

HAVERHILL TOWN COUNCIL

HAVERHILL AREA FORUM

16 July 2017



Present:

Cambridgeshire:

Councillor Sue Herbert, Castle Camps Parish Council
Councillor Stuart Miller, Horseheath Parish Council
Councillor Enid Bald, Linton Parish Council
Councillor Beatrice Ward, Linton Parish Council
Councillor Merrie Mannassi, Linton Parish Council
Councillor John Ellis, Little Abington Parish Council
Councillor Geoff Harvey, South Cambridge District Councillor for Balsham
Councillor Alex Schuilenburg, West Wickham Parish Council
Georgina Magin, West Wickham Parish Council

Essex

Councillor Diana Garrod, District Councillor for Bumpstead Ward,
Braintree District Council & Chairman Sturmer Parish Council
Councillor Ruth Taylor, Sturmer Parish Council
Councillor Alan Carter, Sturmer Parish Council
Councillor David Porth, Sturmer Parish Council
Councillor Nigel Chapman, Steeple Bumpstead Parish Council

Haverhill Town Council

Mayor Tony Brown
Councillor John Burns
Councillor Paula Fox
Councillor Quillon Fox
Councillor Pat Hanlon
Councillor Joe Mason
Councillor David Roach
Councillor Susan Roach

Suffolk

Councillor Nathan Loader, Kedington Parish Council
Councillor Andrew Dickson, Little Thurlow Parish Council

Apologies:

Dr Colin M Harris, Cambridge Connect

Cambridgeshire

Councillor Duncan Ogilvy, Bartlow Parish Council
Shudy Camps Parish Council

Essex

Councillor Ian Westrope, Steeple Bumpstead Parish Council
Ian Brown, Clerk, Sturmer Parish Council

Suffolk

Councillor Jessica Hale, Little Thurlow Parish Council
Mr D Howlett, Clerk, Wixoe Parish Meeting

Haverhill Town Council
 Councillor Maureen Byrne
 Councillor Barry Robbins
 Councillor Liz Smith
 Councillor Ant Williams

In attendance: James Palmer, Mayor of Cambridgeshire and Peterborough Combined Authority
 John Mayhew, Haverhill Chamber of Commerce
 Paul Donno, Haverhill Chamber of Commerce
 Colin Poole, Town Clerk Haverhill Town Council
 Vicky Phillips, Assistant Town Clerk, Haverhill Town Council

Welcome

The Chair of Linton Parish Council, Councillor Merri Mannassi, welcomed everyone to the meeting.

MINUTES

		Action
HAF /029	<u>Apologies for Absence</u> The above apologies were noted.	
HAF /030	<p><u>A1307 Corridor, Transport Options Update</u> James Palmer, Mayor of Cambridgeshire and Peterborough Combined Authority introduced himself and his vision for solving the problems surrounding transport in Cambridge and Peterborough and the surrounding towns and villages.</p> <p>JP has been in post for just over a year and was elected by the public as Mayor of Peterborough and Cambridge Combined Authority. His aims are to fulfil the agenda set by the Government to invest in new homes, future skills and improve public transport.</p> <p>The towns in this region have been affected by the successful economy in the region; there has been a lack of investment in infrastructure and a shortfall of affordable new housing. The growth in and around Cambridge has not been taken up by Cambridge but by the surrounding towns and villages. Similarly the growth of Haverhill, Addenbrookes and the expansion of the bio-medical campus has all had an effect on the Cambridge corridor and those who live and travel along it.</p> <p>JP will not rule out the option to dual the A1307 however, in his view, there is a better option. He believes with good public transport in place, autonomous vehicles and cycle routes, these can be used as a matter of course rather than jumping in the car to commute. Removing cars from the roads would then in turn free up the roads, causing less congestion, especially at peak times.</p> <p>His idea for the growth agenda is to put in transport to link the region together, then to build houses along the routes. There is lots of land available in this region and would he not condone the idea of building a new town or housing without infrastructure being in place.</p>	JP

