

North East Cambridge

Design Workshop 2: Working Towards Sub-Area Frameworks

Event Record

11th June 2019



GREATER CAMBRIDGE
SHARED PLANNING



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This document has been prepared by the Urban Design Team as part of the Greater Cambridge Shared Planning service, in collaboration with independent planning & urbanism consultant, Biljana Savic and provides a summary of the 'NEC Design Workshop 2: Working Towards Sub-Area Frameworks' event held at Homerton College on the 11th June 2019. It summarises the main findings of the event and will inform the Consultation Statement which is required to support the Area Action Plan. A full copy of the presentations can be found at Appendices of this document.



1.0 Introduction

On the 11th June 2019 the event 'North East Cambridge (NEC) Design Workshop 2: Working Towards Sub-Area Frameworks' took place at Homerton College in Cambridge. The event was organised by Greater Cambridge Shared Planning Service (GCSP) on behalf of Cambridge City Council and South Cambridgeshire District Council. The Workshop programme was developed by Biljana Savic, independent planning & urbanism consultant, who also chaired the event. (A copy of the agenda can be found at Appendix B).

This was the second in a series of NEC Design Workshops, which have been set up by GCSP to bring together the key landowners and developers active in the area with local planning and transport authorities, to help inform the Area Action Plan (AAP) that is being prepared for this new city district.

In February 2019, the Councils published an Issues and Options document for public consultation, which sought the views of key stakeholders and the wider public on their aspirations for the AAP site. Since the close of the consultation, the GCSPS team has been in regular dialogue with the key NEC development teams and has agreed to run a number of Design Workshops with them as part of the AAP preparation process.

The aim of this second Workshop was to:

- review the spatial frameworks for sub-areas of the AAP site, which have been prepared by individual development teams
- test these against the AAP-wide draft spatial framework developed during Workshop 1
- gather further feedback from the attending development teams on the emerging AAP spatial framework.

As with the Workshop 1, this event was attended by six main landowners/developers accompanied by their urban design and planning teams, including:

- Anglian Water and Cambridge City Council ('Core Site', including Nuffield Road Industrial Estate), with URBED masterplanners, U+I and TOWN developers, Pell Frischmann transport engineers, Optimum as project manager and Carter Jonas for planning and development.
- The Crown Estate (Cambridge Business Park), with URBED masterplanners and Montagu Evans planning and development.
- St John's College (St John's Innovation Park), with Sheppard Robson masterplanners, Savills planning and development and WSP transport planners.
- Trinity College (Cambridge Science Park) with Perkins & Will masterplanners, Bidwells developer, Sphere25 Planning consultant and Vectos transport planning.
- Trinity Hall and Dencora (Trinity Hall Farm Industrial Estate) with CMP Architects, Savills and Montagu Evans in planning.
- Brookgate (Chesterton Sidings and land around Cambridge North Station) with Perkins & Will masterplanners, Mott MacDonald civil engineer and Bidwells developer.

The Councils were represented by urban design and planning policy officers from the GCSP and their colleagues from Cambridgeshire County Council, the local highways authority.



2.0 Setting the Scene

Biljana Savic introduced the event and presented an overview of Workshop 1 covering development teams' aspirations, outputs from group exercises 1 and 2, and the resulting amalgamated plan that served as a starting point for the AAP wide spatial framework. She went on to set out the agenda and rules of engagement for the day. (Full presentation slides can be found at Appendix A).

3.0 Design Review of Development Teams' Proposals

Each development team gave a 10 minute presentation on their inset spatial framework for their site (including at least a 50m buffer around it) which they were asked to prepare at the end of Workshop 1 in response to the amalgamated plan and the ideas and broad strategies developed during Workshop 1. As part of their homework the teams were asked to cover as a minimum the following:

- proposed urban structure (movement routes and urban blocks)
- character areas and edge conditions
- land use mix
- green/blue infrastructure strategy
- deliverability (timescales, phasing).

