![snapdragon consulting logo]

Land North of Cherry Hinton
Supplementary Planning Document (SPD)

Consultation Workshop Events Record
(March & April 2017)

Contents

1. Introduction

1.1 Background

Cambridge City Council and South Cambridgeshire District Council have prepared a Supplementary Planning Document (SPD), for the site known as Land North of Cherry Hinton, with assistance from Terence O'Rourke and Snapdragon Consulting. The 47-ha site sits across the border of Cambridge City Council and South Cambridgeshire District Council's (SCDC) authority areas.

The site forms part of a larger allocation of land in the adopted Cambridge East Area Action Plan (2008). It is identified as a site allocation for 1,200 homes in the emerging Cambridge and South Cambridgeshire Local Plans with 780 units earmarked for Cambridge and 420 in SCDC.

Landowners Marshall and The White Family agree the land is suitable for development and that proposals can be delivered while airport operations remain on the site owned by Marshall.

1.2 Purpose and scope

The purpose of the SPD is to provide planning guidance to developers wishing to prepare any future planning applications for the site, as well as assisting planning authority officers in assessing future applications.

The drafting of an SPD for the area presents an opportunity to ensure a masterplan is delivered for the area in a comprehensive and coordinated manner with all local stakeholders given the opportunity to be involved in the masterplanning of the site.

To this end, Snapdragon Consulting were appointed to plan, manage and deliver an inclusive stakeholder engagement programme around the preparation of this SPD. The purpose of this report is to provide a record of this community engagement and to present a record of the feedback and responses received so far.

1.3 The Consultation Process

Two stakeholder workshops were held in preparation for the drafting of the SPD:

- Workshop 1. Key stakeholders were informed that the site was being brought forward as part of the Local Plan and invited to attend Planning Workshop 1.

- Workshop 2. Having reviewed and input feedback, key stakeholders were invited to a follow up planning workshop.

The draft SPD has been submitted to the local authorities alongside this record of stakeholder engagement. The draft will now be the subject of a formal eight-week consultation process opened to the wider public by the local authorities.

2. SPD Stakeholder Workshop 1

2.1 Stakeholders

Early in the consultation process, a number of key stakeholders were identified. These included neighbourhood groups, local councillors and key councillors from Cambridge City Council and South Cambridgeshire District Council.

The following stakeholders individuals and groups were identified and agreed in liaison with the local authorities:

- Cherry Hinton Residents Association
- Cherry Hinton Councillors (City and County)
- Cambridgeshire County Councillors from Coleridge ward
- City and County Councillors from Abbey Ward
- South Cambs Councillors for Teversham and Fulbourn
- Teversham Parish Councill
- Fen Ditton Parish Council
- Cambridge Association of Architects
- Cambridge Past, Present and Future
- Cambridge Allotments
- CamCycle
- Abbey People
- Mill Road Surgery
- Leader of Cambridge City Council and SCDC
- All members of Joint Development Control Committee, Cambridge Fringes
- Cambridge Chamber of Commerce
- Cambridgeshire Wildlife Trust
- Cambridge Ahead

2.2 Promoting the Workshop

Each stakeholder group was written to personally to explain that Land North of Cherry Hinton is being brought forward as part of the Local Plan and to invite them to two planning workshops.

Telephone contact was also made with each group to ensure that a representative of each was informed and invited to attend. Not every group were able to send a delegate but each were given the opportunity.

The letter sent to stakeholders can be found in the appendice (a) to this document.

2.3 Workshop

2.3.1 Format

The first workshop was held on 9 March 2017 at St Andrew's Church Centre, on the corner of Coldham's Lane and Cherry Hinton High Street. The event was attended by 27 people.

The consultant team facilitated the workshop but were introduced by Cambridge City Council officer, Stephen Miles, who provided a short presentation on the planning policy for the site.

Ben Lee, Director at Snapdragon Consulting, introduced the consultation process. Richard Burton, Director of Terence O'Rourke, provided a presentation on the site's opportunities and constraints.

After the presentations, facilitators led three groups in discussing the opportunities and constraints of the site.

2.3.2 Group Discussions (Morning)

Participants were allocated to three groups of nine so that stakeholder interests were divided between the three groups as evenly as possible.

Each group discussed four main topics:

- o Movement and transport
- o Social infrastructure (shops, employment, community facilities, schooling)
- o Landscape and environment
- o Placemaking and character

Comments were recorded in detail by a member of the consultant team and another member of each group noted a summary of comments on a flipchart. Another member of the group gave a short explanation of the group's comments at the end of the workshop.

2.3.3 Summary of Feedback

A full record of the discussions of each group can be found in the appendices (b), (c) and (d) of this report.

Below is a summary of all the comments made - across the three workshop groups - with some graphical representations below highlighting the topics most commented upon.

<u>Movement and transport</u>

- Spine Road – emerged as a key issue, especially for ward and parish councillors. There was a broad consensus that there should be a purpose-built road, but no consensus around where the access points should be and what, if any, restrictions should be placed on movement along the road. Most were against a through road. There was a strong desire to avoid rat-running.
- Congestion – there is significant congestion along the High Street, Coldham's Lane and Tins Bridge.
- Cycling – there was a consensus that cycle routes could play an important role in minimizing traffic through the development. Suggestion that there should be a separate cycling or pedestrian key route around or through the development, that could run parallel to a spine road.
- Public transport – the possibility of a new train station at Cherry Hinton was raised. One person suggested that the Park & Ride should be moved closer to Cherry Hinton. Others felt that there was a lack of bus transport available in the village.
- Footpaths – questions were raised over the future of a footpath through the site.

<u>Social infrastructure</u>

- Primary school – consensus that it should be in the local centre.
- Secondary school – should be placed carefully in relation to transport routes, possibly on the edge of the development.
- Allotments – broad consensus that these should be part of a 'buffer zone' between the development and the village.
- Community facilities – feeling from local councillors that current Cherry Hinton community centre is good, but extra would be needed. Teversham lacks facilities. Suggestion that a square or large open space could hold community events.
- Key ingredients of a local centre – suggestions included a pub, shop, Green Grocer, library, pharmacy, café, charity shops, community space, health centre, faith space, hotel and meeting rooms.

Landscape and environment

- Buffer zone/bund – view that this should be lined with vegetation.
- Teversham green edge – felt that there should be a clear green edge with Teversham.
- Airport – felt to be an interesting view. A buffer zone around the airport could avoid using a brick wall.
- Green space – the site should include integrated recreational opportunities and should maintain views to the countryside.
- Urban edge – careful thought to be given to the interaction of the urban edge with the countryside.

Placemaking and character

- Character – agreement that a mix of build styles are found in Cherry Hinton, which makes it a village of many parts.
- Affordable – desire for 40% affordable housing, and some homes allocated for locals. The integration of social and private housing was felt to be important.
- Density – suggested that this could be at the south of the development, near the local centre. View that apartments shouldn't extend beyond 4/5 storeys. There was a view that development should be lower towards the buffer zones and eastern edge. Also some thought that the view should be interesting in terms of building heights. Some thought that density could be close to transport interchanges.
- Mixed-use – this was felt to be positive, for instance with flats above shops or a pub.
- Names – view that they could be taken from existing local identities.

Housing (type and design)

- Gardens – sense that open space should be prioritized over gardens.
- Height – four or five storeys could be the maximum.

Phasing

- Priorities – could be the schools, the centre and cycle routes

2.3.4 Afternoon discussions

Following the initial discussion, participants convened for lunch before being divided into two groups for a second discussion in the afternoon. The purpose of the second discussion was to revisit the topics of the morning, having heard comments made by all the participants of the workshop in the morning.

The discussions were more informal and a mix of both officers and local stakeholders. A record of these discussions can be found in appendices (e) and (f).

