

**CAMBRIDGE EAST AREA ACTION PLAN
STAKEHOLDER CONSULTATION DAY**
SATURDAY 29 JANUARY 2005

Event Record

Compiled by Nick Wates Associates

on behalf of the Cambridge East Member Reference Group of
Cambridgeshire County Council, Cambridge City Council and
South Cambridgeshire District Council



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1 Introduction

This document is a record of the Cambridge East Area Action Plan Stakeholder Consultation Day held on 29th January 2005.

The aim of the event was to make sure that all the main interested parties had the opportunity to exchange views, explore the key issues and make an input prior to the preparation of a draft Area Action plan for the area.

Invitations were sent to a wide range of organisations representing local, City and District-wide interests; ranging from developers to environmental groups and residents to local authorities. Over 60 people attended from 25 different organisations.

The event was based at the conference suite at Cambridge Airport, Newmarket Road, and was led by an independent facilitator. Activities included presentations on background principles and policies, brainstorming on the issues and working group sessions on eight key themes. There were also displays and handouts.

The results are being used to assist in drawing up a Draft Area Action Plan for Cambridge East. This will be the subject of full public consultation, in the summer of 2005.

Following a public examination and binding Inspectors report, the Area Action Plan will then be revised and adopted by the local authorities.

This document contains the outcomes of the Stakeholder Consultation Day as well as all the material presented. It is intended mainly for those who attended the event and those responsible for shaping the Draft Area Action Plan over the coming months. It may also be a useful reference for others too. It is available in both paper and electronic (pdf) formats and can be accessed on:

www.cambridge.gov.uk/planning or www.scambs.gov.uk

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2 Photographs of the day



1



2



3



4



5

1,2 Presentation on the state of play
3-5 Brainstorming key issues in groups



6



7



8



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11

6-11 Exhibition viewing and informal discussion during refreshment breaks



11



12



13



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15



16

11-16 Working group afternoon session



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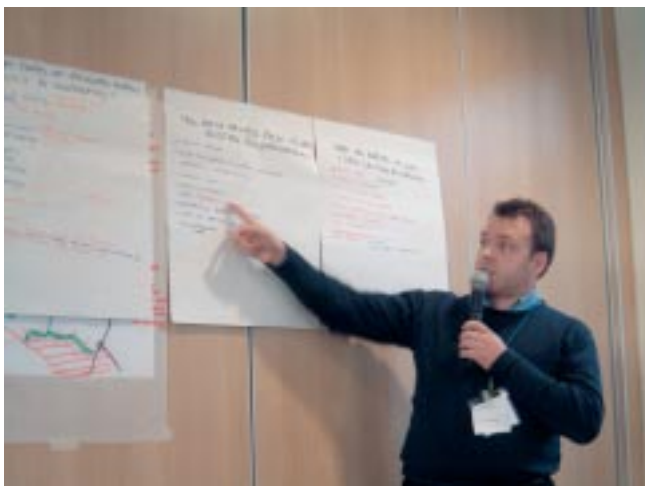
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21



22



23

17-23 The working groups report their findings

3 Participants

Abbey Action

Keith Jordan

Bidwells

Brian Buckingham

Steve Sillery

Cambridge City Council

Cllr Jenny Bailey

Cllr Ben Bradnack

Sarah Brailey

Sara Cass

Cllr John Durrant

Penelope Hird

Brian Human

Suzanne McBride

Cllr Sian Reid

Glen Richardson

David Roberts

Sybille Thirion

James Thomas

Alan Wingfield

Cambridge City Primary Care Trust

Sue Smith

Cambridge Preservation Society

Carolin Göhler

Cambridgeshire Constabulary

Simon Marriott

Cambridgeshire County Council

Kathy Baldwin

Kate Day

Cllr Joe Gluza

Mike Hosking

Alan Middlebrook

Huw Nicholas

Cllr Colin Shaw

Barbara Wilcox

Cambridgeshire Horizons

Peter Studdert

Council for the Protection of Rural England

Shirley Fieldhouse

Fen Ditton Parish Council

Eve Daniel

Sandra Madahar

Great Wilbraham Parish Council

Sarah Copsey

LDA Design

John Phillips

Robert Tregay

Marshall Aerospace

Jonathan Barker

Jeffrey Tolman

Mott McDonald

Jason Harriman

National Trust

Philip Broadbent-Yale

Nick Wates Associates

Nick Wates

Pev-Hill Residents Association

Sue Hempstead

Pink family (adjoining landowners)

Sheila Alden

Ernest Pink

Gillian Pink

Graham Pink

Wendy Pink

Ramblers Association

Jack Lewry

Residents Against Village Expansion (RAVE)

Alex Andrews

Roger Fletcher

Tim Wheatley

Residents (local)

Jonathan Larmour

South Cambridgeshire District Council

Cameron Adams
 Cllr David Bard
 Cllr John Batchelor
 Caroline Hunt
 David Hussell
 Jane Green
 Simon McIntosh
 Michael Monk
 Hazel Smith
 Jane Thompson

South Cambridgeshire Primary Care Trust

David Kellaway

Teversham Parish Council

Ian Burns

Transport 2000 (Cambridgeshire and West Suffolk)

Alan Quick

WSP Development

John Hicks

Other organisations invited and apologies received

Arts Council England, East
 Birdwood Road Residents' Association
 CABE
 Cambridge Cycling Campaign
 Cambridge Ethnic Community Forum
 Cambridge Fire & Rescue Service
 Cambridge Friends of the Earth
 Cambridge Futures
 Cambridge Transport Forum
 Cambridge Urban Design Forum
 Cambridgeshire Chamber of Commerce
 Cambridgeshire County Council (Officers and Councillors)
 Cheffins, Grain & Comins (Agents for adjoining land owners)
 Cherry Hinton & Rathmore Road Residents Association
 East of England Development Agency
 East of England Tourist Board

Energy for Sustainable Development
 English Heritage
 English Nature
 English Partnerships
 Environment Agency, Anglian Region
 Fulbourn Parish Council
 Fulbourn Road Residents Association
 GO-East
 Greater Cambridge Partnership
 Greystoke & Walpole Road Residents Association
 Highways Agency
 Horningsea Parish Council
 Housing Corporation
 Living East
 Little Wilbraham Parish Council
 Members of Parliament for the Area
 Redmayne Arnold & Harris (Agents for adjoining property owners)
 Renewables East
 Royal Institute of British Architects (East)
 Shape Cambridge
 Sport England (East Region)
 Stagecoach East
 Stagecoach in Cambridge
 Strategic Health Authority
 Sustrans Ltd
 The Countryside Agency (East of England Region)
 The Environment Agency
 The House Builders' Federation
 The National Trust
 The Wildlife Trust
 Wildlife Trust (Cambridge Group)

4 Agenda

Cambridge East Stakeholder Workshop

Saturday 29th January 2005

Draft Agenda

- 9.00 **Registration and Coffee**
- 9.30 **Welcome – Peter Studdert, Cambridgeshire Horizons**
- 9.45 **Presentations**
- The consultation process/event briefing (Nick Wates, Facilitator, and Penelope Hird, Cambridge City Council)
 - Cambridge East – it's strategic position (Kathy Baldwin & Huw Nicholas, Cambridgeshire County Council)
 - Cambridge East Area Action Plan (David Roberts/Caroline Hunt, South Cambs District Council, Cambridge City Council)
 - An initial development framework for Cambridge East (John Phillips, LDA Urban Design)
- 10.45 **Coffee**
- 11.00 **Discussions to explore key issues and reporting back**
- 12.00 **Lunch – AAP exhibition and photomontage.**
- 13.00 **Working Groups – focus: how key issues should be addressed in the Area Action Plan**
1. Green Corridor (Teversham – Coldhams Common)/Open Spaces & Recreation
 2. Separation from villages
 3. Transport
 4. Achieving a quality neighborhood North of Newmarket Road.
 5. Community Facilities/ District Centre
 6. Urban Design
 7. Housing
 8. Sustainability
- 14.30 **Tea**
- 14.45 **Report back from working groups**
- 15.50 **Closing remarks**
- 16.00 **Close**

5 Welcome and introductions

a. Peter Studdert, Cambridgeshire Horizons

May I first start by welcoming you all to this Stakeholder workshop. I am pleased to see so many people here on a Saturday morning when you could be doing other things.

Some of you may have had a chance to see the article in the Guardian this morning written by Lord Rogers in advance of next week's Sustainable Communities Summit that is being held in Manchester. He expresses deep disappointment at the quality of the low rise, low density places that he feels are still being built in the U.K. He is quite rightly reminding us that we should be setting our sights much higher than we have been doing in the past. In particular, he encourages us to look for opportunities to create really good urban places which use land well, which support urban patterns of life and sustainable forms of transport, and leave a place better than it is found - these are rightly very high aspirations for city building.

I see Cambridge East as very much an opportunity, within the framework already set by the Structure Plan, to achieve just that.

It seems to me to be a unique opportunity because of the scale of the site, and the position of the site in relation to the rest of the city, and its potential for connections back into the city and the potential for contributing landscape – creating not just a good urban place but a good landscape. That is what Cambridge is all about, what makes Cambridge such a special place, the relationship between quite dense building and beautiful landscapes.

So although we do have opportunities elsewhere – around Trumpington and to the north of the city – it seems to me that East Cambridge is the place above all where we could create something quite unique and quite special.

This workshop today is I hope the start of developing that vision and bringing it to fruition. Its obviously going to be quite a long term vision, because first of all we need to find a place to relocate Cambridge Airport to allow it to grow and prosper away from its current location close to a built up area. As you know, five possible locations are being investigated, and it is not the purpose of today's meeting to explore the issues surrounding relocation.

However, some decisions will need to be made in the short term, particularly on whether to allow development to proceed on the North Works site north of Newmarket Road in advance of any decision about the future of the airport, and one of the workshops this afternoon will particularly address this issue.

So our focus today is not on the airport relocation but, assuming that relocation does go ahead, how we can grasp the enormous opportunity that this site represents.

So with those opening remarks I now hand over to Nick Wates and Penelope Hird who are going to facilitate the day for us.

b. Event facilitators – Nick Wates and Penelope Hird

Consultation Process

Cambridge East Area Action Plan
CEAAP
 Nick Wates, Community Planning Consultant
 Penelope Hird, Commission Officer, Cambridge City Council
 Facilitators

The Brief

- Achieve quality development
- Apply best practice
- Build on successful SF event in Oct 03
- Involve all interested parties
- Produce recommendations, concepts, illustrations, ideas, questions for CEAAP

The Process - overview

- Member Reference Group - regular meetings
- Preferred Options Report - public consultation highlighted some key issues (autumn 2004)
- Stakeholder workshop - explore key issues and make recommendations/suggestions (29 Jan 05)
- Draft Area Action Plan (CCC & SCDC)
- Further consultation (summer 2005)
- Formal consideration by CCC & SCDC
- Public examination (spring 2006)

Some Principles for workshop

- Creative working environment for key stakeholders - Action Planning
- Make it possible for everyone to have the opportunity to make an input if they wish.
- Focus on end product (ie Area Action Plan).

Stakeholder Event - structure

- Presentations on
 - planning context
 - the area
 - a Vision
- Brainstorm key issues
- Working groups on main issues and areas
- Presentations on group findings
- Next steps
- EVENT REPORT

Logistics

- Housekeeping
- Agenda
- Tips
 - Have your say
 - Ask questions
 - Listen and allow others to speak
 - Make sure your points have been recorded
 - Say if you don't want to be photographed
 - Please switch off mobiles

6 Presentations

a. Cambridge East – its strategic position – Kathy Baldwin & Huw Nicholas, Cambridgeshire County Council

Cambridge East
Stakeholder Consultation Event

**Strategic Planning and
Transport Overview**

Kathy Baldwin
& Huw Nicholas

Regional Planning Guidance
November 2000


- Set overall strategy for Cambridgeshire and Peterborough to 2016
- Rate of housing development - 4,000 per year
- Cambridge Sub-Region 2,800 per year

Strategy reflected in Structure Plan for Cambridgeshire and Peterborough

Key Aspects of RPG6

- Concentration of development in towns and cities
- Greater proportion of new homes in or near Cambridge
- Importance of accessibility by walking, cycling and public transport
- Better use of land – re-using previously developed land
 - high density with high quality design
- Increased provision of affordable housing
- Supporting infrastructure

Housing Growth 1999 - 2016



• Within Cambridge	8,900
• Edge of Cambridge (Green Belt)	8,000
• Northstowe	6,000
• Market towns/ rural centres	17,000
• Elsewhere in sub-region	7,800
• Total	47,500

Vision for the Cambridge Sub region



The map shows Cambridge at the center with surrounding areas like Alton, Northstowe, and Southstowe. It highlights transport routes and development zones.

Vision for Cambridge City growth

- 3 expanded communities;
 - North west
 - East
 - South
- Also Northern Fringe which had already been identified



Cambridge East

- Housing and mixed use development (including strategic site for employment development)
- Land to be taken out of the Green Belt, north of Newmarket Road, north of Cherry Hinton and at Cambridge Airport.
- Recognition that Airport unlikely to be available until later in Plan period

Master Plan

- Required for whole area
- Maintain green corridor from Teversham towards the heart of the City
- Include provision for early landscaping, recreation access and biodiversity improvements

Design Principles

Minimise need to travel and reliance on car

Eg.

- Compact development form
- Modern telecomms and IT

Provide a sense of place

Eg.

- Integrate with adjoining landscapes
- Attractive green spaces for recreation and biodiversity

Design Principles

Efficient use of energy and resources

Eg.

- Energy conservation measures
- Water efficiency

Take account of community requirements

Eg.

- Involve local community in design
- Design for the needs of all

Design of New Housing Areas

- Density at least 40 dwellings per hectare
- Minimum of 40% affordable (Key Worker homes, rented, low cost market, shared equity etc)
- Infrastructure and community facilities secured before development is permitted




Other Requirements

- Strategy for urban fringe
- Provision for waste management
- Travel plan for non residential development
- Car parking standards
- Integration of public rights of way



Government Transport Policy (1)

- A New Deal for Transport: Better for Everyone (1998)
- Transport Act (2000)
- The Future of Transport (2004)




Government Transport Policy (2)

Integration:

- between & within modes
- with land-use planning
- with wider policy objective
- with the environment

" Meet the challenges of a growing economy & increasing demand for travel, BUT, also achieve environmental objectives"




Cambridgeshire Structure Plan 2003

- Policies seek:
 - Sustainable links between land use & planning
 - Use of sustainable modes
 - Developments to provide and improve integrated transport infrastructure
 - Manage demand for car travel




Existing Trip Patterns: Key Destinations





Existing Trip Patterns: Modal Share



Mode	Cambridge City (%)	County (%)
Vehicle	~50	~65
Bus	~5	~10
Walking	~15	~10
Cycling	~25	~10



Transport Strategy: Cambridge East

- CCC Work
 - Quantifying & mapping likely impacts
 - Evaluating options to address impacts
 - Progress with partners
 - Links to County Long-Term Transport Strategy

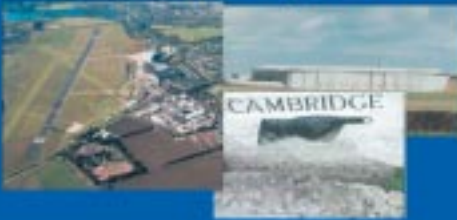


Transport Options: Cambridge East

- Provision to serve north of Newmarket Road
- Access points
- A14 access
- Orbital movements
- External public transport
- Park & Ride
- External cycle links
- Internal movements
- Car parking standards

b. Cambridge East Area Action Plan – Caroline Hunt, South Cambridgeshire District Council and David Roberts, Cambridge City Council.