The teams presented their homework to a panel of industry professionals, many of whom with extensive knowledge of the NEC site and the wider Cambridge context. The panel included:

- Biljana Savic, Independent Planning & Urbanism Consultant, Director at The Academy of Urbanism
- Kirk Archibald, Director at Think Three, member on the Cambridgeshire Quality Panel
- Martin Stockley, HS2 Design Panel Deputy Chair, Highways England
- Matthew Paterson, NEC Project Lead, Greater Cambridge Shared Planning
- Peter Studdert, Independent Advisor on City Planning and Design, Peter Studdert Planning
- Ryan Mills, Landscape Consultant, Place Services
- Sarah Chubb, Principal Urban Designer, Greater Cambridge Shared Planning

Each presentation was followed by a panel feedback, as summarised in the following section.

3.1 St Johns Innovation Park

Key Aspects of The Proposal

- An employment focused area, designed as part of the wider 'Innovation Arc' - Arbury to The Cam
- Organised around a "green heart"
- Increased development density in line with the area's improved connectivity and more urban character
- Retaining the number of car parking spaces
- Aspiration to be more outward facing and supporting street-based urbanism, particularly along Cowley Road.



Fig. 1, Extract from the presentation given for St Johns Innovation Park. A copy of the presentation can be found at Appendix C.

Panel Feedback

- Panel commented that there were some really good ideas but these could be pushed further.
- Positive to see the proposed framework incorporating the “green loop” idea developed in Workshop 1, including the pedestrian / cycling underpass under Milton Road. However more active frontages around the underpass required to make it safer and more attractive. Consider whether the proposed green loop will form part of the SUDs network - this will need to be looked at future workshops.
- Welcome the proposal to retain the existing number of parking spaces and to introduce stacked parking.
- Positive attempts to design buildings so that they are more outwards facing.
- The strategic links are underplayed. Within the wider area’s movement network/ from the placemaking perspective Cowley Road is the most important street for this site. Tighter Cowley Road frontage is recommended.
- Need to consider further the nature of links to Cambridge North station.
- More thought needed regarding the access road around the site – it should not feel as a service road but a proper street. Carefully design building frontages along this street to maximise entrances / active ground floor uses. Explore how this secondary route links with the green loop.
- The hierarchy of entrances / backs and fronts of buildings around the central green space seem a little confused. Suggest designing the central green space as a private space for the people working on site; as a “wild” and “eco” space with focus on biodiversity, leisure uses.
- There are significant level differences on the site that need to be understood better and reflected in the design.
- What is the future role of Milton Road and its relationship with this site? Particularly how does the site address the important gateway to Cambridge along Milton Road, coming from the north – there is an opportunity for a landmark building in the northeast corner of the site to mark this entrance.
- There is still an issue with the urban structure of the site – consider its figure ground plan, it might help in making the site’s built fabric tighter, more urban.
- Further work on the structure of urban blocks and the land use mix is required.

3.2 Cambridge Science Park

Key Aspects of The Proposal

- Still at an early stage, with no drawings to show to the panel other than a high level sketch.
- Provided an overview of the Park's history since the early 1970s, with a firm focus on science and innovation.
- The Park's position is different from other landowners', as they have a strong existing brand and single land use that they would like to build on.
- Presented their approach to masterplanning by using an example of a science park located in the US.