2.3.5 Workshop 1 – key findings

The workshop concentrated on the four key areas where it was considered important to establish a broad consensus on at this stage of the process.

Although difficult to difficult to assimilate all the individual comments and views raised across the three discussions in the morning and the two group discussions in the afternoon, it was possible to identify some trends.

As you can see from the topics covered, the comments recorded were quite evenly spread. This was partly due to the way the discussions were facilitated – all four topic areas were given 15 minutes of discussion time – although participants were given the opportunity to take discussions in any direction of their choosing.

However, transport was the topic discussed in most depth by all three groups with 86 comments recorded in this area:

Topics

- ■ Movement and transport
- ■ Social infrastructure
- ■ Landscape and environment
- ■ Placemaking and character
- ■ Housing (type and design)
- ■ Phasing
- ■ Other

The most discussed area was the topic of whether there should be a spine road through the development:

Movement and Transport

■ Movement and Transport
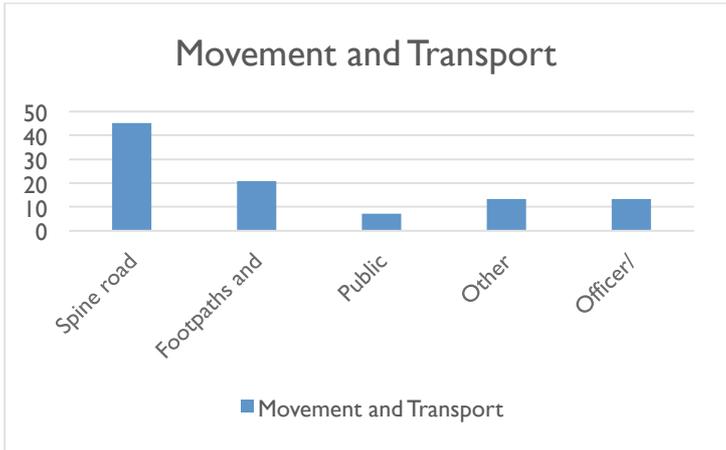
It was agreed that the second workshop would focus more on the consultant team's work around a development framework and attendees were keen on the idea of responding to some clear ideas for how the site could be master planned, as opposed to continuing to talk about abstract ideas.

3. SPD Stakeholder Workshop 2

3.1 Stakeholders

The same stakeholder groups were invited to the second workshop as the first and similar efforts were made to ensure that all groups were represented. The letter of invitation sent to stakeholders can be found in the appendix (g) to this document. Similar efforts were made to ensure a good attendance.

3.2 Format

The second workshop was also held at St Andrew's Church Centre, on 7 April. The workshop was attended by 20 people. Many participants had attended the previous workshop, however there were a few who were new to the process. This time the participants were divided into two groups of 10.

The consultant team began the day with a briefing from Cambridgeshire County Council officer, David Allatt, on transport policy for the site. Snapdragon Consulting's Ben Lee provided a run-through of feedback from the first session. Terence O'Rourke Director, Richard Burton, then presented a Development Framework for the site with a clear explanation of how feedback from the first workshop helped to inform this work.

Two groups were then asked to discuss the framework. They were provided with maps of the proposals and tracing paper to help sketch out their ideas. The discussion was subdivided into four topics similar to the Workshop 1:

- o   Movement and transport
- o   Social infrastructure
- o   Landscape and green infrastructure
- o   Character

Following the discussion, a member of each group gave feedback to the rest of the participants, following which the workshop reached its conclusion.

3.3 Feedback

Feedback was recorded carefully and a full record can be found in the appendices (h) and (i). A summary of comments can be found below.

Group 1

Movement and transport

- Connections into Cherry Hinton
- Coldhams Lane is key for cycling
- Shorter connection from Newmarket Road to Airport Way (Ped/Cycle)
- Improve Airport Way cycle route
- Reduce/avoid conflicts for cycles within site (segregation)
- Avoid over engineered junctions
- Norman Way junction for peds/cycles
- Spine road should:

- o Ensure that impacts on village should not worsen or be connected for traffic – maybe close other routes
- o Buses
- o Direct route is better
- o 17 route could be improved

Social infrastructure

- Faith space
  - o More than a room – café?
- New health centre (replacement) on site and dentist
- Small food retail
- Primary school location?
  - o Corner close to Cherry Hinton?
  - o Or towards Coldhams Lane?
- Secondary school
  - o Traditions of village college's – community uses/governance

Landscape and green infrastructure

- Sports facilities within school makes sense – overspec?
- Green space having to work 'very hard'
- Dog walkers
- Noise close to site not a particular problem
- Connections to other green spaces
- Drainage pressures and relationship to green space/topography
- Green space should provide for different ages
- Splitting allotments?
  - o Issue for an association – economies lost & Whitehall manage it though
- Bio-diversity along ditch network

Character

- The Swifts is a good development – good for birds
- High density – energy efficient housing is a must
- Explore heights on edges and maintain views
- Roof lines – village close to Cherry Hinton but compromise towards City
- Pub – 100%
- Arcadia is good example
- Local centre: ped/cycle friendly – don't do last
- Self-build? – Good idea

Group 2

Movement and transport

- Cycles
  - Direct routes are most desired, there's a convenience
  - There should be segregation from the pedestrian routes
  - Secure parking
  - Safe routes to schools from wider catchment – Abbey, Teversham, Fulbourn
  - Cycle provision on Coldham's Lane
- Buses
  - Bus through the development is an improvement to using Coldham's Lane/Cherry Hinton High St. junction
  - The stop distance must be convenient
  - There aren't enough services along Coldham's Lane
- Spine road
  - 20 mph
  - Through for vehicles (Local Plan)
- Conclusions
  - The connection between the development and Cherry Hinton should be as porous as possible for pedestrians and cyclists.

Landscape and open space

- Show existing vegetation on emerging plan – there are conflicts between open vistas to the airport and noise attenuation
- We need a permeable edge
- PRoW is to be retained as a strategic feature. Drainage – how old are the ditches? Ecology.
- Play provision
  - Desire for teenage provision
  - Where should it be located?
  - Over-looked, security, natural surveillance
  - Don't duplicate elements within schools elsewhere
  - Play areas within the green spaces
  - Airport Way pollution against the school edge?
- Tree belts (existing and proposed)
  - Enhance the existing areas
  - Front load the green infrastructure
  - Maximise green infrastructure
  - Balance between density and green
- Parking
  - How to avoid parking on green verges etc?
  - Avoid pressures to convert green to parking
  - Regulation
  - Useable sizes of garages and parking spaces
  - Balance between convenience and strategy – electric car charging points

Social Infrastructure

- Doctors surgery demand? Currently to serve Cherry Hinton
- The NHS would move rather than add provision
- Café (needs footfall)
- Pub/restaurant – conflicting views
- Speak to youth groups/ a wider cross-section of age groups
- Function Hall (not sport focused) – currently planned at library
- Will primary school location impact traffic as a result of the school run?
- Wide pavements with trees, seating, public art

Character

- Secondary school should be a landmark building
- Tie in with Hatherdene Close frontages
- Allotments – 2 locations. Refer to Fisher's Lane allotments as a case study.
- Airport Edge – built form can manage noise and guide views.
- Density profile with areas of varying densities
- Demographic housing profile
  - Mix of housing types
  - Life-time homes
  - Bungalows
  - Mixed community
  - No student accommodation
  - Nursery demand/ holiday club
- Character studies
  - Pitched roofs
  - Timber
  - Softer
  - Less urban
  - Avoid 'lego' blocks
  - 'no prison blocks'
  - Use the slope to define design
  - Enduring quality

Other

- Sustainability – maximum improvements on building regulations
- Desire for quality, well-designed development

4. Conclusion

The two SPD Stakeholder Workshops were a very useful exercise for the officer and consultant team.