Cambridge East Area Action Plan Stakeholder Workshop 29/1/2005



Caroline Hunt – South Cambridgeshire
District Council
David Roberts – Cambridge City Council

What is an Area Action Plan?

- Area action plans provide the planning framework for areas where significant change is likely
- A key feature is their focus on implementation.
- They should deliver planned growth
- They are a new type of plan provided for by the 2004 Planning & Compulsory Purchase Act
- The Act specifically allows for joint plans to be produced by 2 or more Districts

Why prepare a plan now?

- Structure Plan target of 16,900 dwellings in and on the edge of Cambridge
- This includes land in both Cambridge City and South Cambridgeshire District
- The Structure Plan identifies land on the east side of Cambridge as a location for a major urban extension to Cambridge at:
 - Land North of Newmarket Road
 - Cambridge Airport
 - Land North of Cherry Hinton

Cambridge East Site



Planning Cambridge East

- Land north of Newmarket Road can come forward for development before the Airport site
- There may be potential for land north of Cherry Hinton to come forward before the Airport site
- But Cambridge East needs to be planned as a whole and in a coordinated way
- Hence this Area Action Plan, jointly prepared by the two Councils
- The plan for land north of Newmarket Road will be more detailed than that for the Airport site
- It will be reviewed once there is more certainty over the timing of relocation of the Airport

Preferred Options Report 1

- Vision for a modern, vibrant and distinctive new urban quarter which will complement and enhance the character of the City and protect and enhance the environmental qualities of the surrounding area
- To be physically separate from nearby villages but connected to adjacent areas of Cambridge
- To include a green corridor linking from the countryside to Coldham's Common
- Approx 12,000 new homes (28,000 people)
- Of these 1,500 to 2,000 in early phase north of Newmarket Road and west of the Park & Ride

Preferred Options Report 2

- High density development and good design
- Variety of housing types and tenures, with around 50% of housing to be affordable
- Transport seen as the key challenge
- Emphasise movement by public transport, cycle and foot, with dedicated routes
- But recognising wider transport impacts including those arising from car use
- In particular for the A14 and orbital movements
- A large new district centre with shops, leisure, restaurants, and cultural facilities

Preferred Options Report 3

- To provide all the necessary services and facilities to serve a community of this size including schools, local shopping and public open spaces, focused in 6 – 7 Local Centres
- Water areas to be a key design feature
- Employment for 4 to 5,000 jobs
- New country park to the north and east of Teversham and enhanced countryside access
- Fen Ditton and Teversham to be physically separate from Cambridge East to maintain their character; no plans for growth at these villages

Outcome of public consultation

- Approximately 992 comments, 642 objections and 350 supports
- But almost half of objections concern possible relocation to Duxford
- Most objections concern fears about loss of existing 'amenities' in the widest sense
- Most supports concern matters key to realising hopes that the new place will have a high quality of amenity

Objections

- CE1 Vision – Duxford move, no certainty about relocation
- CE2 Development principles – loss of open space, lack of detail about community facilities, effect on landscape, governance
- CE3 Preferred site – site too large, clear boundary is needed now, develop land between A14 and High Ditch Road
- CE17 Housing density – too high, too low, lower at the edge
- CE34 Road access – existing roads congested, radical thinking needed, unsustainable, more or less roads?
- CE 38, to 41, A14 Interchanges – Ditton Lane unable to cope, more work needed on impacts, Highways Agency opposed to more junctions unlike County Council, Wilbraham Fen SSSI, different views about Quy and Fen Ditton interchanges

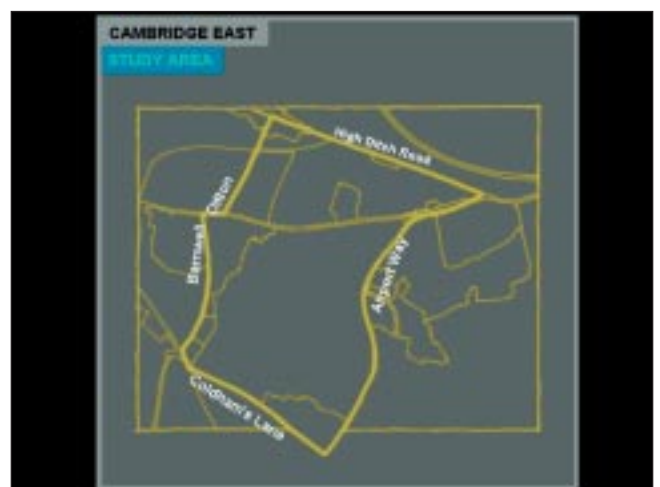
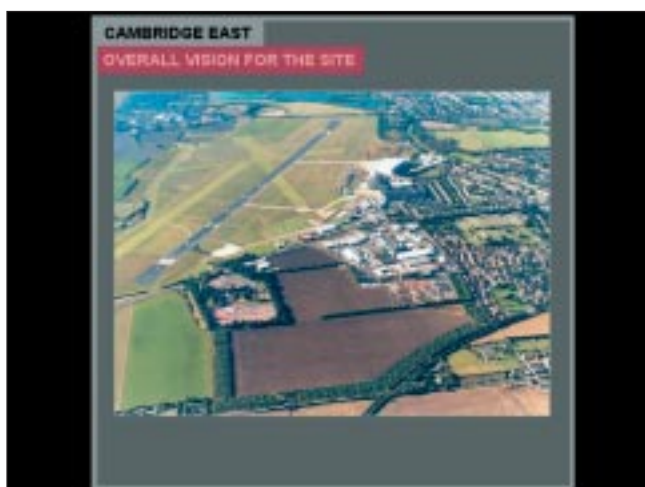
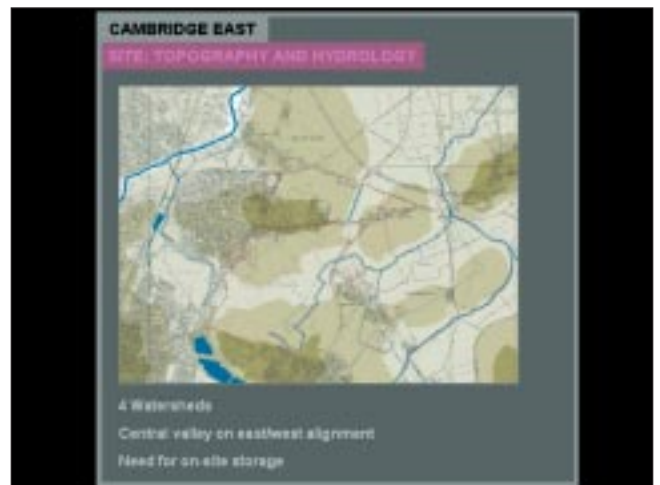
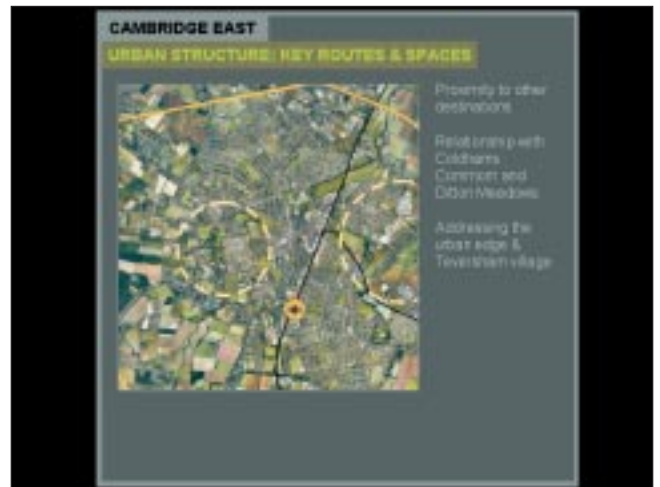
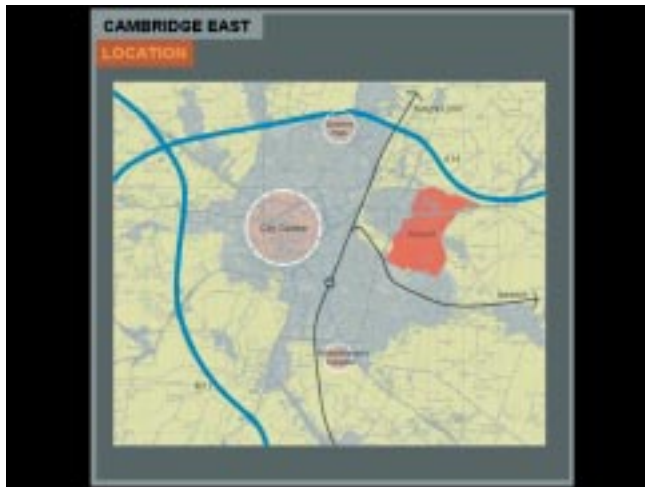
Supports

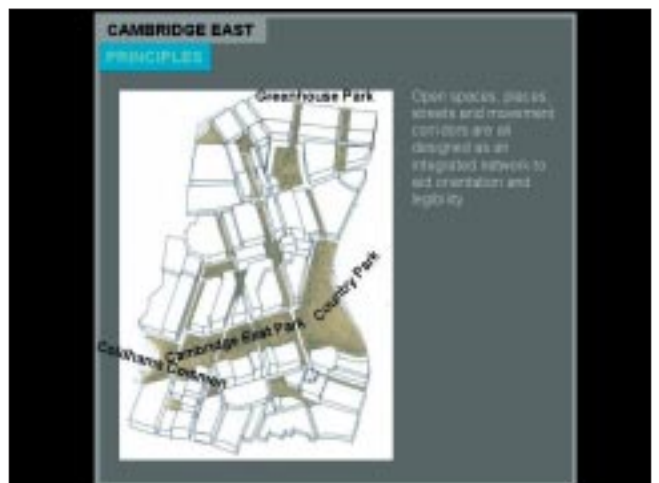
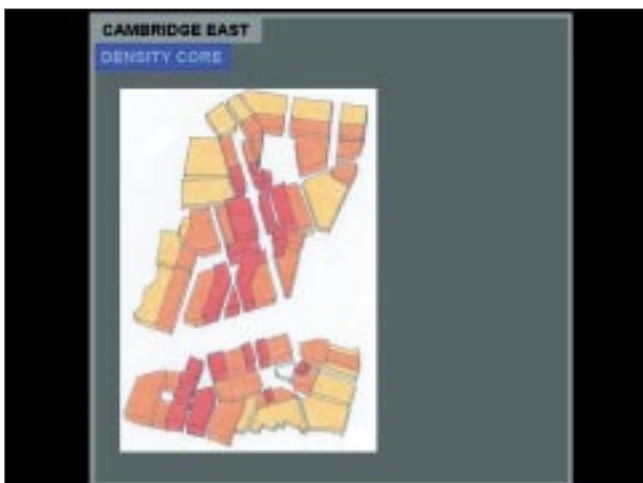
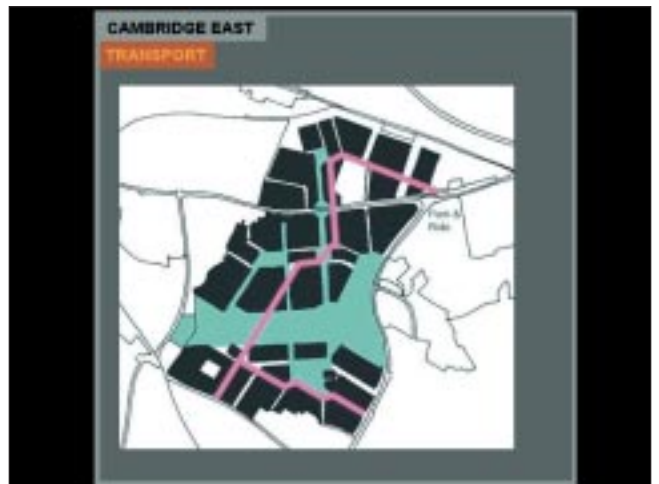
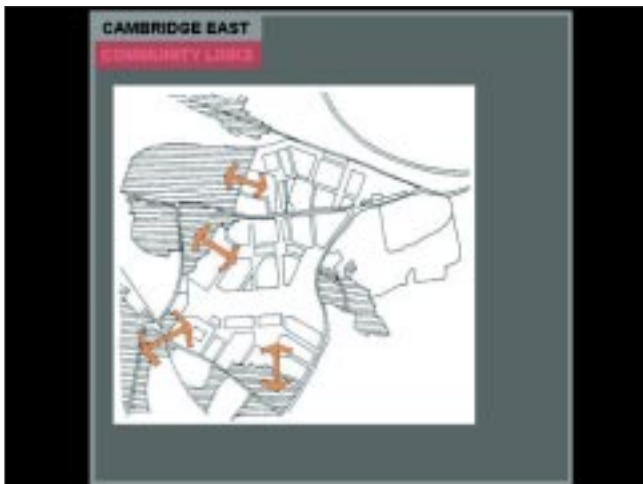
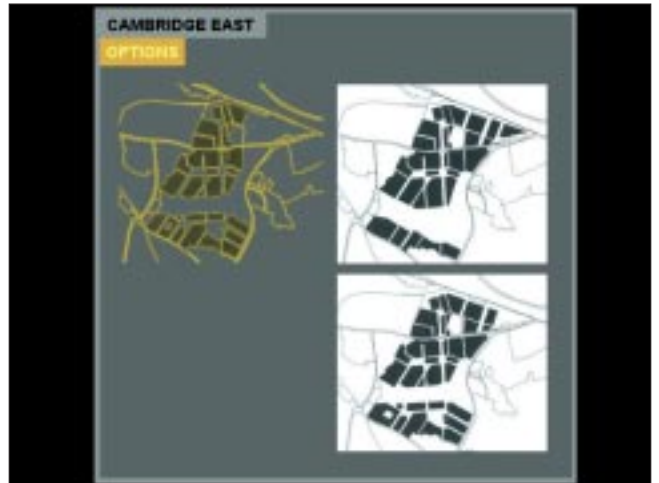
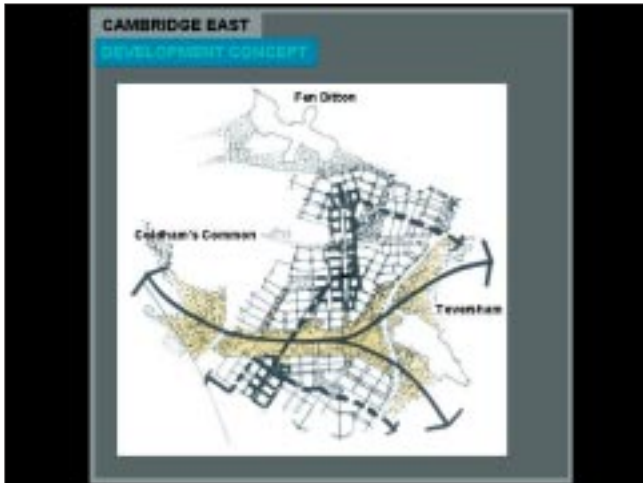
- CE1 Vision – Providing for the future of Cambridge over the long term
- CE2 Development Principles – Country park, renewable energy, sensitive landscape treatment
- CE5 North of Newmarket Road – Proposed boundary, relationship to Fen Ditton and the east
- CE44 Cycle links – High quality with lighting, underpasses not bridges, links out to countryside as well as into Cambridge
- CE51 Biodiversity – Connectivity, more tree planting and water features, unbroken green corridor favoured
- CE64 Green corridor – important for landscape, setting, biodiversity, sport, leisure, play and quiet enjoyment

Next Steps


- Informed by the Stakeholder workshop:
- Report outcome of public participation to City and South Cambridgeshire by March 2005
 - Report on draft Area Action Plan by April 2005
 - Seek formal agreement from both authorities in May 2005
 - Formal consultation on the Area Action Plan for 5 weeks June – July 2005
 - Public Examination – Spring 2006
 - Binding Inspector's report – Winter 2006
 - Adopt plan – early 2007

c. An initial development framework for Cambridge East – John Phillips, LDA Design






CAMBRIDGE EAST
DENSITY & MIX: WHAT SORT OF PLACE IS IT?




