 5 per hour (=10 trips), 140 trips per week, 500 per month, to and from the site. We

argue, that the proposed volume of use by its construction traffic is an intensification of use which **goes beyond any prescriptive rights** Queens' College has acquired on Short Lane.

7. The swept path analysis confirms that the proposed HGV vehicles are **TOO LARGE** in height, width and length, barely able to navigate Short Lane. HGV's cannot navigate the narrow laneway without damaging trees and wildlife verges, turning at the blind corner is a very dangerous procedure. The turn into Owlstone Croft site cannot be negotiated without the HGV reversing back and forth within close reach of the Paradise NR pedestrian gate.

8. **We strongly OBJECT and request the Council revoke** Queens' College's proposals of cutting back verges, trees and bushes solely to accommodate HGV's along Short Lane. This would be a loss of amenity and destruction of biodiversity to Short Lane's peaceful country lane appearance that is enjoyed by so many people throughout the year. We have as neighbours received NO communication about this. **NO PERMISSION HAS BEEN GIVEN by the owner FOR CHANGES TO THE BIODIVERSITY OF THE SHORT LANE.**

9. Public Footpath Application and Change of Use

Short Lane is currently the subject of an application for registration as a public footpath, which has already been accepted for consideration. The application includes over 40 statements confirming that pedestrian use has been the primary and continuous use for over 20 years. Introducing or enforcing traffic restrictions to facilitate intensive construction traffic for Queens' College represents a major change of use. This would have a seriously detrimental impact on the rights of existing users and may be unlawful without a proper change-of-use process.

10. **Site wheel washing facilities:** Disposal of construction vehicle muck, mud on-site and debris on streets, during wet weather could be washed into the foul water drains and then consequently drain into River Cam? Detailed plans have not been provided, therefore we believe adequate disposal of vehicle muck in this sensitive environment is not feasible.

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#6 - 22/02066/CONDR - Local Resident

I would like to object to the plan on three grounds

1 - the significant and unmanaged risk to pedestrians and cyclists from so many large vehicles accessing very narrow, highly used lanes with poor sight lines. These lanes have very high footfall with a school, sheltered housing, recreational access, and residents using these areas all day every day. The level of risk is extremely high even with someone directing traffic, as witnesses by a flatbed lorry trying to access the site earlier in the week of 14 July, and needing to shunt forwards and backwards several times to get round a tight corner with people and cyclists milling around. One of the cyclists was visibly shaken.

2 - significant risk of damage to property. The extent and nature of vehicles accessing the site within an enclosed set of small streets with a single point of access (Grantchester Street) represents a significant change of established use of these streets, with impacts on the structural integrity of residents property. Shaking of houses on Grantchester Street has already been experienced from the flatbed lorries this week, and is likely to be a significant contributory factor in any cracking and subsidence. Has a risk assessment been carried out of the risks to housing on the impacted roads? If not, residents will rightly want compensation from the council and college if damage occurs.

3 - risks to public health from such high density traffic in an small enclosed set of streets. The area has a high number of vulnerable people (young and elderly) who will be sensitive to the long term impacts of particulate pollution from the massively increased levels traffic. Adequate risk assessment and risk mitigation is absent from the plan and it should be refused on these grounds.

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I write with the following objections concerning 22/02066/CONDR – Condition 14, of the proposed Traffic Management Plan for Planning Permission of Owlstone Croft, Owlstone Road, Cambridge, Cambs CB3 9JJ, for the following reasons:

1. The large number of HGVs proposed every weekday on narrow residential streets unsuitable for their use over a period of at least two years.
2. Concern regarding the numbers of other construction and delivery traffic also required during this period which remain unspecified and which will further the potential for chaos and gridlock.
3. The resulting high level of disruption, pollution, noise and potential damage along the proposed routes, and especially along Short Lane next to Paradise Nature Reserve, a sensitive area of biodiversity and wildlife.
4. The hazard and potential danger that this level of construction traffic will have to local residents, as well as resulting in limited street access in Newnham Croft and to Paradise Nature Reserve during that period.
5. The inevitable inconvenience, disruption and reduced business it will have on local trade.
6. The intention to use Eltisley Avenue and Grantchester Meadows as a diversion route while UK Power Solutions is carrying out cabling work for the development in Grantchester Street and Owlstone Road.