There was also broad agreement from stakeholders that the workshops helped strengthen community relationships and build a solid grounding for further opportunities for engagement later in the planning process.

The first workshop was an opportunity for stakeholders to pose questions to the local authority and consultant team. The breadth of local knowledge in the room enabled the consultant team to harness personal experiences and confirm or dismiss working assumptions, as well as posing a list of technical questions to be answered through the team's ongoing technical assessments.

The sessions helped the team to not only better understand the site but also help shape its early thinking around the structure of the SPD. All comments made at the first workshop were analysed and considered by the consultant team as it drafted the Development Framework presented at the second workshop. Care was taken to ensure that the principles of the draft Development Framework were grounded in the comments and findings of the first stakeholder workshop.

Below can be found a list of the key development principles. In brackets are the number of times the desire for each principle to be established was mentioned by stakeholders in the planning workshops.

- Provide safe and direct cycle routes between the settlements of Cherry Hinton and Teversham and between Coldhams Lane and Cherry Hinton Road (10)
- Provide a distinctive entrance into Cherry Hinton, designed to provide a gradual transition from rural to urban and to enhance the countryside setting (13)
- Establish a new, centrally located civic centre with local shops, community hall and primary school (20)
- Incorporate a bus loop from Airport Way that passes through the local centre (3)
- Celebrate views across the airport by designed vistas along greenways (7)
- Formal play provision within the primary and secondary school should be available for community use outside of school hours (1)
- Establish a strong green framework that includes greenways, formal and natural play, pocket parks and allotments (6)
- Establish a linear nature park along the airport edge incorporating the existing countryside walk along the existing footpath (6)
- Create a clear hierarchy of streets which are attractive and safe routes for cyclists and pedestrians. (23)

These principles were presented to at the beginning of Stakeholder Workshop 2 and attendees to the workshop were asked to respond in detail to the proposed development framework. A summary of these comments can be found in section 3.3 and appendices (h) and (i) of this record.

The draft SPD has been carried out in close reference to comments made at this second workshop, a summary of which can be found on page 45 of the SPD. The document establishes framework design principles and a master plan to guide future development proposals at the site.

The SPD sets the following key development principles for the site (refer to page 72 of the SPD):

- Provide safe and direct cycle routes between the settlements of Cherry Hinton and Teversham and between Coldhams Lane and Cherry Hinton Road
- Provide a distinctive entrance into Cherry Hinton, designed to provide a gradual transition from rural to urban and to enhance the countryside setting
- Establish a new, centrally located civic centre with local shops, community hall and primary school
- Incorporate a bus loop from Airport Way that passes through the local centre
- Celebrate views across the airport by designed vistas along greenways
- Formal play provision within the primary and secondary school should be available for community use outside of school hours
- Establish a strong green framework that includes greenways, formal and natural play, pocket parks and allotments
- Establish a linear nature park along the airport edge incorporating the existing countryside walk along the existing footpath
- Create a clear hierarchy of streets which are attractive and safe route for cyclists and pedestrians

Transport and movement

- Reducing the need to travel by car within the development through offering excellent permeability within the Site for pedestrians, cyclists and public transport
- Encouraging journeys on foot and by bicycle through providing direct connections to important routes offsite including Cherry Hinton High Street, Airport Way, Coldhams Lane and the TINS route
- Encouraging travel by bus by ensuring the main routes within the Site accommodate buses and are designed to maximise the proportion of residents within walking distance of a regular service

Open space and landscape

- Ensuring an optimum distribution of open space so that all residents enjoy proximity and easy access
- Providing a mix of open space suitable to meet different recreational needs, including opportunities for formal and informal use

Land uses

- Capacity available for 1,200 homes with a mix of houses and apartments to be provided
- Primary and secondary education provision to be delivered
- Community facilities to be centrally located within the development. Uses to reflect the needs identified through consultation.

Character and form

- Produce a clear identity responsive to the village character of Cherry Hinton, taking into account existing features of the site, creating an attractive new neighbourhood.
- A range of building height and house types to be provided across the site. Lower heights closer to the existing settlement edge.
- Civic space at centre of development to provide strong sense of place

Environmental considerations and sustainability

- An integrated and site-wide approach should be employed to address the environmental, social and economic principles of sustainable development and construction
- Promote water efficiency and water-sensitive design
- Give consideration to air quality to mitigate emissions at the site wide level
- Reduce energy demand by designing and building in accordance with the energy hierarchy

5. Appendices

a. Invitation letter to SPD Workshop 1

Sharon Brown
New Neighbourhoods Development Manager
Cambridge City Council
The Guildhall
Market Hill
Cambridge CB2 3QJ

Address

February 28, 2017

Dear Sir or Madam,

Re: Invitation to participate in a planning workshop on the future of land north of Cherry Hinton

As part of the Local Plan 2014 process, a 44 hectare site north of Cherry Hinton has been identified by Cambridge City Council and South Cambridgeshire District Council (SCDC) as being suitable for new residential development. The site is shown here:
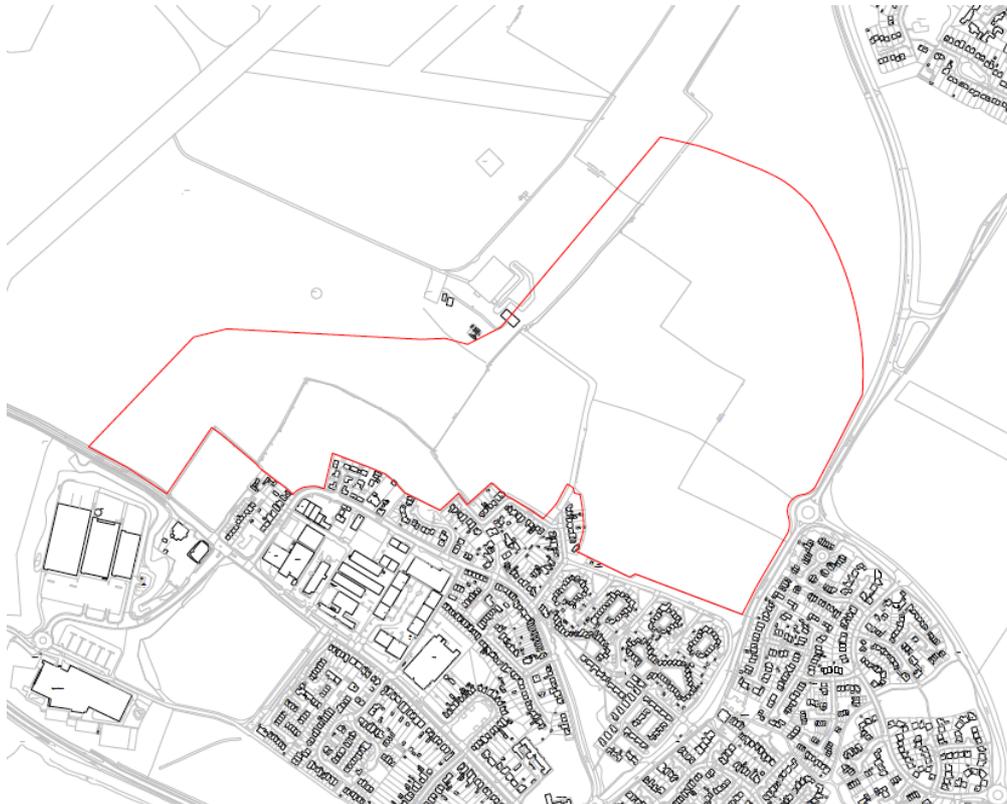
Note: *Airport Way is the road that runs to the east of the site marked in red above*

As a key stakeholder in this area on the edge of Cambridge, I wish to invite you to attend a Cambridge City Council / SCDC workshop of planning officers, local councillors, community groups, parish councils and other local and city-wide groups, to begin planning for this important strategic site.