Adaptable housing and a mix of housing need not appear very physically different.


CAMBRIDGE EAST
DENSITY & MIX: WHAT SORT OF PLACE IS IT?



CAMBRIDGE EAST
DENSITY & MIX: WHAT SORT OF PLACE IS IT?




CAMBRIDGE EAST
DENSITY & MIX: WHAT SORT OF PLACE IS IT?




Accordia, Brooklands Avenue,
 T2 dwellings per hectare net
 41 gross

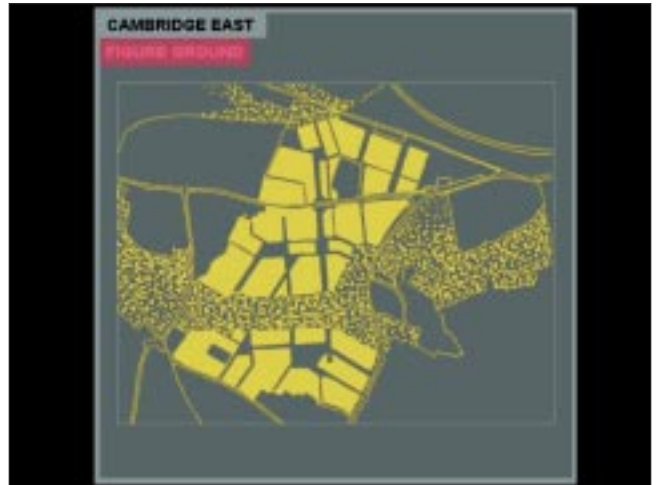
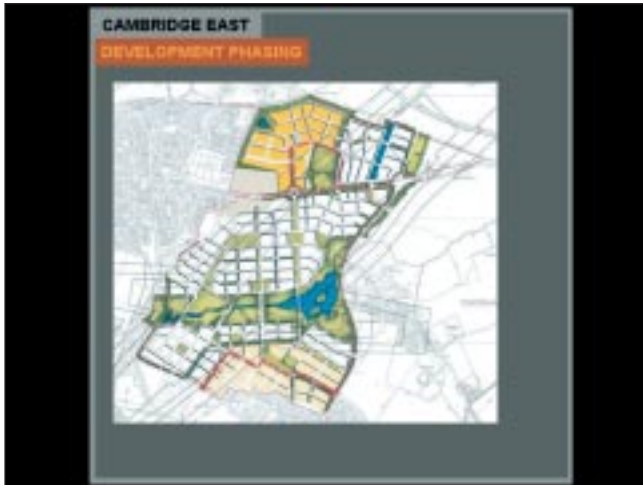
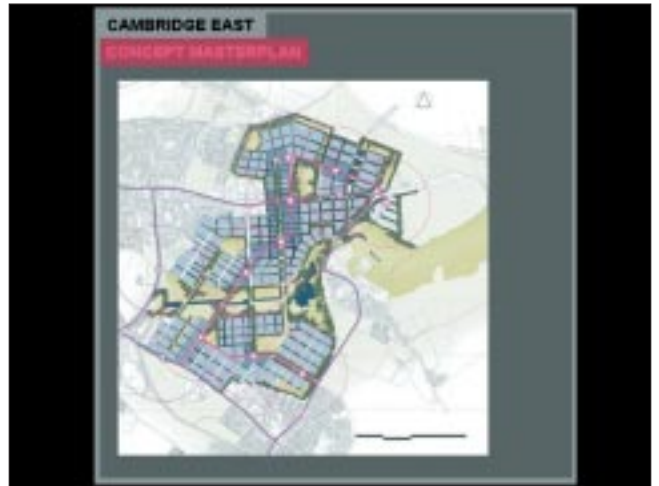
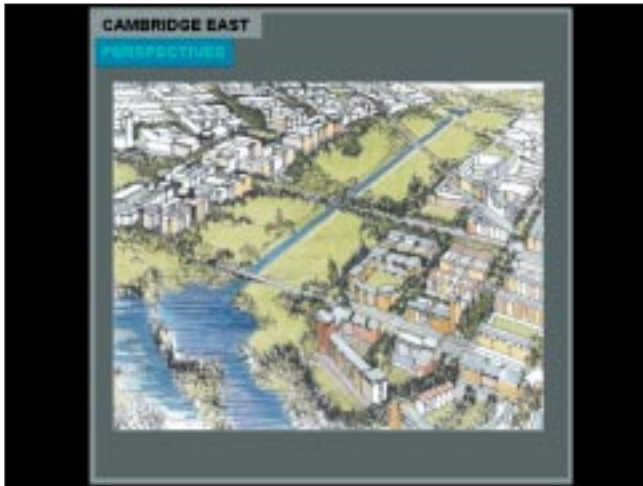
CAMBRIDGE EAST
PERSPECTIVE



Urban form which copes with the parked car. Building and block forms which can adapt over time. Mixed uses wherever possible at key nodes or public transport nodes. Integration of land uses to maximize vibrancy.

CAMBRIDGE EAST
PERSPECTIVE





7 Key issues discussion

After the presentations and a short break, participants convened in eight themed working groups, which they had selected in advance. The groups were as follows (participants in each are listed in section 8):

1. Green Corridor (Teversham – Coldhams Common)/Open Spaces & Recreation
2. Separation from Villages
3. Transport
4. Achieving a quality neighbourhood north of Newmarket Road
5. Community facilities/District centre
6. Urban Design
7. Housing
8. Sustainability

The aim of this session was to brainstorm the key issues that needed to be addressed in relation to the group's theme and to rank them in order of priority. At the end of the session, using a roving microphone passed from table to table, each group reported their key issues which were recorded on a flipchart. The flipchart results are set out below followed by the group's own records.

A FLIPCHART RECORD OF REPORT BACK

1. Green Corridor/Open Spaces and Recreation

- a. Seen as a network with branches.
- b. Provide wider links to the countryside:
 1. Country Park
 2. Anglesey Abbey
 3. Milton Country Park.
- c. Sports facilities – debate over position and whether should be contained within the green corridor.
- d. 300m width?
- e. Whether it should be truly green in parts.

2. Separation of Villages

- a. Green space – what is it and where should it go?
- b. The level of density adjacent to the villages.
- c. Character of the country park – rural character.
- d. No roads should go through the green separations.

3. Transport

- a. People's relationship to cars – importance of changing belief.
- b. Quality, sustainability, flexibility.
- c. People need to be 'wedded' to alternative forms – not the car.
- d. Issue of people visiting residents – level of parking, where etc.
- e. Wider impacts – on the city.
- f. Perception of safety and security.
- g. Attitudes of the county – must be changes.

- h. How to fund quality transport.
- i. Recognising other key destinations.

4. **Achieving a quality neighbourhood north of Newmarket Road**

- a. Must fit in with the existing environment – city etc.
- b. Early provisions of facilities.
- c. Public safety – surveillance, open space.
- d. Issue of developing north of Newmarket Rd before Marshalls have confirmed that they are moving – should it stand alone or be developed for integration?
- e. Sustainability issues.

5. **Community Facilities**

- a. Avoiding creating a high density slum
- b. What exists at present?
- c. Local centre design
- d. Flexibility and adaptability – phase 1
- e. Management issues
- f. Car showrooms – earlier move?
- g. Providing larger facilities to serve Cambridge.

6. **Urban Design**

- a. Urban design principals and north of Newmarket Road.
- b. Car parking policies – is there a need?
- c. Low densities at edges.

7. **Housing**

- a. Providing a mix of affordable housing.
- b. Split between apartments and housing is needed.
- c. Providing retirement accommodation/dwellings.
- d. Sustainability.
- e. Noise.
- f. Access to jobs during the construction phase.

8. **Sustainability**

- a. Three main issues:
 - 1. Behavioural change – soft measures
 - 2. Resources – Renewable, energy efficiency and use, waste sustainable construction.
 - 3. Local impact – detrimental impact?
- b. Transport

B GROUP RECORDS

1. Green Corridor (Teversham – Coldhams Common)/Open Spaces & Recreation

- a. Main corridor must link to
 - (a) Coldhams Common
 - (b) Country Park.
 Then (1) to Anglesey Abbey/ Wicken Fen via Bridge of Reeds and/or existing cycle way under A14, (2) Milton Country Park/Waterbeach Rowing Lake, via Baits Bite Lock.
- b. Should be seen as a network of corridors, i.e. main corridor with branches
- c. They lead (a) out to countryside, (b) into the City.
- d. There need to be plans for the green corridor in the north of Newmarket Rd development as well as for the main airport site.
- d. Character of Green Corridor – the issues
- e. Formal sports fields. No. Put playing fields on the edge of the built development. Can some of the playing fields be put on adjoining farmland within the green belt?
- f. Should the corridor be used for buses?
- g. The nature of the crossings.
- h. Want some part of the corridor to be truly green.
- i. Width of corridor.

2. Separation from Villages

- a. Where green separation is going to be and what is in it.
- b. Density of development next to it.
- c. Green belt still needed to retain separation of city with existing villages.
- d. Teversham - Green separation – measure from frontage of settlement or Airport Way?
- e. North of Newmarket Road – development to be retained by existing tree band on north side – disused railway line to form Green Belt boundary.
- f. Character of country park – needs to reflect separation from existing rural settlements.
- g. The country park needs to be of a rural character.
- h. Appropriate landscaping.
- i. Safe walking and cycling pathways across green separations.
- j. Green separations should not have roads running through/across them.

3. Transport

- a. The relationship of the development to the private car, which is seen by most people as the preferred, most convenient means of travel.
- b. The balance between the use of carrots and sticks in encouraging people to shift to more sustainable modes of transport.
- c. Ensuring that public transport is of a high quality.
- d. Creating a transport system that is sustainable in the long-term and is robust to changing circumstances.
- e. Alternative forms of transport must be more attractive than cars.
- f. Transport planning solutions must take account of trips attracted to Cambridge East.
- g. Can steps be taken to mitigate the traffic and transport impacts of the development?
- h. The practicality of public transport – can we get the extra buses down Newmarket Road even with just the North Works development?
- i. What can we do to change behaviour? (After discussion, ‘behaviour’ preferred to ‘attitude’.)

- j. Need to provide links to all destinations in the wider area in and around Cambridge.
- k. Personal safety and security.

4. Achieving a quality neighbourhood north of Newmarket Road

- a. How does the development fit in with the existing? i.e. links in and out.
- b. Public safety – green spaces, surveillance.
- c. Early provision of facilities for community.
- d. Uncertainty in public mind – PR strategy (knowledge of airport move, sustainability, road infrastructure)

5. Community facilities/District centre

- a. Need for a people focused approach/ community development officers in place.
- b. North of Newmarket Road need to be sustainable for up to 10 years.
- c. Timing/phasing of community facilities. Early facilities on phase 1 should be multi functional with offices and community space. Option to change use once town centre develops.
- d. Issue of ownership/management of community facilities. City Council and S Cambs do things very differently.
- e. Need to fit with and complement existing facilities in Cambridge.
- f. Car show rooms are restricting the development of phase 1.
- g. Car parking issues – more relating to town centre.
- h. Audit and review of existing facilities needed. Some opportunities eg re-development of Abbey Stadium.

6. Urban Design

- a. North works relationship to the rest of the development – stand alone or integrated?
- b. Newmarket Road splits the area – will it have a different identity?
- c. Need to plan community facilities for the whole of Cambridge East.
- d. North of Newmarket Road – Stage 1 – will define expectations of stage 2.
- e. Relationship with the rest of Cambridge – i.e. shopping.
- f. Need for a north south connection to structure east Cambridge but restrict car access.
- g. Traffic calming schemes can create hostile unfriendly development.
- h. Links to existing urban quarter very important.
- i. Mix of densities – would help to avoid social zoning, and are important along green spaces.
- j. Dealing with car parking (off street and on street) – one of the crucial issues.
- k. Green network – green fingers, green spaces, green links.

7. Housing

- a. 1. Affordable housing – what is it, and how can it be kept affordable?
2. Housing quality – what do we mean by quality? We need a mix of types, make sure the affordable housing is of as good quality as the other
3. Sustainable housing – energy efficient, warm, etc
- b. How can the mix of housing be determined? Apartments or houses?
- c. Need to provide for housing for everyone, including those who need specialist or supported housing, older people
- d. Should we provide lifetime homes – so people can stay in same housing all their life? Or should there be more specialist housing – for older people –and we expect people will want to move?
- e. We want local people who cant afford market housing to be able to access the affordable housing – not just people moving in from elsewhere

- f. Noise issues in apartment – quality must include dealing with noise
- g. Want to involve local people in construction, enable people to get jobs and learn skills
- h. Design is important
- i. Need to pool best practice from elsewhere in planning and designing this.