	<p>The idea would be that owners of any sites identified in South Cambridge for development would be approached first with the idea of introducing a Land Value Cap. This would help pay for the system and uplift in value. Currently, developers and landowners are the biggest winners from state-funded infrastructure improvements. The Government is very unlikely to recoup the initial cost of the project, though it will benefit from increased tax revenues in the long-run. Land Value Capture is a mechanism that has the potential, if designed in the right way, to unlock major infrastructure schemes of significant public benefit that otherwise would have a prohibitively high price tag.</p> <p>A Land Value Cap would involve placing a cap on the extent to which land adjacent to a significant infrastructure project could go up in value. For example, the increase could be limited to ten times the original value. The landowner would still benefit financially from the effect of a major development that would not have taken place without the introduction of a Land Value Cap. The purchaser of the land in question, probably a housebuilder, would be able to secure the land at a far lower price than would have been the case without the cap. On purchasing the land, the housebuilder would sign an agreement, agreeing to pay a charge to the organisation funding the road construction project which made the housing development possible. This would have the potential of making the project a viable proposition. The Cambridgeshire and Peterborough Combined Authority does not have the legal authority to introduce a Land Value Cap, so parliamentary legislation would be required. Government action would bring about a large increase in land values and enable house builders to build in areas not previously available. The Government would therefore be justified in using part of this increased value to fund the road scheme which enables landowners and developers to make significant financial gains.</p> <p>Canary Wharf and Letchworth Garden City are examples of high quality joint development by a Development Corporation.</p> <p>John Ellis, Little Abington PC How would commuters get to the new routes put in place for, not all existing or new developments would be directly on these routes? JP It is thought reasonable for a person to be able to cycle up to 4 miles to connect to a station hub. Connecting cycle routes would be put in place. The current bus route system needs attention, all transport systems do need to link together. Using the car to travel to new hubs is not encouraged, so providing a large car park at every station would not be ideal.</p> <p>D Roach, Haverhill Town Council What are the timescales? Is there connectivity to other schemes in the area? JP The timescale for the autonomous system could be as soon as 2021. Yes, connectivity is important and has recently met with Greater Cambridgeshire Partnership and is in conversation with the Borough and County Councils.</p>	
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	<p>JM, Haverhill Chamber of Commerce Haverhill Chamber represents industry and jobs in Haverhill. JM does not want to see Haverhill becoming a dormitory town. The cost to dual the A1307 would be a relatively small cost in comparison to other ideas. JP Using Ely as an example, Ely is 15 minutes from Cambridge on the train and due to transport and upscale improvement; there is now a workforce in science based industry now living in Ely. There is a massive opportunity to upscale Haverhill and the ambition through system up-growth using the Business Based Tax System and Tax Improvement Funding would be a massive opportunity for Haverhill and would bring all types of business into Haverhill. There would be opportunities for International Business and the ability to link into London. JM JP has talked about the growth of knowledge based industry in Haverhill, Haverhill does have some, but also an industrial estate as part of the mix, JM hopes that JP will keep his mind open to look at all needs in Haverhill, not just to shift all to Cambridge. JP Is not against road improvements and believes if there are fewer cars on the road this will open up the road for other vehicles.</p> <p>J Burns, Haverhill Town Council Rail Haverhill have been campaigning for 20 years for a rail link, there is a need for a strategic solution for the A1307 corridor. Industry for Haverhill will extend over Haverhill's borders. 60% of the population currently leaves Haverhill to work further afield; JB supports the idea for a light railway and supports the encouragement to leave cars at home. Currently, there is no sustainable transport policy for new developments in Haverhill. Developers provide new bus stops at the sites, but there are no extra buses provided for these new routes. There is a need for joined up thinking for the future and an immediate need to solve existing problems. JP agreed with this.</p> <p>N Loader, Kedington PC Raised concerns about sub regional economy, growth and spatial planning. JP agreed with his concerns, currently there is no spatial planning and is working towards putting this together. The potential underground metro in Cambridge will work to link together the Science Parks to where people live in surrounding towns and villages, like Haverhill.</p> <p>P Donno, Haverhill Chamber The A1307 should be a dual carriageway and not to become a motorway, also JP's ambitions are good but not realistic to happen in the short term. It is the reality now that the road is at times at a standstill. JP disagreed and strongly feels that his ideas can and will happen, he is looking at short term solutions and is open to options and he has a budget to use.</p> <p>Mayor T Brown, Haverhill Town Council What is the Government thinking on this?</p>	
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	<p>JP Had met with the Chancellor recently to discuss investment and growth in the region, which had gone well. JP will be putting pressure on the Chancellor once he has met with investors.</p> <p>TB It has been the case in Haverhill that developers have sat on land until the land is free to allow housing to be built, rather than developing it for its original purpose. There is a need to look at changing this.</p> <p>JP Capping the land value allows the Combined Authority to buy the land, which then allows for deals with developers and builders.</p> <p>DR, Haverhill Town Council There needs to be more done at County level</p> <p>JP There are ways to work together and there is money to invest in Haverhill, Haverhill is significant in Greater Cambridgeshire and Peterborough and is very important to the growing economy.</p> <p>E Bald, Linton Outlined how Haverhill's growth has affected Linton and surrounding villages, especially at rush hour. They have formed an A1307 Parish Forum and invited JP to attend to hear their solutions for the problems on the A1307. JP agreed to attend.</p> <p>D Garrod, District Councillor for Bumpstead Ward, Braintree District Council & Chairman Sturmer Parish Council Suggested the idea of talking to Stansted about the idea of linking into to Stansted, which could promote some funding. JP agreed to contact Stanstead.</p> <p>P Hanlon, Haverhill Town Council In 1975 the idea was that someone was not able to move into Haverhill before they had secured a job, industry was built first then the population moved in. PH raised concerns about the merge in turn issues at the dual carriageway, near Dalehead Food, which needed to be addressed sooner rather than later.</p> <p>JP summed up his vision, outlining what he had said above. M Mannassi, Chair, Linton PC thanked JP for attending the meeting.</p>	
HAF /031	JB asked CP to chase Cambridge Police on outstanding issues from previous meeting	CP
HAV /032	<u>Date of next meeting</u> Monday 19 th November 2018	

Closure

The meeting closed at 8.45pm.