The aim of the workshop is to utilise the range of local knowledge, expertise and experience to identify the site's constraints and opportunities and fulfil the potential to create an exciting new neighbourhood of Cherry Hinton.

The team of planners and designers working alongside the City Council, SCDC and the site's promoters - Marshall Group Properties and Endurance Estates - will lead the workshop, which will be a vital first step in master planning the site.

The workshop kicks off a programme of consultation that will ultimately lead to the approval of a Supplementary Planning Document (SPD) which will guide any future planning applications for the site.

Now is the time to get involved in this detailed planning process, so I strongly urge you to attend this workshop and participate throughout the process. Joining details for the first SPD workshop are below:

- **Venue**: St Andrews Church Centre, High Street, Cherry Hinton, Cambridge, CB1 3JR
- **Date**: Thursday, March 9th 2017
- **Time:** 9.30am-4pm

Further details of the workshop will be provided in advance of the event to all participants by email.

I would be grateful if you could respond by email or telephone to community consultation consultants, Snapdragon Consulting, the company facilitating the event behalf of the City Council and SCDC. Please confirm your attendance to Isobel Morris at isobel@snapdragonconsulting.co.uk or 01223 803 884.

If you are part of a group, please feel free to send more than one representative but do let us know the names of those attending. Please note that a follow up workshop will be held in early April (date TBC).

Please note that I will be on leave from March 3-13 but if you have any questions or need further information then you can contact my colleague, Philippa Kelly, on philippa.kelly@cambridge.gov.uk or 01223 457 434.

Yours sincerely

Sharon Brown

New Neighbourhoods Development Manager
Cambridge City Council

b. Workshop 1 – Record of Group A

Movement and transport

Topic 1: Spine Road
- Cherry Hinton regards itself as a village. It mustn't be a rat-run. It is a rat-run now. Pedestrians and cyclists are not a problem. The spine road should be non-access.
- Presumably the spine road will be within the red line?
- Traffic will try to access the spine road.
- There is no extra capacity at the Coldham's Brook roundabout, next to the Sainsbury's on Coldham's Lane.
- This is a premature discussion, which should be more high level.
- Plans for the roads should be made first.
- Items such as schools have to be placed away from the main road so the placement of the road is important.

Topic 2: Footpath through the site
- There is a footpath running through the site which is heavily used. It has been repeatedly widened. What will you do with that footpath? Lots of people use it to walk their dogs. This will be an important issue.
- That footpath could possibly be rerouted. Could be a buffer to development.
- What could happen to the footpath?
- So there is a scope for looking at the future of that path and how it could be included.

Topic 3: Train Station
- In the past there was a train station in Cherry Hinton. There is some support for a new train station.

Topic 4: Buffer zone
- A buffer zone would be ideal on the Teversham edge. For instance, you could have 1 or 2 storey buildings at the northern end of the site. Whereas next to the airport site you could have the taller buildings.

Topic 5: Congestion
- Congestion on Coldham's Lane and on the High Street is a big issue, particularly at peak times. There is a fear that these streets will experience gridlock after the new development is built, as residents already complain about congestion. Can the new roads divert people away from the High Street? A diversion methods away from the High St would be helpful.
- We are aware of the issues, and need to see the assessments to get a better understanding.
- What can those measures be?
- Affordable housing will be the key to Cherry Hinton residents.
- So to summarise, we've identified concerns about existing roads and junctions.

Topic 6: Public transport and pedestrian/cycle routes
- Bus services are already overstretched. The Citi 1 and 3 bus services are good but services to Coldham's Lane are poor and infrequent.
- 20-25% of Cherry Hinton residents are commuting by bike into Cambridge. There is a Network Rail bridge at the edge of the site, which is a key route into the city for cyclists. Disabled access to the bridge is poor.
- That bridge needs to be widened but Network Rail don't want it to be widened due to the costs. The Anderson Group have shown willing to contribute to widening the bridge, could this development?
- You would need Network Rail's cooperation.

Topic 7: Congestion
- We should be making good use of the existing bypass. In the future, lots more people could

be working at an expanded Science Park at Fulbourn. We want people to go out towards the Newmarket Road Park and Ride or out towards Gazelle Way.

- Is that a consensus?
- No. There is a bottleneck through the village.
- There could be an access point for residents at the western edge of the development.
- The spine road was given a big thumbs up when consultation was done many years ago. It would be good to have cycle and pedestrian access from Teversham Drift but not cars.
- Congestion is not ideal on the High Street because it has schools on it. Why can't traffic be diverted around the back of the ARM site?
- That land is green belt.

Social infrastructure (shops, employment, community facilities, schooling)

Topic 1: Schools

- The secondary school could be on the northern edge of the site.
- You don't want it to be too far to the edge because you increase the journeys to the site. There are plenty of existing primary schools. Perhaps the primary school should be close to the edge of the airport.
- The usual thinking would be that the primary school should be next to the centre of the village. The logical thinking is that it serves the development, so it makes sense to have it in the centre for child-friendly ease of access.
- On the other hand, then you need a development road so that you can have deliveries to the school and access for teachers. Not ideal. The access point will clog the area, but we don't want to use the existing infrastructure.
- The infrastructure used would be new.

Topic 2: Village centre

- How can we make it so that the new village centre doesn't compete with the current village centre?
- Adequate shops and parking amenities would take help to take pressure off the High Street.
- However, you don't want too many shops.
- Can we have an extra road to Sainsbury's, additional to Coldham's Lane, along the edge of the site?
- Community facilities are important. The community centre at Cherry Hinton is great. It is managed by volunteers. There could be capacity for the current management to oversee facilities in the new development, but this would need to be considered after the development is put in. An additional meeting area would be needed.
- Pubs have closed. Some people do like living near pubs. A pub at the bottom level of flats could be popular.
- So to summarise. We agree that a centrally located primary would be ideal and that pub facilities would be advantageous.

Topic 3: What can the development bring to Cherry Hinton

- A key feature of Cherry Hinton is the Hall grounds. There is a lot of open space.
- What about pharmacies and GPs?
- There are two chemists, one on the High Street and one on Love Lane. There are also charity shops and a baker's. There are two GP surgeries in the village. One is on Fisher's Lane and one is on the High Street.
- So we don't want to take away from the existing facilities viability.
- The village library is well used. We want it to stay open and be supported.
- There are no allotments at the northern/eastern end of the village. These are missing. An addition would help to give distance between the new development and the existing village, for instance they could be next to Marsh Lane.

Landscape and environment

Topic 1: Buffer zone

- Can you use the spoils to create a buffer zone between the airport and the development, like a bund?
- A boundary of trees would be very nice.
- It's important to know that vegetation could be a problem with the airport, as it would have to be run past the airport safeguarding team. The airport has an obligation to safeguard air passage.
- There is a footpath along the edge of Teversham Drift. Keep pedestrian access to the footpath.
- It's actually a nice view over the airport.
- Two other members agree.
- There will have to be a perimeter along the airport boundary.
- But it would be nice to be natural grass.
- If you block the view over the airport, it'll be a walled boundary. We don't want a brick wall. Actually, the vista over the airport is fine.

Topic 2: Historic treeline

- It would be very nice to have a treeline through the centre of the site, where there was formerly a treeline.

Topic 3: Open space

- What about multifunctional open spaces?
- Spaces like that help to get kids outside. Feature designing those spaces so that they don't impact noisily on nearby residents.
- Where would the secondary school playing fields go? They will be floodlit. You wouldn't necessarily want floodlights in this area, because it is a suburban/village site.
- Floodlights aren't a big issue, as there is a lot of existing light from the airport.
- There needs to be a connection from the development to the Anderson Group country park – via footpath/cycle path. Although the park will only happen if they can build houses.
- So to summarise, we agree that a green edge would be good. Mixed use spaces could be helpful. Bringing historic hedgerows and treelines and building on those existing features.
- On the southern edge, we need to keep that divide between the development and the existing village. We want a pedestrian and cycle access connection but not a route for cars.