8. Sustainability

- a. Behavioural Change:
 - i) Soft Measures
 - ii) Education
- b. Resource use:
 - i) Renewables micro and macro level
 - ii) Energy efficiency
 - iii) Consumer usage
 - iv) Communal Heating/CHP
 - v) Sustainable Design / Construction
 - vi) Waste production and management
 - vii) Water Supply
 - viii) Drainage and sewerage
 - ix) Future management / Suds maintenance/
 - x) Water demand management
- c. Local Impact on Cambridge
 - i) Social, and economic infrastructure to sustain existing and future communities
 - ii) Environmental impacts e.g. from travel, countryside access
 - iii) 'Phasing' of development very important
- d. Public Transport also critical but covered by another group:
 - i) Routes / Planning
 - ii) Long term viability
 - iii) Frequency
 - iv) Choice
 - v) Safety
 - vi) Reliability
 - vii) Access 'Node points'
 - viii) Facilities on transport and at stops
 - ix) Aim to achieve modal shift

8 Working group records

This section contains the records of the eight working groups' afternoon session. The group topics were determined by the organisers in advance and participants were able to choose which group they wished to take part in. A Facilitator for each group was also identified in advance who was responsible for ensuring that a record was kept of the group's conclusions. Some groups nominated a Recorder.

Each group was given a set of questions. These related to options or queries identified in the Preferred Options Report or raised in the subsequent public consultation on it. Groups were also free to pursue any other matters, for instance the key issues raised in the morning session.

Group facilitators were charged with ensuring that a record was kept of each group's deliberations. These are set out below along with drawings produced by the groups. The questions are in bold and relevant paragraphs from the Preferred Options Report are in italics. Lettering has been added to facilitate referencing.

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1 Green corridor (Leversham – Coldhams Common)/Open Spaces & Recreation

Facilitator: Michael Monk

Recorder: Shirley Fieldhouse

Philip Broadbent Yale

Kate Day

Roger Fletcher

Joe Gluza

Carolin Gohler

Nick Harris

Sue Hempstead or Bobbie Waters

Jack Lewry

Wendy Pink

Robert Tregary

Q1 Paragraph 12.23 sets out a requirement for a green corridor, 300m in width increasing to a bell shape around Teversham. How should the boundaries of the green corridor be defined?

Para.12.23: It will be a significant area of land of around 300m width increasing significantly as it opens up into a bell shape around Teversham. It will offer an opportunity to provide an outdoor venue for entertainment such as concerts and fetes close to the heart of the urban quarter thus contributing to its community development. It can provide for informal recreation such as informal play, footpaths, cycleways, and water/drainage features. There may be potential for wider areas of corridor to accommodate formal sports provision without detracting from the overall role.

- a. Corridor should provide strategic way from City into the countryside (not be considered solely in context of Urban Quarter).
- b. Main features:
 - (a) Should start at Coldhams Common and end on both sides of Teversham, with wide band along Airport Way to provide buffer between Teversham and the urban area.
 - (b) Follow lower land.
 - (c) Minimum width 300m.
- c. Discussion on whether should be average or minimum 300m wide. Both would take same landtake. However concern that the width could be nibbled and effectively become too narrow in places if the option were 'average'.
- d. CE67 says '...introduce a large lake in the widest part of the green corridor...'. As the lake should be in the lowest contour, this dictates the route of the corridor, making it nearer to Coldhams Lane.
- e. A lake could be used for balancing purposes, but not necessarily, as there are other drainage solutions, such as linear facilities. So one could have a series of linear water ways (or ponds/mini lakes).
- f. In order to deal with stormwater run-off, suggested that there be ponds in the urban area, which would fill up first, before discharging to the lake/mini lakes.

- g. The open space of the corridor needs variety of treatment, e.g. varied habitat, landscaping, trees. Consideration must be given to its management and security/safety.

Q2. Looking at options CE64 and CE65, what do you think are the merits for each option. Which do you prefer and why?

CE64 Green Corridor – Preferred Option: The green corridor through the development should have landscaping and biodiversity value and also perform a recreational function for both informal recreation and children's play.

CE65 Green Corridor – Alternative Option: an alternative option would be for the green corridor to also incorporate formal sports pitches and facilities, but only where it could do so without detracting from the landscape, biodiversity and informal recreation value of the corridor. In any such cases, where changing accommodation needs to be provided, this should be made within the built area.

- a. Agreed CE64 (landscaping, biodiversity, informal recreation option).
- b. Strong aversion to formal sports pitches and facilities as they would bring an urban feel to the corridor. These should be placed alongside schools, especially as there will be a policy for school facilities to be open for community use at out-of-school times. Recognised that giving maximum space to Green Corridor will mean greater density of built structures.

Q3. Looking at option CE66, how should the vehicular crossings be designed to minimise the impacts on the green corridor?

CE66 Crossing the Green Corridor – Preferred Approach: Road and bus crossings across the green corridor should be well designed to limit any safety implications and be low key in character or designed as a landscape feature in order to limit adverse effects on the landscape.

- a. Crossings should be limited to walking, cycling, public transport and emergency vehicles. There will need to be consideration for links between different parts of the development – it needs to be seen as a cohesive whole.
- b. Lighting needed to ensure that pedestrians and cyclists can safely use the crossings and routes along the corridor in winter (and other times). Lighting would not be out of place, as the buildings on either side of the corridor will be sources of light.
- c. Good design necessary of both over and under passes (across Airport Way and Newmarket Road to country park, across water features).
- d. The surfaces of the crossings and through routes should be resin bound gravel over tarmac.
- e. In addition to the crossings, there will be pedestrian/cycle paths longitudinal through the corridor, probably two, going nearer to the edges of the corridor, rather than one path along the middle. There should also be unsurfaced routes through the longitudinal heart for walking boot access from within the City, via Coldhams Common, to the wider countryside.

Q4 There are a number of different options for how and when the green belt boundaries should be redefined as set out in options CE9, CE10 and CE11. Which option do you think represents the best solution and why?

Green Belt Review: Cambridge East

CE9 Option 1: The Green Belt boundary be defined as best as is possible at this early stage in the development of the longer term proposals for the Airport site, with a refinement of the boundaries taking place when the Area Action Plan is reviewed.

CE10 Option 2: The whole site be removed from the Green Belt with a commitment to re-designate as Green Belt the green corridor, as ultimately defined, and any other land not identified for built development, when the Area Action Plan is reviewed.

CE11 Option 3: the majority of the site will remain in the Green Belt but with a clear, firm commitment to remove land from the Green Belt in the review of the Area Action Plan sufficient to accommodate the principal land uses as will be set out in the Area Action Plan and indicated on the Concept Plan accompanying it.

- a. No consensus. 10 members of the Group. Four voted for Option 1, six voted for Option 3.
- b. Option 2 discarded as developers would not come forward without a firm commitment to land being available.
- c. There is sufficient intention in Option 3 not to discourage developers. Option 3 allows for only land really necessary being released (should the eventual requirement be for less than 12,000 dwellings).

Q5 Looking at the options CE71 & CE72, do you agree a country park is needed and if so should it be north or south of Teversham and why?

CE71 Countryside Recreation – Preferred Option. A country park should be provided on land north of Teversham linking to the green corridor. In view of the overall level of strategic open space being provided by the development, including the green corridor, if the level of provision is demonstrated to be in excess of what is required to meet the needs of Cambridge East itself, a proportion of the country park would need to be funded by means other than developer contributions from Cambridge East.

CE72 Countryside Recreation – Rejected Option 1. A rejected option is to locate the country park on land south of Teversham because it would not relate sufficiently well to the main body of the development and to land north of Newmarket Road in particular.

- a. Agree Preferred Option
- b. A country park (on the Cambridge East development area) cannot be used as an instrument for maintaining separation from Teversham.
- c. A country park to the south of Teversham would be well placed to serve the high density urban development of Cambridge East (as well as visitors from further afield).
- d. It will provide a link to Wilbraham Fen.

- e. The land is in the ownership of Marshall's who are willing to provide it.
- f. If the Park and Ride Site is moved next to the country park, it would serve two purposes: a Park & Ride Site and parking for country park visitors.

(Additional note by participant)

- g. We need to think strategically about this aspect. North of Teversham is an obvious location for the country park as its ownership is with Marshalls. However is there a more strategic location to the north of the A14 in Quy Park. This has the strength of a strong destination Anglesey Abbey, with visitor demand, (165,000 vis pa), facilities and a long term operator, (National Trust), already being in place.
- h. If we make Quy Park accessible it offers many more opportunities for future growth of access/playing fields/sculpture parks/links to wider countryside with further visitor destinations – Wicken Fen.
- i. Quy Park is not in ownership but if the airport is not moving for 10 yrs. Does this not give time to plan to achieve this.
- j. Looking longer term if Waterbeach were to have some development then the Quy Park serves that development also.
- k. This all links to the Wicken Fen Vision which has within 5yrs acquired 780 acres of land for public open space and attracted over £2.5 million of grants and fundraising. In 10 years time this could be a significant provider for Cambridge East enabling the development to have a truly unique and strong link with countryside and city.



Sketch by group members

The Green Corridor: Key Matters

2 Separation from villages

Facilitator: Caroline Hunt

Recorder: Alex Andrews

Eve Daniel

Bryn Hazell

Dave Kelleway

Sandra Madahar

Hazel Smith

RECORD SHEET

Q1. Do you agree with the first development principle as set out in option CE2? How could this be implemented in practice?

- a. We agree there should be physical and visual separation between existing village frameworks and new development.
- b. Should be lower densities at the edge of the new development and in particular buildings should be no more than 2 storeys in height.
- c. No urban related developments, such as sports facilities, in green separation.
- d. Long term security required, over and above green belt, to prevent wider expansion and coalescence with villages.
- e. Water areas – balancing ponds are not usable open space and should not count towards standards.

Q2. The site boundary proposed for north of Newmarket Road is set out in option CE5. How should the boundary and separation between the village and site be treated in order to both maintain the physical separation whilst at the same time ensuring good linkages between the two?

Q3. Paragraph 12.23 sets out a requirement for a green corridor, 300m in width increasing to a bell shape around Teversham. How should the eastern boundary and separation between the village and site be treated in order to both maintain the physical separation whilst at the same time ensuring good linkages between the two?

Q4. Option CE50 establishes that a landscape strategy should be developed for the whole site. What should be included in the landscape strategy and how can it be implemented on the ground to minimise the adverse landscape and visual impacts upon Teversham and Fen Ditton?

FEN DITTON

- a. The old railway, which is bordered by a bank of trees, forms an appropriate boundary for the Green Belt.
- b. The wide tree belt should be retained and built development contained within it.
- c. Should be no building on the north side of the railway or High Ditch Road as this area should serve as separation.
- d. No building north of High Ditch Road up to A14

EASTERN EXTENT OF DEVELOPMENT

- e. The eastern green belt boundary on the north side of Newmarket Road should follow the ditch/hedge as a

clear feature.

- f. This would enable the land to the east to serve as a green corridor leading out from Cambridge to the countryside to the north.
- g. This corridor should extend southwards to include the corner by the Airport Way roundabout.
- h. It could narrow at Airport Way between Newmarket Road and approaching Teversham.

TEVERSHAM

- i. North south corridor should widen to provide a 300 m green buffer to separate the new development from Teversham.

GREEN CORRIDOR/COUNTRY PARK

- j. The corridor then meets a green corridor across the south of the development linking Coldham's Common to the countryside south of Teversham. This alignment is preferred to one further north.
- k. This can also link with a Country Park, south of Teversham, which is preferred to a location north of the village.

LANDSCAPING OF GREEN SEPARATION

- l. Landscaping should be appropriate to the character of the local area and contain features similar to Ditton Meadows: fen character, rough common land, native trees, etc.
- m. At Teversham, landscaping should screen development but allow longer views through green corridors to maintain sense of space.



Sketch by group members

Separation from villages

3 Transport

Facilitator: Brian Human,

John Batchelor
John Clough
Sarah Copsey
John Durrant
John Hicks
Jonathan Larmour
Huw Nicholas
Alan Quick
Colin Shaw
James Thomas

Q1. Do you agree with the approaches to local road access as set out in options CE33 and CE34 and why?

Q2. The map shows the four possible options for access to the A14 set out in CE38, CE39, CE40 & CE41. Which option do you prefer and why?

Q3. Looking at options CE35, CE36 & CE37, what would be your preferred approach to accommodating these orbital movements and why?

Q4. Given the key destinations marked on the map, are the external public transport links identified in option CE42 sufficient? If not, what other links or traffic management arrangements are needed and why?

Q5. What are the advantages and disadvantages of relocating the Park & Ride site? If it were to be moved, should it be relocated to the south of Newmarket Road and east of Airport Way (ie. south east of the roundabout)

Q6. Looking at options CE44, CE45 & CE46 and paragraph 9.32, what measures need to be put in place to ensure 25% of all trips are made by cycling?

Q7. Looking at options CE48 & CE49, what should the approach to car parking standards be in Cambridge East?

Transport Priorities

- a. Influencing behaviour to use more sustainable modes locally (Cambridge East), Citywide, across the Sub-region and nationally, i.e. it can't just be tackled in the area.
- b. Early investment in infrastructure to ensure full, timely delivery of sustainable transport options – it will be necessary to ensure that the funding is available for this.



Get participants to mark on a map the key destinations using the question: where new residents will need to get to in and beyond the City?

The map shows the likely on and off peak destinations for future residents of Cambridge East, including internal and external movements; potential dedicated public transport routes are plotted; possible all-traffic orbital routes are shown.

Quantifying trip generation

- a. Assuming 15,000 houses are built
- b. Circa 125,000 person trips per 24 hours two way (i.e. circa 60,000 person trips in and 60,000 person trips out per day)
- c. A person trip is any trip between A and B by any mode (so a walk to buy the newspaper is a person trip)
- d. About 15,000 person trips in the peak hour 0800 - 0900
- e. Likely that about 10% of trips would be contained within the site, but depends on local facilities, employment, schools, etc
- f. About 25% of trips are likely to be by walk or cycle, based on otherwards in Cambridge

Key destinations

- g. Identified both peak hour and off-peak destinations and these are shown on the marked up plan
- h. Most important ones are City centre, Northern Fringe (inc Science Park and CRC), Southern Fringe (inc Addenbrooke's), railway station, local food stores (Tesco @ Fulbourn, Sainsbury @ Coldhams Lane) and local schools (though less important as education provision in the site grows).