Placemaking and character

Topic 1: Housing

- If people feel that the development could help them they'll be happier with it.
- The councillors should ask that a certain percentage of houses should be allocated to local residents. There are questions over the definition of affordable. A percentage of that should be allocated to local residents.

Topic 2: Features of Cherry Hinton

- People like that it's a village. Although now, it has a sprawled effect. For local people, the boundaries between what area is in South Cambs and what is in the city council, parish and ward boundaries, are not nitpicking (strong sense of locational community). For instance, there are 800 new homes allocated for Cherry Hinton, but 400 allocated for South Cambs. This is important to local people.
- Local people accept that Cambridge has a big housing problem.
- Two others agree.
- There isn't a particular type of house in Cherry Hinton that's distinctive to the village.

- So we have this question of how to keep it as a distinctive part of Cherry Hinton – how to avoid making a copy but not alien to the village either.
- People need a sense of ownership.
- There are some common traits to Cherry Hinton. Most homes are 1 or 2 storeys. There aren't many bungalows. Most of it is estate type development

Topic 3: Building height
- The housing stock needs to include smaller homes like bungalows.
- Make sure that the high rise is away from the existing village edge.
- We don't want too many tall buildings.
- The highest should be around 4 storeys.
- Buildings should be single/2 storeys max. It's not an urban site.
- Where could apartments go?
- Lower homes could be on the ridge. Higher homes could be in the dip, around the Centre, near the bottom of the development.
- To fit the new schools in, they will have to build up.
- As we go through the process, we would try to identify the high density zones.
- If you increase the density, you get more cars. Car parking will take away the character.

Topic 4: Access
- The street and footpath network needs to be more accessible and helpful to cyclists and pedestrians to encourage people to use those routes. You want to be preventing direct routes that cars will use as shortcuts and ratruns.
- Better bus transport would be ideal but I recognize that is out of our control.
- A short route that goes directly into the ARM site from the bypass would be good because it would help to bypass the High Street.

General comments

We need housing for young people. There is not enough healthcare provision generally, nor buses.
No consensus over the location of the spine road or how it could be accessed – whether it could be accessible to residents only, how that would be enforced.
Consensus that higher density buildings should be near the centre.
Consensus that the primary school should be near the centre.
Agreement over the indication on maps that the centre could be in the middle/towards the southern end of the development

c. Workshop 1 - Record of Group B

Movement and transport

Topic 1: Spine Road
- What is this road's quality and character? Will it be a through road? May allow other parts of Cherry Hinton to become less divided.
- The context of the road is very important

Topic 2: Connections
- Good cycling routes will reduce the traffic impact on Coldham's Lane
- Removing congestion at Timms Bridge has been a hobby horse of mine for many years now

– it is a pinch point as the bridge is too narrow for pathways and no room for a cycle path • Coldham's Lane is a definite constraint on the site. The queues in the morning are ridiculous! Coldham's Lane needs to be dealt with first and then you can handle the extra traffic • The answer to this problem is buses. The constraint here is the bridge next to Sainsbury's. • The airport constrains development too. But you could get a cycle path around the runway • You need two accesses but how do you do it?
Topic 3: School traffic • Connecting the site to schools is important too. Just as many children from Abbey travel to Coleridge as Cherry Hinton children
Topic 4: Cycling routes • It's important to get the routes in early to that people form the correct habits
Topic 5: Key destinations • Cambridge city centre • Teversham • Retail parks • New station at Chesterton

Social infrastructure (shops, employment, community facilities, schooling

Topic 1: Putting facilities in early
• If you get these things in first then people start forming good habits

Topic 2: What works well in area already
• Teversham lacks facilities but Fulbourn works well.
• Teversham doesn't have a shop but anything like Fulbourn would work well for us. They have a co-op, a library, a pub, a grocer, drop in nursery but no café. The facilities are all clustered in the heart of the village
• In Cherry Hinton there is a Tesco, library, charity shops but no café.

Topic 3: Location of village centre
• Passing trade is overrated by small business owners so having it near Teversham Drift would be less useful than having all commercial buildings located in a village centre
• Locating the facilities in the centre is more sustainable than locating them on the edge of the site

Topic 4: Healthcare
• People go to salt Fulbourn to use doctors but it's difficult because the buses do not stop very often
• What impacts will 1200 new homes have on these facilities?

Topic 5: Schools
• There are four primary schools within walking distance of the site
• The schools are all full. 1200 homes means you need new capacity. The key is the timing - you need to open at the correct time and have some flexibility
• Where concerns about the two nearest schools being full
• Some go to private schools to just drive down to Coldham's Lane into the centre of Cambridge
• I am a governor at Fen Ditton Primary School and we're concerned that we will take all our children away
• The academisation of schools is a big issue for us

Topic 6: Location of schools
• At Teversham Parish Council are interested in taking space in the new school in the development
• He has to have the primary school in the Middle with all the other facilities located nearby that way people can drop off and use them all
• The primary school is part of the sensor but a secondary school is less dependent on the centre 50% of a secondary school is playing field
• You have to decide whether it's going to be like Coleridge where the field has a relationship with the school or not - that's a core issue, what is the best model of locating school?
• The site is defined - you can't control what is outside of the red line

Landscape and environment

Topic 1: Country Park
• Could there be an informal access to a public open space to the north of the site
• People in Cherry Hinton don't feel like they are in the city. Is a difficult sell to those types of people
• We are trying to create a setting and gateway to the city
• You had that in Trumpington. People feel like they've been subsumed into Cambridge

Topic 2: Name
- Is it Cherry Hinton or another name? The problem we had in Trumpington was that people didn't like the name Clare Farm

Topic 3: Romsey Lakes
- Will there be accessed to Romsey Lakes from this site?
- The Lakes will always be there they won't be going anywhere

Topic 4: Play and Recreation
- There is a skatepark in Teversham connecting this to the existing villages is really important
- Cherry Hinton rec has lots of improved facilities including a play park and a skatepark
- Abbey pool is no distance away by bike

Topic 5: The edge
- The edge is with Cherry Hinton and it needs to be linked - you don't want to put up a trump style wall

Topic 6: Allotments
- Do not confuse allotments with other desirable provisions such as community Gardens
- Allotments should be close to houses not stuck in a country park

Placemaking and character

Topic 1: Housing
- There are a complete mixture of buildings in Cherry Hinton
- We don't want the whole site to be completely uniform we need a mixture of styles
- Sometimes when you are in Cherry Hinton of don't really know where you are

Topic 2: Examples of what works well in Cambridge
- In parts of Great Kneighton we have tenure blind development which is really quite impressive

Topic 3: Building height
- We are constrained by the airport
- You need density in the development for those people who need accessibility
- Flats above shops are ok
- You could have high densities along the spine Road

Topic 4: Phasing
- You can't put in all the shops on day 1
- It's going to take years
- Buildings need to adapt over time
- Teversham parish council will take space immediately

Topic 5: Churches
- You'll need to provide for a community we work with people regardless of the type of people they are
- When we were doing when we had an early conversation is hard for developers to sign up because you need to include every type of faith
- I've got a friend working in Trumpington and they are having a lot of success with building community there

General comments

The relationship with the surrounding areas is key. In Trumpington it's easy to get the relationship right it's just a field but here you're right next to Cherry Hinton
How you deal with the community is key. People connections in the end will make that community happen
How the community works and safeguards the areas around the site is important
There needs to be connectivity with the Lakes and Abbey pool how are you pulling that together is the challenge
How will planning deliver these in a planning application
What is the heart of the development? Is there a through-route or is it a place of people drive past
You need to get the plans for cycling and walking into the development at an early stage. Developers often promise it off and comes too late for people to have a travel choice
The setting is interesting - do you want people to see it or not

d. Workshop 1 – Record of Group C

Movement and transport

Topic 1: Important connections
- Cycling footpath into the City?
- Cherry Hinton was a village and it's been absorbed.
- One fault from the presentation is that there is only one access point to the site.
- Explained the road proposals
- Cycle path lighting is important if people are to feel safe and use it.
- Park and Ride buses need to be free again otherwise it is taking away an opportunity
- Opportunity for better cycling links into the City from Teversham through the site.
- There is provision for public transport access to the site.