Public transport routes (broadly question 4)

- i. To the city centre, identified four options for exploration:
 - i) Newmarket Road corridor - needs much more effective bus priority if it is to work, possibly combined with some demand management measures to limit car traffic.
 - ii) Across Coldhams Common - not ruled out. If built tight to existing built development this might impact on wildlife or close to the railway line. Ideally would cross Newmarket Road near Barnwell Bridge and join future guided bus on west of railway line
 - iii) Mill Road - but this would mean it being limited to local access and public transport only, i.e. through traffic excluded.
 - iv) Coldhams Lane - though existing on-street parking would be a constraint, this route is relatively uncongested except between railway bridge and Newmarket Road.
- j. To the Northern Fringe, three possibilities:
 - i) Across Ditton Meadows from Wadloes Road, though several recalled the opposition to a previous road proposal here in the early 1990s.
 - ii) Using the CamToo route from Newmarket Road at Barnwell Bridge and running on west side of rail line to Chesterton Sidings and beyond.
 - iii) Using Ditton Lane and Horningsea Interchange
- k. Four railway station routes:
 - i) Extended guided bus route south of Newmarket Road on west side of railway line.
 - ii) Along Davy Road and Rustat Road.
 - iii) Along Mill Road and an improved Devonshire Road (some thought this was not realistic)
 - iv) Use the existing railway corridor.
- l. To the Southern Fringe and Addenbrooke's, three to explore:
 - i) Via Airport Way, Yarrow Road and Queen Edith's Way
 - ii) Brooks Road and Perne Road
 - iii) New PT orbital route similar to former Southern Relief Road - with possible extension northwards along railway corridor to give more certain journey times to the railway station

Rail (still question 4)

- m. Debate about how to use the corridor did not reach consensus, so further work needed on whether a new halt for heavy rail, or light rail, or guided bus or other solutions appropriate.
- n. However did agree that the corridor must be used for public transport of some form.

A14 access (question 2)

- o. Raised an important policy question - do we want to make it easy/easier for CE residents to access the A14? Danger of undermining the public transport initiatives described above if we do. But if we don't, will they just drive anyway?
- p. Reviewed each of the four options in the AAP and identified pros and cons as follows:
 - Option 1 - pros - Fen Ditton and Abbey ward residents benefit from reduced through traffic
 - Option 1 - cons - a single A14 junction would be too congested to cope; Horningsea residents may object to reduced A14 access; may encourage CE residents to use car for local journeys, esp. Northern Fringe
 - Option 2 - pros - Fen Ditton and Abbey ward residents benefit from reduced through traffic; encourage CE residents to use PT for trips to Northern Fringe
 - Option 2 - cons - potential for Quy interchange to be overloaded
 - Option 3 - did not identify pros and cons as majority, but not all, believed that this solution is unlikely to provide enough capacity assuming only marginal capacity improvements are possible.
 - Option 4 - pros - Fen Ditton and Abbey ward residents benefit from reduced through traffic
 - Option 4 - cons - Horningsea residents may object to reduced A14 access; may encourage CE residents to use car for local journeys, esp. Northern Fringe; increased congestion on Newmarket Road; environmental impact of new junction in rural location

Orbital movements (question 3)

- q. Both Options 1 and 2 would give only a little encouragement to PT trips to the Southern Fringe and improvements are likely to have an environmental impact
 - Option 3 would better provide for PT trips to the Southern Fringe, but would have a more significant environmental impact and is unlikely to be deliverable (since value for money likely to be poor and public funding therefore difficult to secure)

Cycling (question 6)

- r. Essential that CE can maintain existing high levels of walking and cycling exhibited elsewhere in Cambridge
- s. Dedicated routes AND routes shared with PT will be needed as part of CE, depending on the destination served and routes chosen; the two are not mutually exclusive.
- t. While PT priority is important, cycling routes and facilities must not be compromised as a result since CE will need attractive PT and cycle proposals if non-car modal split targets are to be realised.

Road access points (question 1) and parking standards (question 7)

- u. Did not get covered due to lack of time as group agreed these were lesser challenges than those above.

4 Achieving a quality neighbourhood north of Newmarket Road

Facilitator: Peter Studdert

Jane Green
David Hussell
Keith Jordan
Simon Marriott
Steve Sillery

Q1. Given the difficult timescales concerning land to the south of Newmarket Road coming forward for development, to what degree should the development north of Newmarket Road be designed to be as self contained and sustainable as possible, whilst still being able to integrate into the wider development in the longer term? Can this be done?

- a. Real tensions:
 - Linkages are crucial;
 - Self contained for local needs – school/health/shops/community.
- b. Difficult to decide where to locate the centre:
- c. Should it be central to the community?
- d. Should it be off the centre to help link with existing communities?
- e. Should it be along frontage to assist with viability?
- f. Concerns regarding only one key access, serving 1500-2000 off one access – need ASAP once entering the site.
- g. Questioned whether site frontage should be left under in the short term, so it can be planned in the longer term in conjunction with the site opposite.
- h. NB/ Engine testing will need to be relocated.

Q2. What advantages and disadvantages would there be in maintaining or relocating the car showrooms as set out in options CE6 & CE7, and the petrol filling station and employment uses set out in CE8?

- a. Car showrooms – if to be retained, possibly an area for future mixed use.
- b. If car showrooms retained it may present a difficult boundary for the new community and important to give new community a frontage to Newmarket Road.
- c. Links – emergency/pedestrian/cycle – all critical.

Q3. Development Principles three and four in option CE2, describe the importance of connecting the new development with adjacent areas of the City. How can this be best achieved?

- a. Question raised as to how many? – need certain numbers in key locations, but all need to be well designed, well used and overlooked.
- b. Multiuse connections – footpaths/ cycleways.
- c. Attractive routes from centre along the Jubilee route, along the river to the centre.
- d. Physical, functional and social links.

Q4. What are key features of a good quality neighbourhood?

- a. Good strong connection to Newmarket Road, 'boulevard' leading to centre, increase viability.
- b. Permeability – loose grid/perimeter block.
- c. Safety and accessibility.
- d. Identity – sense of place.
- e. Community interaction – within and between.
- f. Maximise opportunities for different groups/sectors to meet – local centre.
- g. Early provision of facilities.
- h. Community development – social infrastructure and support.
- i. Integration
- j. Green links
- k. The use of water as a feature was supported.

Q5. Option CE33 sets out the transport options for north of Newmarket Road. Are these sufficient to achieve a good quality neighbourhood in terms of accessibility?

- a. CE33 does identify key issues, but public transport links to Addenbrooke's and secondary school, Sainsburys.
- b. Emergency access to Newmarket Road, links with pedestrian/cyclelink.
- c. Possibly link them to Park and Ride – to enable buses to go through the site.
- d. Question raised regarding – should there be limited access to High Ditch Road? Eg Warts causeway – rising bollards for public transport and emergency vehicles.
- e. Continuous bus priority is essential along Newmarket Road.
- f. Congestion charging.



5 Community facilities/District centre

Facilitators: Simon McIntosh and Jane Thompson

Kathy Baldwin
 Ian Burns
 Sara Cass
 Mike Hosking
 John Phillips

Q1. What community facilities do you think should be provided in Cambridge East? What community facilities should be provided especially in the first phase of development north of Newmarket Road?

Q2. Looking at options CE24 & CE25, when should these community facilities be provided?

Q3. Which community facilities need to be provided in the district centre or local centres?

Q4. Looking at options CE31 & CE32 should Cambridge East provide facilities for the City and the Cambridge Sub Region or just the City. What type of leisure, art and cultural facilities will be appropriate in each case?

Q5. How should the needs of faith groups be provided for in Cambridge East?

General comments/issues discussed

- a. Need for an assessment of existing facilities in City eg the Barnwell Community Centre, library, GP surgery etc.
- b. Impact on them of the new development;
- c. Many already at capacity and or run down;
- d. Existing churches in nearby area are due to merge due to lack of demand so possible alternative use of buildings seen as opportunity;
- e. Lack of permeability between existing and new development could cause problems of access and integration. Needs to be improved.
- f. Unclear about the number of faith facilities needed. The desperate need for a mosque in Cambridge was also discussed with Cambridge East offering a possible location.
- g. Need for a strategic review of existing sports, arts/cultural and commercial leisure facilities and an assessment of what is need for site specific (Cambridge East) and also what is need for the whole sub region. Cambridge East offers a great opportunity for a number of strategic facilities but this needs to be part of an overall strategic assessment which also considers management and the business case. This is currently being discussed with Cambs Horizons.
- h. Discussion on the need to assess the population profile – particularly relating to the high level of affordable housing. Important that whilst considering high quality design and grand schemes it is also essential to keep facility planning “people focused”.
- i. Governance is a big issue. Currently 3 local authorities plus at least 2 Parish Councils involved making it very difficult to plan. There is a need for a single infrastructure to be established to:

- i) Plan for the development;
- ii) Ensure community involvement;
- iii) Oversee and take responsibility for the management and maintenance of facilities and public spaces. This may be in the form of a trust.
- j. Crossing points for Newmarket road also discussed. Underpasses are not popular.

Phase 1 Development: North of Newmarket Road

- k. The existing park and ride was discussed. It offers an important opportunity for a town park close to the heart of phase 1. Alternatively if the park and ride remains, it may offer greater viability for shops close by in phase 1 development, however public open space would have to be found elsewhere in phase 1. Possibility of temporary playing fields edging into the runway space.... is this safe?
- l. Car show rooms create a blockage into the site and should ideally be moved.
- m. Facilities needed for phase 1:
Some early facilities may eventually be re-located or have a change of use. Need for flexible, multi-purpose space. Who will own and manage? Opportunities also exist to develop/improve existing facilities in Barnwell/Abbey.
 - i) Local shops
 - ii) Primary school
 - iii) Multi purpose community space with offices, meeting rooms, small hall(?), café/information, library, youth facility, police office;
 - iv) Primary school with extended facilities for childrens services and nurse practitioner
 - v) Health centre – possible to link with main community building or healthy living centre
 - vi) Sports, play and open space

Town Centre and whole of the development

- a. Facilities needed:
 - i) Secondary school
 - ii) Outdoor sports pitches and floodlit all weather sports areas and courts (possibly adjacent to secondary school)
 - iii) Indoor sports centre and swimming pool (possibly based at secondary school. Scale of facilities subject to feasibility assessment)
 - iv) Civic centre with range of uses including: Library (1200sqm); Advice hub; Café/ internet facilities; Police (depending of scale of required space – alternatively located with fire station)
 - v) Health campus with a wide range of services for out patients – but no beds
 - vi) Household waste/recycling centre
 - vii) Shops, restaurants
 - viii) Four (?) primary schools with extended facilities for childrens services and nurse practitioner
 - ix) Play and informal recreation spaces including teenager facilities such as a skate park
 - x) Indoor skate park (subject to feasibility assessment)
 - xi) Arts /events facility (subject to the feasibility work)
 - xii) Youth facilities/internet café
 - xiii) Medium scale community centre/neighbourhood centres
 - xiv) Allotments
 - xv) Faith facilities. Possible location of a mosque plus ecumenical centre.
 - xvi) Fire station/emergency services

6 Urban design

Facilitator: Glen Richardson

David Bard
 Lucie Desrosiers
 Jason Harriman
 Ernest Pink
 Sian Reid
 Sybille Thirion

Q1. Looking at the development principles for design set out in option CE2, in what ways can we ensure that the new development meets these principles? What mechanisms can help to achieve this?

Q2. Given the two density options in CE17 & CE18, which do you think is the most appropriate for this site and why?

Q3. What factors are important in creating successful urban extensions to be built at the high densities required by the Structure Plan?

Density:

- a. Trade-off between open space and the built environment – if high densities, then need very pleasant open space.
- b. Issues surrounding the management of these areas/open spaces.
- c. Private versus public play-areas – possibility of shared private play areas.
- d. Importance of density to allow new generations to get on the property ladder and to provide for changing family size.
- e. When developing at high-density, quality accessible open space is crucial.
- f. Will families want to live in apartments? – is it possible to change their mentality and how?
- g. Within the site, there must be a variety of densities, but in favour of CE18 (option with high densities).
- h. Crucial issue of land value and profit – could inhibit development of Cambridge East.

Map Work:

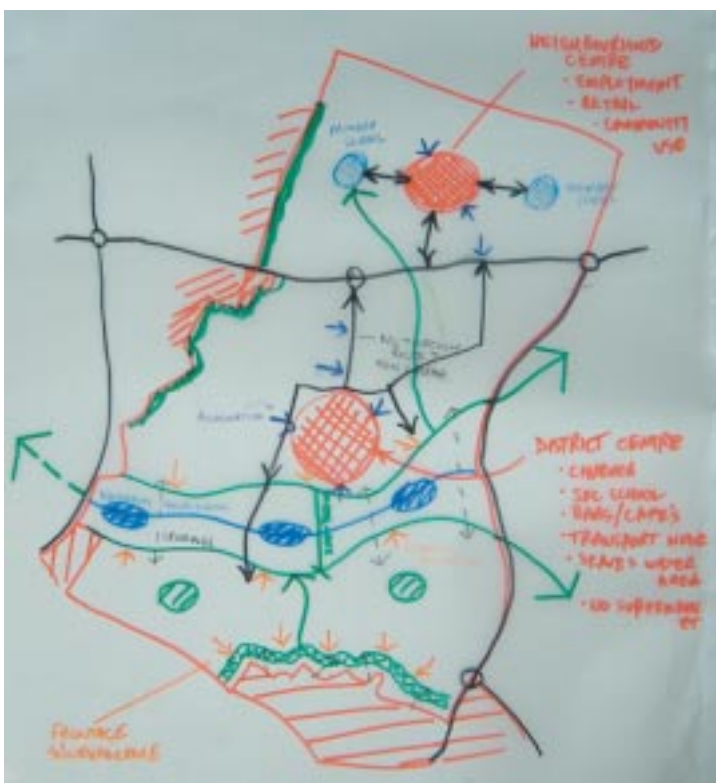
- i. Constraint – existing gas pipe on the south east of the site.
- j. Move the Park and Ride outside of the Cambridge East area.
- k. Exploit the listed Marshalls building – art gallery, civic building?
- l. Support for the green corridor but not too linear – varied width between 100m and 300m wide, with water incorporated as features.
- m. Possibility of secondary green spaces.
- n. High density adjacent to the open space – threat of creating windy corridors – possibility of tree use etc.
- o. Existing residential areas on the periphery of the site should be integrated through cycle routes and pedestrian links – agreed that access roads for Cambridge East should not be through existing residential areas.

North of Newmarket Rd (phase 1)

- p. Need two primary schools – 1:2000 (one primary school needed to every 2000 dwellings).
- q. Primary schools within 400m walk.
- r. North south access road to link the new development north of Newmarket road with the remainder of the site.
- s. Community centre to contain nursery, employment, shopping etc.
- t. 2 crossing points on Newmarket Rd – 1 possibly offset?
- u. The possibility of small business units incorporated within residential areas? I.e. architects offices etc
- v. Important that dwellings/units are flexible.
- w. Affordable dwellings and affordable business units to encourage use.

Marshalls Airport land

- x. Should the primary school be near the green corridor?
- y. Should the district centre be at the heart of the development?
- z. District centre could contain a secondary school, 6th form, cinema and basic uses – to serve Cambridge East but also the wider area – i.e. surrounding villages.
- aa. District centre should contain uses which complement the city centre and not remove trade.
- ab. The secondary schools could possibly form the focal points – centres for activity, which the community use out of hours – i.e. playing fields, halls etc.
- ac. A north south transport corridor should not be linear to avoid short cuts/rat-runs.
- ad. Artificial waterbody to be contained within the green corridor - possibility to create crossings/bridges (pedestrian and cycle bridges).
- ae. Only one vehicle north-south route across the green corridor.
- af. Green fingers/edges to urban quarter and dispersed 'blobs' of green areas.
- ag. Dwellings must face green fingers for surveillance and active frontages are encouraged.
- ah. Discussions regarding the integration of Cambridge East with Cherry Hinton.