Topic 2: Spine road
- Can the link road be a cut through with traffic calming measures to put people off using it as a 'rat run'?
- No, people will still use it as that despite the traffic calming measures.
- What about introducing one way systems? Cherry Hinton Road should be.
- No, if that system is implemented, it means that the whole development will become very traffic focussed then.
- It is important to manage the peaks and troughs of traffic like on the A14 at the key junctions around the site.
- Haversage Road would be a good place for a cycling link to be installed.
- Could a future railway station be introduced to the area?
- There needs to be an improved link to Coldham's Lane.
- Can the Park and Ride site be moved nearer to the site?
- Yes, they are currently looking at moving the Newmarket Road site to South-East of the development.
- Consensus that a through road would become a bypass.
- The spine road is for residents only
- The nearby level crossing stops the traffic flow, especially in the peak hours.
- There will be approximately 0.4 car journeys per home.

Topic 3: School traffic
- How will people get to the site?

Topic 4: Cycling
- According to the last census, Cherry Hinton has the lowest cycling for a ward in the City. This needs to be improved.
- Teversham Parish Council have introduced cycle racks next to bus stops which has worked really well. This should be implemented on the new site in order to encourage the use of public transport.

Social infrastructure (shops, employment, community facilities, schooling)

Topic 1: High street/local centre
- Pharmacy provision is crucial
- There are several GP surgeries in the area who will need to be consulted – does it require another one?
- Pub?
- Independent local shops; butcher, baker etc.

Topic 2: Sports facilities
- Can the community centre share sports facilities with one of the schools?

Topic 3: Schools
- Has there been a consultation with the existing primary schools about the site?
- Teversham Primary School is currently undersubscribed, as is Fen Ditton and presumably

> the new school on the Wing development.
> - There is a need for a secondary school but worried about Teversham Primary School where there is room for expansion.
> - By having the site of the secondary school on the eastern edge, it reduces traffic into the site itself.
> - But, we want to encourage walking/cycling which it won't do if it is in that location.

Landscape and environment

Topic 1: Buffer zones/edges
- Who will be in charge of cutting the trees/hedges?
- The trees that will be planted will be low maintenance but this will be looked at in more detail at a later stage as to whether it is the local Council or a Management Company.
- There needs to be a visual separation on the approach to the curved side of the site
- Where is the fringe of the site? Cherry Hinton used to have a fringe but not anymore. In 100 years, the fringe of the City will have moved further out again.
- Should be used to reduce the level of noise
- You could design the layout so that you see the Church spire in Teversham so it may also be nice to keep a view from Cherry Hinton maybe?
- Could there be a mini park?
- Allotments will be important, especially if there are plans for flats on the site.
- This is a great opportunity for vistas including the view over the airport.
- Could the Community Centre overlook the airfield?

Placemaking and character

Topic 1: Affordable housing
- Will there be affordable homes on the site?
- It would be good if accommodation was provided for key workers. Cherry Hinton schools are struggling to find homes for their staff.

Topic 2: Place names
- Take cues for street names from existing local identities.

Topic 3: Identity
- Mass housebuilding doesn't help create identity. On the continent, it would be a case of buying a piece of land and build your own home in order to create a unique identity in terms of the house itself as well as the local area.

e. Workshop 1 – Record of Group 1(afternoon)

Movement and transport

Topic 1: Spine Road
- We need a spine road around the development. The two access points are good. However, Church End and Marsh Lane are both currently ratruns. Need not to be used as access points to the development. Using these will make residents unhappy.
- The spine road should go around the outside.
- The policy expectation is that there will be a spine road. Currently the County Council have a position that the road can't be for everyone.
- Regarding the suggested route past Railway St. You can cycle on to Coldham's Lane. However, diversions could be ignored by drivers. You would need a (road) crossing to Church End.
- Possible suggestions for the spine road route were sketched out onto tracing paper over a map of the village.
- There was a strong consensus that trying to move the vehicles away from the development is key and that cycle and pedestrian passage should be encouraged.
- Can we have a one-way spine road into the High Street?
- Buses wouldn't be able to use that. If the spine road wasn't a through route, it could stop part way to the development. If you have free access at both ends you will have a ratrun.

Topic 2: Connections to the hub of the development
- The community centre and primary school should be in the centre of the development

Topic 3: Cycle routes
- Cycle way through the hub would be helpful. If the cycle and pedestrian routes meet into the hub but the spine road doesn't that would be pleasant for the centre atmosphere. There could be a parallel cycle route through the Green Way, parallel to the spine road. This would create a pleasant and direct cycle route. We should be keen to avoid the cycle route being used by cyclists.
- So there is a potential to make it more direct for cyclists and pedestrians than vehicles.

Topic 4: Cycle route design
- The route through wouldn't be a monotype – it'd be changing as you go through.

Housing (type and design)

Topic 1: Green edge
- So there is a consensus that we should have a green edge.
- Is there existing green infrastructure that we can preserve? For instance, the vista from Cherry Hinton. Could existing tree lines be kept? Keeping a gap between Airport Way and the development could be key so that you get a sense of coming into the development gradually.
- Allotments should go as part of the green buffer between the existing village and the development.

Topic 2: Density distribution
- There should be lower density on the eastern ridge.
- Higher density could be near the current garages and David Lloyd's leisure centre site.

Topic 3: Types of housing
- These need to be family houses. Not small flats that will lead to a transient population. Most of Cherry Hinton is 2 storey houses. There shouldn't be anything too blocky because that will be out of character. Apartments could be near the centre.

Topic 4: Community facilities
- There is a concern that a transient population, which would be the result of lots of flats, wouldn't create a community.
- There should be a pub.
- The pub could have flats above. You also need a multifunctional and flexible community space because the City Council can't afford to build a new centre.
- Would current community management of the Cherry Hinton centre do it?
- Possibly. Not sure.
- Green spaces are usually managed by the City. However, with funding constraints on councils there's a possibility that these could be community managed?

Phasing

Topic 1: Where could the build start?
- Beginning with the primary school seems key. The hub seems key to starting the community.
- Parking at and near schools is an issue.
- If you put the school in the centre – it will be within 5 or 10 minutes' walk of anywhere in the development, which will encourage people to walk/cycle.

Topic 2: School building
- Whom will be building the school and paying for that?
- There is an expectation that the development will need a primary school so it falls to the developers to pay for that.

Topic 3: Phasing consensus
- So to summarise, do we have a consensus that phasing priorities will be 1) the primary, 2) the development hub, 3) cycle connections. (Broad consensus) And that actually, are we thinking with that 6m height change, do you want to celebrate that height change and make it more interesting rather than have it flat? (some broad agreement)

Workshop 1 – Record of Group 2 (afternoon)

Housing (type and design)

Topic 1: Layout
- Garden in the middle of a square of houses, perhaps where the residents have a key to access it.
- Self-expression – how will residents express their identity in a shared space?
- Housing near the Church in Cherry Hinton had written in their deeds that they weren't allowed to put up fencing but they have. All rules for the new development need to be enforced.
- Great Kneighton is really bad with garden space. Get rid of personal gardens in favour of open space. Minimum of 2.9 acres will be required on the site.