7 Housing

Facilitator: Suzanne McBride

Recorder: Brian Buckingham

Sheila Alden

Jenny Bailey

Gillian Pink

David Roberts

Q1. How can we ensure that we create successful mixed communities?

- a. Key issues
 1. Mixed communities
 2. Right mix
 3. No of developers
- b. Successful mixed communities: communities we see as successful are usually the expensive ones –
- c. Social inclusion, low crime, mix of uses “a bit like mill road”
- d. How can affordable housing be integrated?
- e. Design for life
- f. Good schools very important
- g. Mix of housing for older people – integration
- h. Blocks of flats
- i. Use planning for real to involve local people in this?
- j. Relationship of urban extensions to existing neighbours – must be knitted in to adjoining areas
- k. Debate on the planning system and how prescriptive it is / should be: should we give developers more say over what is produced? Would leaving it to the market really deliver what people want?

Q2. Should there be scope for self build?

- l. Yes.

Q3. Can we influence the number of developers on the site to ensure progress in its development?

- m. Agreed this was a question of trying to influence speed of development, make the build-out period quicker. More developers just leads to duplication, so those already on site slow down their production: suggested ideal is around five developers on site? Or maybe ten if development starts in two or three different locations.
- n. Can anything else be done to speed development?
- o. Sort out planning.
- p. Skills shortages, physical constraints on site, developers need to “see the market” and this limits no of homes they will build before others are sold.

Q4. How can we ensure a mix of housing – type, size, tenure, cost and density?

- q. Mix issues – should there be mix within blocks of apartments? Are there any models of best practice around developers and communities working together on design?
- r. Can the developer, local authorities and communities deliver this as a partnership? We do have shared agendas
- s. Need to go on learning through the development process about what people want, who is choosing to live here
- t. Needs of different groups – those looking for rented, or keyworker, or sale housing – largely similar in what they want from a nice house and good community – quality, design, schools, etc. apartments very popular at present.

FLIPCHART SUMMARY**Mixed communities**

- Crime, social inclusion expensive?
- Integration of affordable housing
- Aspirations of occupants – schools, crime..
- Debate on role of planning
- People who buy there – research

Self- build

- yes

Number of developers

- Delivery
- Planning, build skills
- How prescriptive

Ensuring Mix

- Consult with community – those buying in, adjoining community
- Planners, developers ... partnership
- Changing market flats: houses
- Older population

7 Sustainability

Facilitator: Barbara Wilcox

Cameron Adams
Ben Bradnack
Terry Spencer
Tim Wheatley
Alan Wingfield

Q1: How Can We Make The Development As Sustainable As Possible In The Long Term?

Local employment:

- a. Cambridge East based on the sustainability principle of providing housing to enable people to live close to where they work in Cambridge City.
- b. Will also have service employment on site.
- c. Cannot control where people work or live. Site could house London commuters unless legal controls on housing / workplace.
- d. Potential for Business Units/telecottages for remote workers.

Transport:

- e. 125,000 trips per day predicted – 10% Internal. Need to consider:
 - i) Environmental impacts beyond site;
 - ii) Limiting choice of transport e.g. congestion charge;
 - iii) High quality off-road cycle links;
 - iv) Cycle storage;
 - v) Cycle rickshaws for local transport;
 - vi) Car clubs;
- f. Detailed form of infrastructure can lead behaviour

Housing:

- g. 50% affordable – funding?
- h. Wide range of housing – old / young / families?

Low Maintenance:

- i. Services in service corridors/ducts
- j. Materials. Durable – (45 year life for buildings is far too short)
- k. Effect on adjacent villages / communities
- l. Public Sector can provide innovation – Flagship Project
- m. Monitoring sustainability of Cambridge East through indicators:
 - i) Journey to work, match of homes and jobs (Census)
 - ii) Popularity: People wanting to live there
 - iii) Congestion
 - iv) Adaptability of buildings

Q2: What forms of renewable energy could be incorporated?

- n. Answer will depend on technical and financial viability [and public attitude] at the time: this will change over the period of the development.
- o. Broadly there is currently a hierarchy of forms of renewables, ranging from the more technologically advanced which may carry higher risks, to less “sexy” forms which should be incorporated as a matter of good practice in all new development.
 - PV - Solar Electricity
 - Wind
 - Biomass
 - CHP micro + macro -
 - Solar Water Heating
 - Solar Gain (passive solar design)
 - Heat Pumps
 - Heat Storage
 - Super-insulation

Issues:

- p. Potential for economies of scale with technologies which are currently higher cost e.g. PV, solar hot water.
- q. Public attitudes particularly with windpower.
- r. Maintenance issues [real or perceived] with newer technologies.
- s. Practical problems – Distribution issues with CHP, costs and practicalities.
- t. Is there a market for properties with e.g. solar power? Need to change public perception e.g. by:
- u. Rating houses like freezers;
- v. Turn into ‘fashionable’ selling point;
- w. Making it socially unacceptable not to incorporate renewables/high insulation.
- x. Site is large and landmark enough to shift public perception.
- y. Importance of Building Regulations and proposed changes to them.

Q3: How can we maximise recycling [re-use and reprocessing] of existing building materials?

- z. Recycle runway on site for hardcore
- aa. Earth can be used to create landmark – e.g. mountain/hill
- ab. Scope for Community Art to use other materials e.g. metal sheets
- ac. Otherwise site is sparse of materials that are readily recyclable/re-usable for the new development.
- ad. Re-use [more sustainable than recycling] of some existing buildings on site where possible e.g. for community purposes, use hangars as temporary buildings for local prefabrication of buildings and components.
- ae. Use locally recycled materials where possible e.g. local compost as soil additive.
- af. Source [and offer] materials locally e.g. through materials exchange [<http://www.materials-exchange.org.uk/>], E-bay[?!]

Q4: What are barriers to SUDS and how can they be overcome

- ag. Mainly a technical question
- ah. Key issue is maintenance: where CIRIA recommends mechanisms including Local Authority management [presumably with a commuted sum required in S106 agreements] – or local management trust or company.
- ai. Can design development like 'Cambridge Backs' incorporating balancing ponds (fish?), reed beds, water body, floodplain.
- aj. Willbraham SSSI needs water levels protecting.
- ak. Important to protect groundwater from urban runoff.
- al. Need to use porous pavements.

9 Papers circulated in advance

This section contains material sent to participants in advance of the consultation day; the correspondence and background papers.

a) Invitation letter

In case of enquiry contact Penelope Hird
Direct Dial 01223 457133
Fax 01223 457139
E-mail: penelope.hird@cambridge.gov.uk



21 December 2004

Our Ref CESW/GR/PJH

Dear

CAMBRIDGE EAST STAKEHOLDER CONSULTATION EVENT – SATURDAY 29 JANUARY 2005

I have pleasure in inviting you/your organisation to participate in a special one-day event on **Saturday 29th January 2005 from 9:00am – 4:00pm** to consider the future development of Cambridge East.

Cambridge City Council and South Cambridgeshire District Council are jointly preparing the Cambridge East Area Action Plan. The Action Plan is intended to provide a long term planning policy framework for the development of Cambridge East, which can be generally described as the land comprising the Cambridge Airport as well as land north of Newmarket Road and land north of Cherry Hinton, and will focus on the first phase of development north of Newmarket Road. The consultation event will inform the drafting of the Area Action Plan in the spring of 2005 prior to its consideration by both City and District Councils. The consultation will be held in the form of a facilitated workshop for various stakeholders, including landowners, residents associations, statutory bodies, interest groups and others. The purpose of the workshop is to provide stakeholders with an opportunity for focused input into important issues for the Cambridge East Area Action Plan.

The event is being hosted by Marshall Aerospace, Newmarket Road, Cambridge but is being organised and run by the two Councils. An Agenda and map showing the location of the venue, along with further briefing material will be forwarded to delegates early in the New Year.

To help us in making arrangements please confirm by **Friday 14th January 2005** whether you, or a representative(s) of your group or organisation, are able to attend and your preference for the workshop groups. A reply slip is attached or you can respond by e-mail to:

Penelope.hird@cambridge.gov.uk

We are looking forward to an interesting and productive day.

Yours sincerely,



pp Glen Richardson
Urban Design Manager

On behalf of the East Cambridge Member Reference Group which includes representatives of Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council.

**CAMBRIDGE EAST STAKEHOLDER CONSULTATION EVENT
SATURDAY 29TH JANUARY 2005 9:00AM – 4:00PM**

b) Reply slip**REPLY SLIP**

Please return by 14th January 2005

Name of group or organisation _____

We will/will not be able to attend.

We will be represented by _____

Workshop preferences

Place 1 by your first choice, 2 by your second choice, 3 by your third choice.
(We will try to allocate you to a workshop of your choice but want to aim at an even spread of numbers and to focus expertise in appropriate areas.)

- 1 Green Corridor (Teversham/Coldhams Common)
- 2 Separation from villages
- 3 Transport
- 4 Achieving a quality neighbourhood north of Newmarket Road
- 5 Community Facilities/District Centre
- 6 Urban Design
- 7 Housing
- 8 Open Spaces and Recreation
- 9 Sustainability

Any special needs or requirements (including dietary)?

Post to: Penelope Hird in the accompanying prepaid envelope

Fax to: Penelope Hird, Environment and Planning, Cambridge City Council, fax 01223 457139

Or send an email with the information to: penelope.hird@cambridge.gov.uk

c) Pre event letter

In case of enquiry contact Penelope Hird
 Direct Dial 01223 457133
 Fax 01223 457139
 E-mail: penelope.hird@cambridge.gov.uk



24 January 2005

Our Ref CESW/GR/PJH

Dear

**CAMBRIDGE EAST
 STAKEHOLDER CONSULTATION EVENT – SATURDAY 29 JANUARY 2005**

Thank you for your interest in participating in a special one-day event on **Saturday 29th January 2005 from 9:00am – 4:00pm** to consider the future development of Cambridge East. We look forward to a productive day with you, with the objective of helping inform together the final Area Action Plan for Cambridge East.

Please find the following information enclosed for your information:

- Directions to the venue at Marshall's Aerospace, Newmarket Road, Cambridge
- An overview leaflet of Cambridge East
- An agenda for the day

You will recall from the invitation letter that the workshop includes working groups, specifically related to the following key subjects: green corridor (includes open spaces and recreation); separation from villages; transport; achieving a quality neighbourhood north of Newmarket Road; community facilities/district centre, urban design, housing; and sustainability. We are pleased to note that in most cases we have been able to provide you an opportunity to participate in the working group of your choice. Information packs will be provided when you arrive and a facilitator will be assigned to help guide your working group.

When you arrive at the venue you should come to the car park in front of the Group Head Office, this is the 1930s building with a flagpole in the foreground. There will be a member of Marshall's security staff in the car park at the front of this building who will show you where to park. Delegates will then be directed to the GA Centre (the portacabin building located to the left of the Group Head Office), where your name will be checked off against an attendance list and a security pass issued before being taken to the conference suite where the Workshop is taking place.

Cambridge City Council,
 The Guildhall, Cambridge, CB2 3QJ,

Please ensure you arrive promptly; if you know beforehand you are likely to arrive late please inform Penelope Hird (Penelope.hird@cambridge.gov.uk or telephone 01223 457133) by no later than 10:00am on Friday 28th January. If you are delayed due to unforeseen difficulties on the Saturday morning please ring the following (01223) 373214 or one of the following mobile numbers to advise your likely time of arrival: Penelope Hird: 0791 904 5102; Sara Cass: 0781 6590355.

Unfortunately, due to security reasons, anyone arriving after 9:30am who has not notified their late arrival will be unable to attend.

We are looking forward to an interesting and productive day.

Yours sincerely,

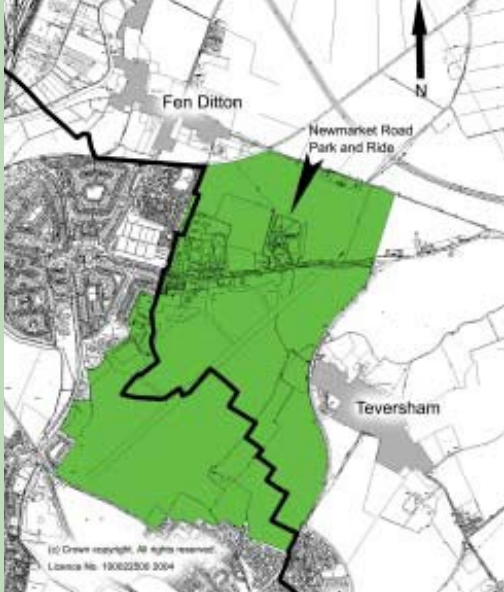


pp Glen Richardson
Urban Design Manager

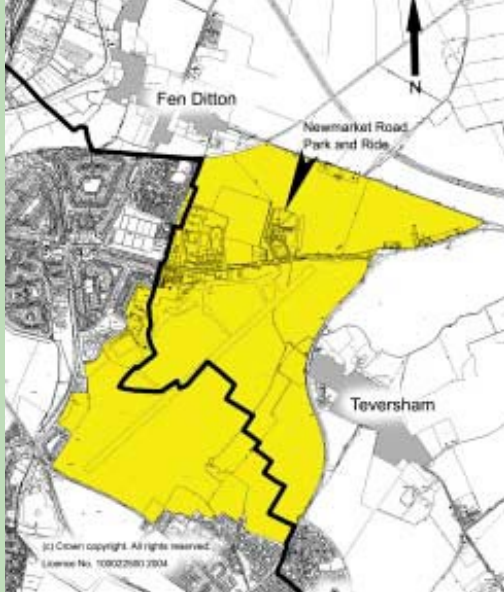
On behalf of the East Cambridge Member Reference Group which includes representatives of Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council.

d) Feature from South Cambs Magazine (special issue, Autumn 04)

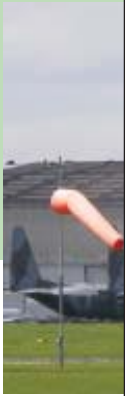
South Cambridgeshire District Council
planning



Cambridge East – Preferred Option



Cambridge East – Rejected option



CAMBRIDGE EAST

A major new urban quarter to Cambridge focused on Cambridge Airport is proposed by the Structure Plan. This area straddles the boundary between Cambridge City and South Cambridgeshire. As it is important to plan holistically for the whole area, an AAP is being prepared jointly with Cambridge City Council.

Development of Cambridge East will take place both up to 2016 and beyond. A large part of this area is subject to the relocation of Cambridge Airport and development will not take place until later in the plan period. However, the area includes land north of Newmarket Road, based on Marshall's North Works, which is almost entirely in South Cambridgeshire. This can come forward as an early part of the development as this can take place while the Airport still operating.

This first version of the AAP will establish a vision for Cambridge East. It will look at the whole of the Cambridge East area in a broad way, but will provide a greater level of detail for the first phase of development north of Newmarket Road. This will enable this early phase to be designed and developed so that it will fit together with the rest of the development when it is built. It will also need to be able to stand alone. It is intended that the AAP will be reviewed soon after it is adopted, once the timetable for the wider

The Preferred Options report proposes a vision for Cambridge East as a modern, vibrant and distinctive new urban quarter for Cambridge, which will complement and enhance the character of the city and protect and enhance the environmental qualities of the surrounding area.

area is more certain and it is possible to provide greater detail on how it will be developed.

The report suggests a number of key principles that will underpin the AAP. The Cambridge East development must be physically separate from nearby villages, especially Fen Ditton and Teversham, to maintain their character and the setting of Cambridge as a city surrounded by a necklace of villages. It must also connect the green spaces of Cambridge through to the countryside with a green corridor linking Coldhams Common to a new country park east of Airport Way. It is also important that the development links with the urban fabric of eastern Cambridge. It should be a socially inclusive place with a well-developed sense of community.

The Structure Plan states that Cambridge East will be a high-density urban extension. It is crucial that development is of the highest

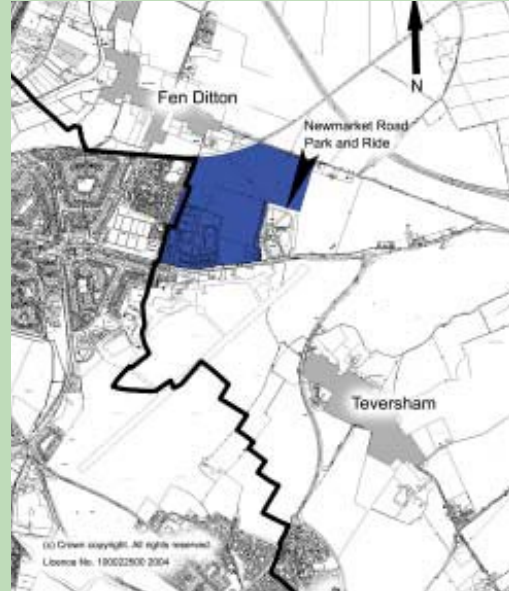
quality urban design, with attractive buildings and spaces that together create an area where people want to live, work and socialise. This will be particularly important in areas such as the district centre and fronting Newmarket Road. The aim should be to provide landmark buildings and public art to give a sense of place. There is also scope to use green spaces and water features to contribute to the character of the area, provide a recreational resource and enhance biodiversity.

Cambridge East will be a place with a mix of uses. It will have its own district centre which may include a conference centre, concert hall, arts centre, leisure facilities and other uses consistent with Cambridge's role as a local and sub-regional centre. It can include facilities, which can help serve the existing city as well as the new quarter. Cambridge East will also have local centres to serve neighbourhoods, in particular the early development north of Newmarket Road. The new urban quarter will also need local employment to create a balanced community rather than a dormitory.

However, the emphasis will be on housing to help address the current imbalance between jobs and homes. The housing must achieve an overall high density with a wide variety of types and sizes, including affordable housing,

12 South Cambs Magazine LDF Special

The area north of Newmarket Road



Cambridge East: North of Newmarket Road – Preferred Option



Cambridge Airport

which is well designed, of high quality and energy efficient. At this stage it is anticipated that the whole of Cambridge East will provide around 12,000 dwellings. The first phase, north of Newmarket Road, is likely to provide between 1,500 and 2,000 dwellings.

It is important that Cambridge East minimises energy use both during and after construction and makes greater use of renewable energy sources. In particular, it is proposed that the new quarter includes innovative projects in energy efficient developments.

The development of Cambridge East will be the largest urban extension to the city and will have profound implications for its transport infrastructure. The impact on the existing transport system will be reduced if as many people as possible have access to high quality public transport and by giving every encouragement to walking and cycling both within and into and out of the quarter. The Preferred Options report explores how high quality public transport can best be provided both within the urban quarter and linking it to the rest of Cambridge, in particular the city centre.

Nevertheless, there will still be significant traffic generation and there will need to be a careful analysis of any road improvements or

additional road capacity that will be needed. The Preferred Options report considers the transport issues in broad terms for Cambridge East as a whole and proposes a particular approach for north of Newmarket Road.

The Preferred Options report proposes a preferred outer boundary for Cambridge East as a whole, out to Airport Way. This area will include both built and open uses, such as the green corridor through from the countryside to Coldhams Common. The review of the AAP will firm up the boundary of the built up area.

The AAP rejects an option which would extend the northern part of the area further east.

It is possible at this stage to propose a boundary for the first phase of development north of Newmarket Road. This extends to High Ditch Road, and the western boundary of the Newmarket Road Park & Ride site. It includes the car showrooms and Marshall's North Works site.



The whole of the North Works site is included to ensure that any uses that are retained can be incorporated into the development in a way that is compatible with creating a high quality living

environment in the new neighbourhood. Two possible options have been identified, either keeping the car showrooms fronting Newmarket Road or their redevelopment. It is also proposed that the petrol station and employment uses adjacent to the Park & Ride site are removed to maximise the frontage to the development. The petrol station should be replaced elsewhere in the development.

The development of Cambridge East will mean land has to be taken out of the Green Belt. For the first phase of development north of Newmarket Road this can be done in the first version of the AAP. However, for the wider development, there is uncertainty at this stage about precisely where the revised Green Belt boundaries should be. The Preferred Options report suggests three possible approaches to this issue. This is very much a procedural issue at this stage. The review of the AAP will be where the important policy decision on the detailed boundaries is made.

The way the new quarter is built will be crucial to providing a good living environment during its long development, particularly as the first phase is likely to be well in advance of the main part of the site. The Preferred Options report considers how this can be achieved successfully.

- e) **Cover of Preferred Options Report** (Sent to all who requested it. Also available on the web at <http://egov.scambs.gov.uk/ldf/representation.php>)

 <p>CAMBRIDGE CITY COUNCIL</p>		<p>South Cambridgeshire District Council</p>
<h1>Cambridge East Area Action Plan</h1> <h2>Preferred Options Report</h2> <p>Prepared jointly by South Cambridgeshire District Council & Cambridge City Council</p> <p>October 2004</p>		
<p>01223 457000 www.cambridge.gov.uk</p>		<p>08450 450 500 www.scambs.gov.uk</p>

10 Exhibition panels

This section contains the display boards exhibited by stakeholders during the consultation day.

a) Aerial photograph of the site (NB Top corner boundary should run along the old railway line., not as shown.)



b) Site views



c) Options consultation exhibition (Autumn 2004)

The New Cambridge Local Plan Redeposit Draft



The Cambridge Local Plan Redeposit Draft will steer development in Cambridge until 2016. It seeks to direct and facilitate growth in a sensitive and sustainable manner, ensuring that the high environmental quality of the City is protected and enhanced and that future developments meet the needs of those who live and work in the City.

There are several stages involved in this preparation of a Local Plan, as shown in the diagram below. Consultation on the Cambridge Local Plan Redeposit Draft will take place from 25th October - 6th December 2004.



The Plan identifies the East of Cambridge (Cambridge Airport, a small part of North Works, and land north of Cherry Hinton) as an area for major development. It sets out a policy (9/4) and explanatory text for that area of the City. A copy of this policy is available at this exhibition as a background document. There will be an opportunity to comment on this policy through the public consultation on the Redeposit Plan.

Stages in preparing the Cambridge Local Plan



Cambridge East Area Action Plan - Preferred Options Stage



Background

A major new urban quarter to Cambridge focused on Cambridge Airport is proposed by the Structure Plan. This area straddles the boundary between Cambridge City and South Cambridgeshire. As it is important to plan holistically for the whole area, an Area Action Plan is being prepared jointly.

Development of Cambridge East will take place both up to 2016 and beyond. A large part of this area is subject to the relocation of Cambridge Airport and development of this area will not take place until later in the plan period.

However, the area includes land north of Newmarket Road, based on Marshall's North Works, which is almost entirely in South Cambridgeshire. This can come forward for development at an early date as this can take place while the Airport is still in operation.



Purpose of the Area Action Plan

The first version of the Area Action Plan will establish a vision for Cambridge East. It will plan for the whole area in a broad way, but will provide greater detail for the first phase of development north of Newmarket Road so that it can be designed and developed to fit together with the rest of the development when it is built.

The Preferred Options Report

In order for there to be genuine participation and involvement of the wider community and stakeholders before the Area Action Plan is drafted, a Preferred Options Report has been prepared to canvass public opinion.

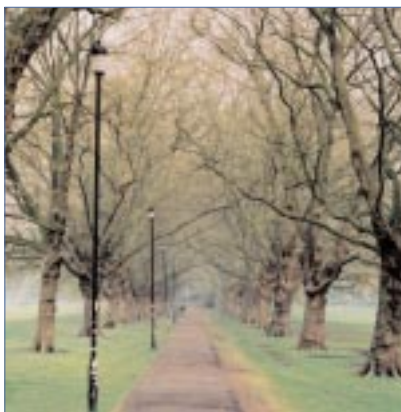


Vision

Cambridge East will be a modern, vibrant and distinctive new urban quarter for Cambridge, which will complement and enhance the character of the City and protect and enhance the environmental qualities of the surrounding area.



Cambridge East Area Action Plan - Key Issues



THE MAIN ISSUES FOR DEVELOPMENT ADDRESSED IN THE OPTIONS REPORT INCLUDE:

- **Housing:**
 - Around 12,000 homes in total to help rectify the imbalance between jobs and homes in the Cambridge area. This will include Affordable Housing.
 - 1,500-2,000 homes in an early phase of development north of Newmarket Road
- Development will be physically separate from the nearby villages to maintain their character and the character and setting of Cambridge.
- A green corridor will be retained to connect the green spaces of Cambridge through to the countryside.
- A district centre will provide a wide range of activities and facilities to support the new development and accommodate those for which there is currently limited space within the existing built-up area of Cambridge.
- There will be several smaller local centres providing services and a community focus for different neighbourhoods.
- There will be new employment at the site.
- Transport infrastructure will be needed both within the development and linking it to the rest of Cambridge, particularly the City Centre. This will have a focus on public transport, cycling and walking, but also necessary connections to the existing road network.
- Open space, sports and recreation provision within the new development and a country park to the east of Airport Way.
- It will be a high density urban extension of the highest quality urban design with attractive buildings and spaces that together create an area where people want to live, work and socialise.
- The development should conserve water, be energy efficient and minimise waste during construction and operation.
- It should be developed as a socially inclusive place with a sense of community and links with the urban fabric of eastern Cambridge.
- Green spaces and water features will be used to contribute to the character of the area, provide a recreational resource and enhance biodiversity.



Cambridge East Area Action Plan - The Site

The preferred sites for both the whole area and also the first phase of development are proposed in the report as shown here. An alternative for the wider area, which extends further east, has been rejected by the Councils but is put forward for public comment.

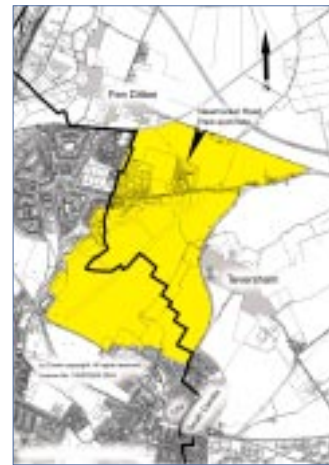


THE CAMBRIDGE EAST SITE - PREFERRED OPTION

The preferred approach is that the Cambridge East site as a whole is defined by the following features:

- North High Ditch Road and disused railway line;
- East Airport Way (with line extended north to High Ditch Road);
- South City urban framework at Cherry Hinton;
- West City urban framework at Barnwell Road.

A list of uses will be identified to take place within the site which will be divided into urban uses, including housing, a district centre, local centres, education, services and facilities, etc, and will separately list countryside uses, including green corridor, Green Belt, landscaping, etc. Associated uses which lie outside the site will be identified separately, such as a country park and off-site infrastructure.

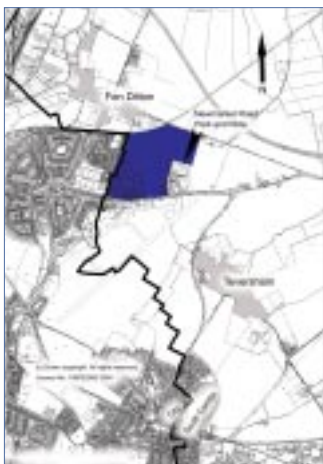


THE CAMBRIDGE EAST SITE - REJECTED OPTION

The option for the eastern boundary of the site to follow the A1303 east at the top of Airport Way and return along High Ditch Road is rejected because whilst this is a clear boundary, it includes land which could potentially extend the development in this area significantly to the east, such that development north of Newmarket Road would not have a logical physical relationship with the extent of development on the Airport site.

FIRST PHASE OF DEVELOPMENT

THE NORTH OF NEWMARKET ROAD SITE - PREFERRED APPROACH



The preferred approach is that the North of Newmarket Road site includes:

- Marshalls North Works site, i.e. the car showrooms fronting Newmarket Road and land and buildings behind;
- Greenfield land to the north of the North Works up to High Ditch Road and east up to the Park and Ride side bounded by a tree belt; and
- The petrol filling station and works adjacent to the Park and Ride site.

The boundaries will therefore be defined by the following features:

- North High Ditch Road and disused railway line;
- East Tree belt and Park & Ride boundary;
- West Edge of existing Fisons housing estate;
- South Newmarket Road.



Cambridge East Area Action Plan - What will happen next?

Cambridge East Area Action Plan Stages	Timetable
Public Participation	1st October - 12th November 2004
Agree Outline of the Cambridge East Area Action Plan	Mid January - end February 2005
Agree policies & proposals of the Cambridge East Area Action Plan	End February to Mid April 2005
Submit Cambridge East Area Action Plan to the Secretary of State	Mid June 2005
Formal period of Public Participation (6 weeks)	June/July 2005
Public objection sites for public comment	September - October 2005
Public Examination	January - March 2006
Receive binding Inspector's Report	October 2006
Councils adopt Cambridge East Area Action Plan	November 2006

How can I get involved?

The Preferred Options Report can be viewed free of charge at the following locations:

- Here today at the exhibition and at other exhibitions in the City and in South Cambridgeshire
- At Council offices:
 - Planning Reception at The Guildhall
 - South Cambridgeshire Hall, Cambourne Business Park
 - South Cambridgeshire District Council City Office, Mandela House, 4 Regent Street, Cambridge.
- Online on the City Council's website (www.cambridge.gov.uk) and South Cambridgeshire District Council's website (www.scambs.gov.uk)
- Local Libraries throughout South Cambridgeshire District and Cambridge Central Library.