Topic 2: Building heights and aspects
- Don't build too high so that shade covers open space
- 4 stories high is about right. Some properties would then be able to see King's College in the distance.

Topic 3: Environment
- Attenuation will lead the layout of the development.
- Swales can be nature areas?
- The landscape and nature will dictate the development.

Social infrastructure (shops, employment, community facilities, schooling)

Topic 1: High street/local centre
- Health centres – the NHS are moving towards providing larger health centres.
- WiFi connectivity will help people who work from home to come and spend time in the local area.
- Smaller retail units; butcher etc.
- Hotel? The Bell Language School means that there are plenty of short term students who need hotel rooms in the area. The hotels that are already there are regularly full.
- The primary school has to be near the centre so that parents/carers dropping children off will spend time in the area. The secondary school can be further away as students are old enough to walk. Plus they need larger playing fields.
- Don't want the whole area to be dormitories.
- A square where vents can be held.
- Cycle parking and hire.
- Put these near the public transport stops.

Landscape and environment

Topic 1: Spine road
- More than one primary route?
- Concerns about the noise from 747's taking off
- Will there be 2 roads into the development like at Great Kneighton?
- A perimeter route for businesses and a spine road for walking and cyclists plus one more for cars?
- It can't be a rat run, just for emergency access.

Topic 2: Cycling
- Essential that cycling lanes are pleasant otherwise they won't be used.
- Dedicated cycle lane through the middle otherwise there is a safety issue with feeder roads.

Placemaking and character

Topic 1: Density
• Put the majority of dense areas closest to the transport interchanges.
• Ask Cherry Hinton is they want the new site as an extension of their area or a separate new village.

Topic 2: Timings and phasing
- Start near the junction or Cherry Hinton?
- Location of secondary school is vital to phasing
- Cycle and walking routes need to be in on day 1
- County Council will forward fund the secondary school including £6 million from the Wing development so it is not a matter of waiting for homes to be built before a school will be established.
- By having several housebuilders on the scheme, it helps form an identity.

f.   Invitation letter to SPD Workshop 2

Sharon Brown

**snapdragon
consulting**

New Neighbourhoods Development Manager
Cambridge City Council
The Guildhall
Market Hill
Cambridge CB2 3QJ

Address

March 23, 2017

Dear Sir or Madam,

Re: Invitation to participate in second planning workshop in Cherry Hinton

As you know, we held an initial planning workshop on the site known as Land North of Cherry Hinton at St Andrews Church, Cherry Hinton, on March 9.

As part of the Local Plan 2014 process, this 44-hectare site north of Cherry Hinton has been identified by Cambridge City Council and South Cambridgeshire District Council (SCDC) as being suitable for new residential development and supporting the joint Cambridge City Council and South Cambridgeshire District Council Local Plan.

I am pleased to invite you to another opportunity to get involved in the planning of this important site at a second event on Friday, April 7. The workshop will again be at St Andrew's Church.

This follow up event will build on the findings of the first workshop and will invite attendees to provide detailed comments on a Draft Framework for the site. There will also be a presentation by Cambridgeshire County Council on transport policy for the site.

I invite you to again join planning officers, local councillors, community groups, parish councils and other local and city-wide groups, to help us move further towards the formal drafting of a Supplementary Planning Document.

Your key conclusions from the first workshop were:

- **A Spine Road** – emerged as a key issue and there was a strong desire to avoid rat-running
- **Cycling** – there was a consensus that cycle routes could play an important role in minimising traffic through the development
- **Primary school** – consensus that it should be in the local centre
- **Secondary school** – should be placed carefully in relation to transport routes, possibly on the edge of the development
- **Allotments** – broad consensus that these should be part of a 'buffer zone' between the development and the village
- **Key ingredients of a local centre are**: a pub, shop, green grocer, library, pharmacy, café, charity shops, community space, health centre, faith space, hotel and meeting rooms

- **Character** – agreement that a mix of build styles are found in Cherry Hinton and these should be emulated in any new development

We look forward to you joining us again – or for the first time – to contribute to the evolving masterplan for the site.

Event details:

- **Venue**: St Andrews Church Centre, High Street, Cherry Hinton, Cambridge, CB1 3JR
- **Date**: Friday, April 7th 2017
- **Time:** 9.30am-1pm (lunch provided)

I would be grateful if you could respond by email or telephone to community consultation consultants, Snapdragon Consulting, the company facilitating the event behalf of the City Council and SCDC. Please confirm your attendance to Isobel Morris at isobel@snapdragonconsulting.co.uk or 01223 803 884.

If you are part of a group, please feel free to send more than one representative but do let Isobel know the names of those attending.

Yours sincerely

Sharon Brown

New Neighbourhoods Development Manager
Cambridge City Council

g. Workshop 2 – Record of Group 1

Movement and transport

Topic 1: Cycle and pedestrian linkages
- From a cyclists and pedestrians point of view the most direct route would be east – west. Catchment area for proposed schools – kids are cycling to Abbey and need a safe route to school.
- Depends how good the schools are whether they'll get kids from elsewhere.
- Nationally, people are looking at the school run.

Topic 2: Public transport
- You'd have a faster bus route.
- People don't want to walk to bus stops – they like them to be nearby. So those bus stops need to be easy for them to get to.
- These are just some suggestions
- You need to build more flexibility into the spine road then.
- We should be encouraging people to use the bus. What would be the ideal bus route? That needs to go in at the start.
- We should use any opportunity to speed up the buses.
- Which bus would it be?

Topic 3: Addressing the spine road
- The Local Plan states that vehicle access should be from Coldham's Lane and via Airport Way. The County Council area saying 'hmmm' and that they're not sure. But we don't want a through route – that won't be best for the people who live here now or the new people.
- The route should be there to serve people who live in the community. It's not there to make it easy for outsiders.
- The pedestrian access routes are broadly on the right track.
- The routes into the surrounding areas need to be as porous as possible.
- It would be great to have trees lining these routes.

Landscape and environment

Topic 1: Framework
- The hedgeway along Marsh Lane. Is that going? It should be kept.

Topic 2: Play and recreation
- We need to consider the security of the school. Would they really want teenagers hanging around at the end of the day?
- So surveillance would be key in these places.
- There has to be stuff for the kids. The rec is well used. It'd be good to recreate that.
- Take advantage of the space provided at the schools – that frees up space to be used for other things.
- So we need to getting the right balance in understanding the area.
- But if you build those houses and the main rec is down the village (that's problematic).
- The primary school can be a hub.
- The housing needs to be well served by green play areas – but other facilities could be in the schools. From what I'm hearing, we want to keep these green play areas.
- When is the school to be built?
- Just to clarify – will the school have its own ground?
- The playing fields will be in the green belt.
- But you've got Airport Way there. Having a school next to lots of traffic isn't a good thing.
- But you've got that at Queen Edith's. Just put lots of trees in.

Topic 3: The tree belt
- Put quickly maturing trees in now.
- The thing is, they have to be trees that don't attract many birds.

- It's the economic…..(Sic)
- My concern is – how do we make sure that we have nice green spaces and stop people from parking on green verges and we should be thinking about that now/
- Communal car parks would be great.
- Underground parking could keep cars out of site.
- If people can park outside their houses, they will.

Social infrastructure (shops, employment, community facilities, schooling)

Topic 1: Key ingredients of a sustainable neighbourhood
- If you're looking – there could be demand for a dental surgery and pharmacy at the centre. A dentist could be very good.
- There has been talk of expansion at East Barnwell surgery.