Or you can purchase a printed copy of the report for £5 (including postage and packing) from either Council.

Once you have looked at the Preferred Options Report please send us your comments using the Response Form, which is available at this exhibition.

There is a guidance note to help fill in the form, or please ask a member of staff who will be pleased to help you. Response forms will be collected here today or can be posted to Cambridge City Council or South Cambridgeshire District Council if you need more time to consider your comments. Alternatively, you can fill in and submit a response on either of the Councils' Websites.

Please remember that all forms must be returned by 12 noon on Friday 12th November 2004.





The South Cambridgeshire Local Development Framework

The South Cambridgeshire Local Development Framework (LDF) is the new umbrella term for a number of formal planning policy documents that together plan for future development. This will include a main Core Strategy and other documents that plan for development at different locations.

The LDF will set out a vision for the future of South Cambridgeshire. It will include policies to guide the way that development comes forward in the district for the period up to 2016.

Stages in the LDF Process Timescale

Consultation with Statutory Bodies	Apr / May 04
Public Participation on Preferred Options (6 weeks)	Current stage
Drafting the Local Development Framework	Dec 04 - June 05
Submission to the Secretary of State	June 05
Formal period of Public Consultation (6 weeks)	June / July 05
Advertise Objection Sites (6 weeks)	Sept / Oct 05
Public Examination (3 months)	Jan - Mar 06
Binding Inspector's Report	Oct 06
Adoption	Nov 06



Preferred Options Public Participation

The Council has drawn up a number of Preferred Options reports to engage with the public and stakeholders on possible policy approaches for the Core Strategy and for developments at different locations as an early stage in the process.

Comments made on the Preferred Options will be taken into account when drafting the Local Development Framework documents which are to be submitted to the Secretary of State.



11 Workshop documents

This section contains documents used to facilitate the workshop..

a) Key issues record sheet

**CAMBRIDGE EAST
STAKEHOLDER CONSULTATION EVENT – SATURDAY 29 JANUARY 2005**

Key issues record sheet

Facilitator _____ **Recorder** _____

In your groups, brainstorm what you think the key issues are for the future of the area relating to your working group theme. Then rank them in order of importance.

<i>KEY ISSUES</i>	<i>PRIORITY (1, 2, 3, etc)</i>

b) Facilitators briefing note

Working Group Facilitators' Briefing Note

Cambridge East - Stakeholder Consultation Event

29 January 2005

DRAFT 19 Jan 05 NWA

Introduction

Thank you for agreeing to help facilitate a working group at the Cambridge Southern Fringe Stakeholder Consultation Event. About 70 stakeholders are expected, with between 5 and 15 in each working group. We hope you will find these notes helpful in preparing.

Our role as facilitators

Nick Wates and Pen Hird will be overall facilitators for the day. Together with the working group facilitators, it will be their role to ensure that all stakeholders:

- Have the opportunity to participate in the dialogue
- Have their views fairly recorded
- Enjoy their experience of this type of participatory democracy.

MORNING SESSION – KEY ISSUES BRAINSTORM

Workshop aims

This is intended as a quick warm up session to:

- get people used to working in their groups as a team;
- obtain people's gut reactions to issues so that this can inform the afternoon workshop session.

You will need a Key Issues Record Sheet. A map, flipchart and post it notes may also be helpful. Appoint someone as recorder if this has not already been done.

Suggested procedure

1. Go round the group asking people to say who they are. (name and organization only – there will be time for people to elaborate in the afternoon).
2. Go round the group asking each person to say what they think the key issue is that needs to be addressed. This may be a problem, an opportunity or a

Cambridge East Facilitators briefing note Nick Wates 19 Jan 05

1

particular solution. It may be a large strategic issue or a minor detail. It should relate to the theme of your group (but don't be too rigid over this). The recorder should record the responses on the sheet. Use additional sheets if more than 10 issues are raised.

3. Ask the group as a whole to prioritise the resulting list. At least establish the group's first, second and third priorities. Try and reach a consensus but if this is not possible you may have to devise a system of voting.
4. Decide who is going to report back to the plenary. (At the plenary session we will ask each group to report on its top priority, then second priority and so on until we run out of time. It would be useful if people were ready to name their issue and very briefly elaborate on its importance.)
5. Keep your record sheets safely. You may want to refer to them in the afternoon session and you will need to type them out afterwards (see below) and then give them to Pen Hird.

AFTERNOON SESSION – WORKING GROUPS

The overall aim of the afternoon session is to explore how each of the working group themes or geographical areas might be handled in the Draft Area Action Plan. The output will be a presentation by each working group to the plenary covering such things as:

- main issues that need to be covered
- detailed points that might be made
- questions that need to be answered
- people or groups that need to be consulted

The format of the presentation can be text, maps or sketches

Pre-event preparation

1. Make sure you are familiar with the Cambridge East Area Action Plan Preferred Options Report, especially the sections relating to your working group theme.
2. Look through the questions proposed for your working group (which will form the basis of your record sheet) and make sure you understand them and are comfortable with them.

3. Prepare any briefing material you think would be useful for your working group. This might include maps, photos, illustrations, fact sheets, background information.
4. On the morning of the workshop, make sure you have all the props you need and arrange your working group space. Check that your table has the following:
 - Working Group Record Sheet
 - Base maps
 - Felt tip pens, marker pens, flipchart paper, writing pad, masking tape, blu tak
 - A flipchart or convenient wall on which to tape up display material
 - Any other resource material you think relevant.

Before the session starts put up any display material..

Event tasks

The participants will be sitting around tables of between 5 and 15 people.

To help you successfully cover the discussion areas, we suggest that before or during the session you:

- Nominate someone on your table to **time-keep**;
- Nominate someone on your table to **record feedback** on the Record Sheet;
- Nominate someone on your table to **coordinate the presentation** (or do it themselves).

After the session please make sure that the Record Sheet and all other notes, drawings and maps are labeled with your working group theme.

Suggested workshop procedure

1. Go round the group asking people to introduce themselves (again) and say why they are interested in the workshop theme. (2 mins each – say 20 mins max)
2. Work through the Record Sheet questions. Allow the conversation to wander naturally from one to another but ensure that all questions are covered by the end. Encourage people to use and draw on maps and to make sketches and drawings. (45 mins)
3. Prepare a presentation on your results for the plenary. This is probably best done by preparing a presentation on a flipchart. One person could do the presentation but it may be more effective and lively if it is a team effort. Your presentation will

need to be no more than 7 minutes long and time keeping will be strict. (25 mins)

4. Make sure your group gets a cup of tea even if you decide to work through the break.

After the event

1. Make sure that all illustrations, annotated maps and plans, etc are given to Nick Wates at the end of the day so that he can take them away and have them photographed.
2. Arrange for all flipchart sheets, record sheets and any other notes (for both morning and afternoon sessions) to be typed up and the copy emailed to Nick Wates (nick@wates.demon.co.uk) with a copy to Pen Hird (penelope.hird@cambridge.gov.uk) by 11am on Tuesday 1st February. The event record will be similar in format to that for the Southern Fringe so refer to this if you wish. Please supply text without formatting or numbering of paragraphs. It should be an accurate transcript of the original material; if you feel it is unclear add editorial explanation in brackets.
3. Return all original material (record sheets and flipchart sheets) to Pen Hird, The Guildhall, Cambridge CB2 3QJ as soon as possible.

General facilitation tips

Listen – let everyone have their say

Reflect – repeat back what participants say to demonstrate listening and help the recorder

Clarify – if you don't understand a point, no-one else will either – ask for more detail

Encourage participation – use encouraging body language and phrases to help people relax and get their point across

Do not judge others comments – even if a comment is not technically accurate it is still a genuine and valid concern/point

Avoid being drawn into question and answer sessions – record queries on the record sheets provided as the answer may be information that the whole group needs to know about, not just your table.

Be firm with persistent talkers – if someone is continually labouring the same point, tell them that their point has been recorded and that you are moving the discussion on. Alternatively you could bring in the rest of the group by asking if anyone else has any comments on that particular point.

Don't interject with your own views – this event is the stakeholders' opportunity to have their say

c) Evaluation form

Evaluation form

Positive comments about the event:

Negative comments about the event:

How could it be done better next time?

What other consultation activities would be useful?

Name and contact details (optional)

Please complete at the event or return to:
Penelope Hird, Consultation Officer, The Guildhall, Cambridge CB2 3QJ
Fax: 01223 457139

NWA/4.1.05

12 Evaluation results

Evaluation forms were handed out just before the end of the workshop requesting comments under four headings:

- A. Positive comments about the event:
- B. Negative comments about the event:
- C. How could it be done better next time?
- D. What other consultation activities would be useful?

16 forms were returned. The comments are set out below. (Numbers are sheet reference numbers.)

A. Positive comments about the event

1. Good opportunity for developing ideas. Useful networking in breaks. Excellent food – thankyou.
2. Good presentations. Constructive working groups. A good start to build on.
3. Very useful.
4. Got people talking, everyone can appreciate the wide range of interrelated issues.
5. Good pace, interesting, good food, good venue.
6. Good positive day event.
7. Very well organised and positive.
8. Good informed discussion, good resource materials.
9. Excellent.
10. Very useful event, interesting mix of attendees.
11. Cheerful atmosphere.
12. Allowed input and exchange from a variety of sources. Valuable experience.
13. Useful.
14. Good attendance. Well organised. Lots of enthusiasm. Generally good venue - especially as on site. Allowed wide range of issues to be covered.
- 15. Well structured programme. Useful to have the presentations to set the scene. Nice that plenty of time given to Working Group sessions. Number of participants (10) around table was just right for useful discussions. Three breaks for coffee/lunch/tea enabled networking. Good food!**
- 16. Extremely well organised: excellent management on the day: helpful materials -one of the smoothest events of this type that I've ever seen. Appropriate style of venue and refreshments. Very well delivered and informative presentations. Good briefing for facilitators. As ever can be hard to deal with amateurs and professionals in the same event.**

B. Negative comments about the event:

1. Too much queueing for coffee!
2. None really
3. -
4. Questions given to use unhelpful, too specific and important principles left out.
5. Rather a lot to do, rushed.
6. None.
7. A degree of overlapping between topics meant a full picture was not obtained especially regarding the impact on villages (especially Fen Ditton).

8. Transport far too big to be covered in the time available. Too many issues not covered despite being major. Could have spent more time on the workshops and less on the background that people really should know. Should have been minuted better – a lot of discussion that will have been useful, but lost as they weren't in the summary notes.
9. -
10. -
11. Number of questions to be answered was too many in some cases.
12. 1. Very constrained agenda, questioning of basics of scheme stifled, asked the question “how” not “if”, lack of openness and honesty. 2. Very noisy group sessions, I have some hearing loss and it was hard for me to contribute over the general noise.
13. -
14. Discussion group (transport) bit too large. Main room too small for number of groups - need breakout rooms. Possibly too many 'experts'. pm feedback too long.
15. Workshop design could have allowed feed through from morning to afternoon. Afternoon workshop questions too narrowly drawn. Workshops all in one room created difficulties for at least one participant with a hearing disability – venue may also have been unsuitable for people with mobility problems. Access instructions only for drivers! VERY unhelpful to have landowners involved and making categorical statements about what they would or would not do on the site: undermines the whole purpose and validity of consultation. No opportunity for linkages between different workshops.
16. -

C. How could it be done better next time?

1. Spread out the pots of coffee around the room.
2. Opportunity for delegates to participate in/contribute to more than one topic.
3. -
4. Scenario based approach, more work done and more practical constraints given to us.
5. Seminar tools
6. Groups overlapped
7. More time on the workshops. Identify bigger issues that warrant greater discussion and subdivide them further. Arrange better minuting of workshops.
8. -
9. More even balance within certain groups, so mixture of representation.
10. More open and honest agenda. Wider participation with people prepared to ask difficult questions.
11. -
12. -
13. -
14. Smaller groups - 8 max? Breakout rooms. More reps from local community. Limit feedback to key points.
15. Have a “how to address priority issues identified in a.m”. slot in afternoon workshop, and have any specific questions as add-ons. Invitations could ask participants to identify any problems which may have affected their ability to take part (e.g. mobility, hearing, vision, caring responsibilities), then appropriate action taken e.g. signposting of lift, workshop in a separate quiet room, offer to cover care expenses. [I've routinely done this in organising participative events elsewhere, and it sets an open and inclusive tone, and causes very little difficulty]. Make sure instructions include public transport, foot and cycle access details. Don't invite landowners, or VERY strong briefing. (difficult in this case, I know!). Carousel – but would have had an impact on time. Shouldn't this happen at a much earlier stage in the process?
16. -

D. What other consultation activities would be useful?

1. -
2. -
3. -
4. Scenario based approach, more work done and more practical constraints given to us.
5. More of the same throughout the development process so good local input.
6. Village consultations.
7. A particular event to cover any concerns affecting Fen Ditton.
8. Desperately need more discussion on transport issues. Next stage will have more detail when more brainstorming is required.
9. -
10. Lot of different issues covered on one day. Perhaps future events concentrating on one or two key topics.
11. More general small scale consultation.
12. -
13. Publicity.
14. -
15. Surgery in surrounding areas, if not already done. Internet consultation? Focus groups for specific groups, including from surrounding areas. Is consultation too narrowly focussed on planning issues? What about consultation on issues which are addressed through mechanisms other than the land use planning system?
16. -

OTHER COMMENTS RECEIVED

- a. I have some hearing loss, and it was very difficult for me to take part in the group sessions with the high overall level of background noise. I had great difficulty hearing and following the discussion with other members of the group. Having group sessions in one room was quite unsuitable.

I'm sorry, too, that no-one took up Ben Bradnack's point about lack of opportunity for those wishing to question the overall concept of the scheme to make their views felt. The agenda was unnecessarily restricted and constrained. There was no plenary session at which people giving the presentations at the beginning could be questioned. As an overall opportunity for stakeholders to express their view the event was unbalanced, and the agenda unnecessarily manipulated.

The value of these events is very much limited if they are run in such a constrained way.

13 Contacts

Contact details for the Cambridge East Member Reference Group

Cambridge City Council

The Guildhall
Market Square
Cambridge
CB2 3QJ
01223 457000

Contact: Glen Richardson, Urban Design Manager
glen.richardson@cambridge.gov.uk

South Cambridgeshire District Council

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB3 6EA
08540 450500
www.scambs.gov.uk

Contact: Caroline Hunt, Principal Planning Policy Officer
caroline.hunt@scambs.gov.uk

Cambridgeshire County Council

Environment & Transport Department
Castle Court
Shire Hall
Cambridge
CB3 0AP
01223 717111
www.camcnty.gov.uk

Contacts:
Kathy Baldwin, Sustainable Communities Manager
01223 717615
Kathy.Baldwin@cambridgeshire.gov.uk