Topic 2: Community space
- Café's are very popular
- You have to have a lot of footfall for cafés.
- We'll be trying to make sure that this space gets as much footfall as possible.
- What about a pub-restaurant – it's a big feature in most villages.
- I don't think a pub should be the heart of a village.
- I'm not saying that, but I'm saying there should be one in there. The Robin Hood is usually packed now. You could have one with housing on top.
- I agree. You also need to go out and speak to teenagers and find out what they want.
- Could the current community space in Cherry Hinton serve this development?
- We're working on getting that community space expanded – but that's 10 years down the line.
- So many parents drop their kids off by car. If the primary is in the centre, will there be enough space for traffic flow?
- The majority of them are on their bike.
- Not many of them are using their bikes in Cherry Hinton – they are going by car to the primaries.
- One thing, wider pavements are more welcoming. (General agreement).
- Some public art would be great.

Character

Topic 1: Airport edge
- The airport edge gives a potential for something.
- It could be a viewing area.

Topic 2: Housing
- We could think about different demographics – eg. Bungalows for older people.
- So what you're saying is, we need a mix.
- All that is being built at the moment is 3 storeys.
- You need a range.
- A range of property types for a mixed community. You need everything from 1 bed flats up.
- You're not thinking student accommodation blocks??
- No, no, not here.
- There is a strong need for children's nurseries. Where you have young ones you can put older ones.
- They move up from nursery to primary. So it's good to have them together.
- Are there any developments you think work well? Are there any to look at?
- The lego look at Trumpington is awful.

- The new Cambridge vernacular is everywhere. Flat roofs etc, are getting old.
- You want it to be a bit softer than something like Nine Wells in Trumpington, because it's not urban.
- Whatever you do here, it's going to be different. We've got a mix already. So long as you don't bring a prison or anything….
- There's an opportunity to enhance the buildings.
- At a next stage, if we have input, it would be good to look at styles of housing that are possible, that won't be like Trumpington.
- We need to look at how to create a sense of community – is there a sense of safeness as you're walking around these places at night.
- Could we do a design competition for the housing?
- Do you have 1 developer, 1 architect? Or more, for difference.
- You don't want too many, that'll give a piecemeal effect. But a few is ok.
- Renewable energy and sustainability should be printing.
- Being adjacent to the airport, the glare from solar panels could bother places.
- There is an opportunity to aspire to a beacon of quality.
- Marshalls are going to be looking at it. They'll want it to be good.

Topic 3: Character
- Your secondary school needs to be a landmark building as it's one of the key visual elements coming in from the east. It feels as though the western edge is almost tertiary. Because of the industrial area there, you might want to put your high density on that side.
- You might want to put it in the area where there's already 3 storeys.
- Stitching in the existing to the new.
- What about the allotments?
- I think the proposed location for the allotments is good.
- Allotments need to be a bit hidden.
- They could be there.
- This edge with the runway – do we want to keep the houses there low, or high to act as a barrier? Or low to give those further back a view.
- You could achieve a good view across the runway through a linear path but also use the buildings to manage noise etc.
- Some bits can only be 3 storey.
- When we look at it is, it's difficult to work out.
- Potentially towards the edges we could be scaling it down towards the existing developments.

Conclusions

Topic 1: Movement and transport
- So we're in agreement that 1.) routes should be convenient, direct and permeable. 2.) Most of the connection points are nailed. 3.) There should be a segregation of pedestrian routes and secure parking. 4.) There should be cycling provision and improvements to Coldham's Lane.
- At the eastern edge – near Coldham's Lane – we need to connect the cycle lane existing to the park – to break through the existing edge.
- Access routes should be ever 50 metres.
- If you do that, what more does it achieve.
- (Consensus) The connections between the site and Cherry Hinton should be as porous as possible.
- (Consensus) We're agreed that we've got to be encouraging buses to go through the site.

- We will have a problem with traffic due to Andersons as well.
- (Consensus) 20 mph speed limit is best.
- That fits with city-wide policy.
- We have concerns about a new route. It can cause more problems in the long term.
- But on a scale like this….
- But Newmarket Road is struggling. If you create a new route, these routes get trips.
- But it's on a smaller scale. This is fairly residential.
- We've certainly got an opportunity to fix these problems.
- We're considering the people who already live here. That road needs to go around because it's better for them.
- A round spine road stops rat running.
- There's a clear preference for 2/4 options. One person - you've made your views very clear.

Topic 2: Landscape and open spaces
- So there is general support for the linear path. We agree that we should reinforce tree lines. The play spaces should be in appropriate spaces.

Workshop 2 – Record of Group 2

Movement and transport

Topic 1: Movement
• Cycling is crucial • Coldhams Lane is important route to Sainsbury's • Tins is only a good route for access to the town • Could the City Deal help with funding on this scheme? • Slightly moving Coldhams Lane for improved cycle lane is vital for this scheme • Improvements can also be made to Norman Way/ Rosemary Lane • Improve cycling facilities along Airport Way • Must make whatever happens work for the existing local residents
Topic 2: Spine road
• March Lane is a sensible location • Should help local residents, not hinder their existing journeys • Connections with Cherry Hinton are crucial • If the spine road is perfect, the problem just moves! • Could close the other roads to through traffic and the spine road becomes the main road. (Cherry Hinton High Street) • Need a dedicated cycle route, not just a thin gap at the side of the road • Connection with Teversham? • Road crossing facilities will be provided • Number 17 bus route needed • Every 15 minutes rather than the current twice daily service
Topic 3: Bus route
• Direct bus route is needed • Stagecoach are already pulling services • When the number 3 bus was taken away, it was devastating for older people • Coldhams Lane too narrow for a bus lane? • Yes

Social infrastructure (shops, employment, community facilities, schooling)

General comments:
• A faith space should be provided. This space can then be used as a place to gather as well as providing community space • The gym in Cherry Hinton is expensive and other areas are needed for hire by groups • Mill Road Surgery would be interested in taking space on the new development for a new larger GP/health centre. At this stage, she doesn't know if a pharmacy would be provided as well • A greengrocer shop would be good. All – small independent shops of this ilk • Schools need to be close to the centre. Cllr Dryden has spoken to teachers in the area about this • If two schools are in close proximity, they could end up taking children away from existing schools in the area • Fundamentally, the primary school on the new scheme will serve the development so being in the middle makes sense • Who provides the school? • The County Council will • Crucial who runs the school – individual rather than a chain etc.

Landscape and environment

General comments:

- Cricket pitch?
- Would the secondary school have a cricket pitch which could be used by the community?
- Looking into school sports facilities being open to the public out of school hours
- Over usage of fields is important to understand and develop in the planning stages
- This is dog walking territory
- The hedge makes it difficult to use the land so a linear path is the current thinking
- The "criss-cross" landscaping shown in the introductory slideshow won't be used by cyclists who will instead use the roads as they will be more direct
- Will there be a noise issue from the airport?
- The buildings along the airport front should help with this
- The civic area should be more towards the south east
- The location is in relation to the schools
- What are the green squares?
- They would be open spaces
- Will there be allotments?
- If the allotments are put together, a community garden could also be included
- If the allotments are a larger site, it means that disabled spaces, toilets and a heated building could also be provided

Housing (type and design)

General comments:

- Pub!
- The Swifts is a good style of development and also good for birds (!)
- High density is better
- Crazy that Passivhaus' aren't being built.
- Agreed
- Mixed diversity? No real reaction to this
- When talking about views, presumably this includes the height of buildings
- Mixed diversity – no real reaction from the group
- When talking about views, presumably this includes the height of buildings
- Taller at the bottom of ridge and 2 ½ storey homes further away from the airport
- Hill developments in Cambridge have flat roofs. Is that something you would like to see or a more traditional village style?
- Village
- Arcadia is a good development layout.
- It won an award.
- They had a lot of trees on site already which has helped them
- Will there be self-builds on site? They add character to an area
- Style of the town centre?
- At the first exhibition, there was talk of open space for markets etc.
- This should be pedestrian only
- The centre is always the last thing to be built as shown at Clay Farm. Public transport is always left to the end to be connected up