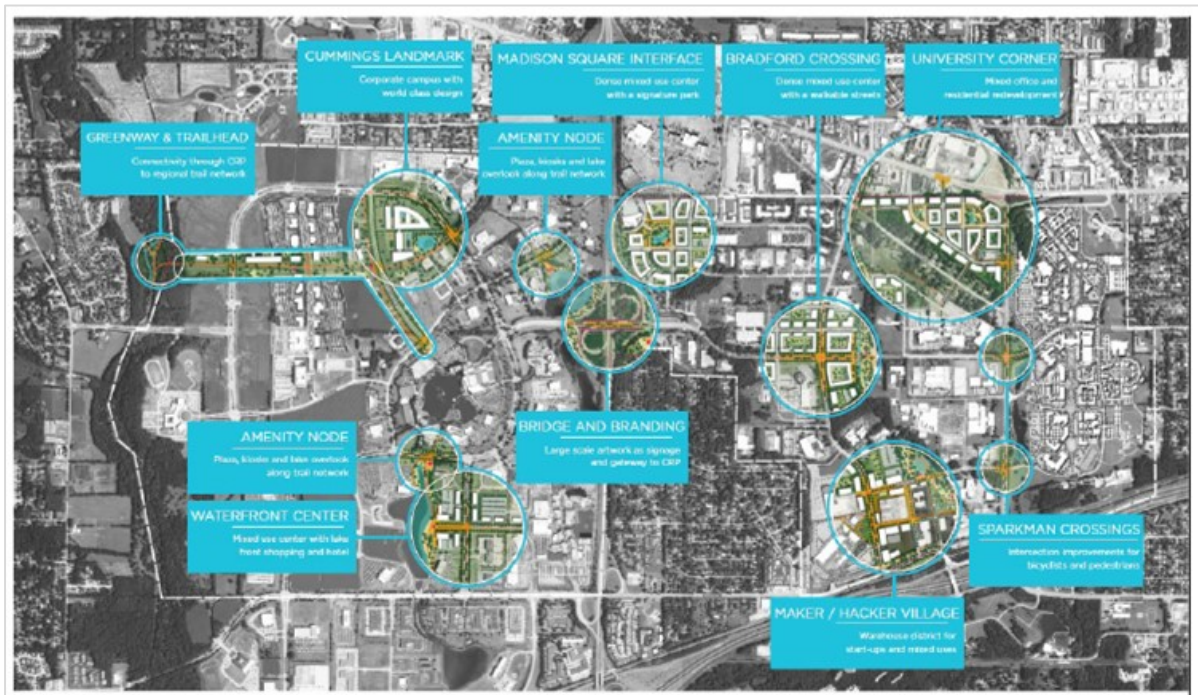


Fig. 2, Extract slide from the presentation given for the Cambridge Science Park. A copy of the presentation can be found at Appendix C.

Panel Feedback

- External perception of the site is that it is a very private/exclusive space, it can hardly be seen from the surrounding streets. It should be made more inviting and visible.
- The type of science park the current layout is based on is a dated American 1960's concept that has had its time. It is spatially fragmented, with individual, inwards looking developments surrounded by large surface car parks. It is not conducive to walking.
- This place feels tired and needs to be restructured and intensified. Where do people get their lunch? More should be done to cater for the thousands of people working on the site, focusing on their health and wellbeing.
- To be successful, Cambridge Science Park will need to develop and change over time depending on the needs of the science and the way the city around it is changing. The Councils' aspiration for a denser and more diverse neighbourhood, rather than a mono use science park is clear and should be the starting point for the proposals going forward. Need to be bold and flexible in approach.
- Cambridge has some very strong characteristics – don't need to look to Alabama for case studies. The city's tight urban grain is the key ingredient of Cambridge's character. Learn from and build on it.
- The question is what kind of strategy should be developed to gradually make this a more interesting, mixed use place. Perhaps the starting point should be to talk to people who use it - what does it feel like to live and work there? Economically the Park is important for the city, but so is people's quality of life (including both the people who will use the Park and the areas around it).
- Start with key strategic moves - linking the site to the district spine of Cowley Road and enhancing the centre of the site.
- So much more could be done with the green links across the site. Integrate all blue infrastructure.
- The site is currently dead after 5pm. Bringing more people in is critical. The aspiration should be to transform the site into a 24/7 vibrant place, with good links to the wider community and a new, active campus at its heart.
- Get rid of the gates and make the site welcoming. Create a new front door to this site, to engage with the city.
- Addressing the quantity of surface car parks on the site is key. 66% of people arrive by car. Working towards a more sustainable modal share should be the masterplanning team's focus – including importantly the links to Cambridge North station.
- The role of AV (autonomous vehicles) should be considered – as part of the wider network

3.3 The Core Site

Key Aspects of Proposal

- Presented a multi-layered, outline spatial framework for the site, including strategies for urban structure, movement networks, public transport, land use, green corridors/green space.
- Explored options for and included in the proposal various connections to the surrounding areas, such as the proposed Greenway from Waterbeach, link over railway, cycle route to the city centre and Milton Road crossings.
- Demonstrated in more detail the distribution of land uses and densities, block structure, green infrastructure, active frontages and local centres. Highlighted the potential for the local centre (“high street”) along Cowley Road, where the highest footfall is expected.
- Proposed parking provision to be concentrated in car barns at the edge of the site.

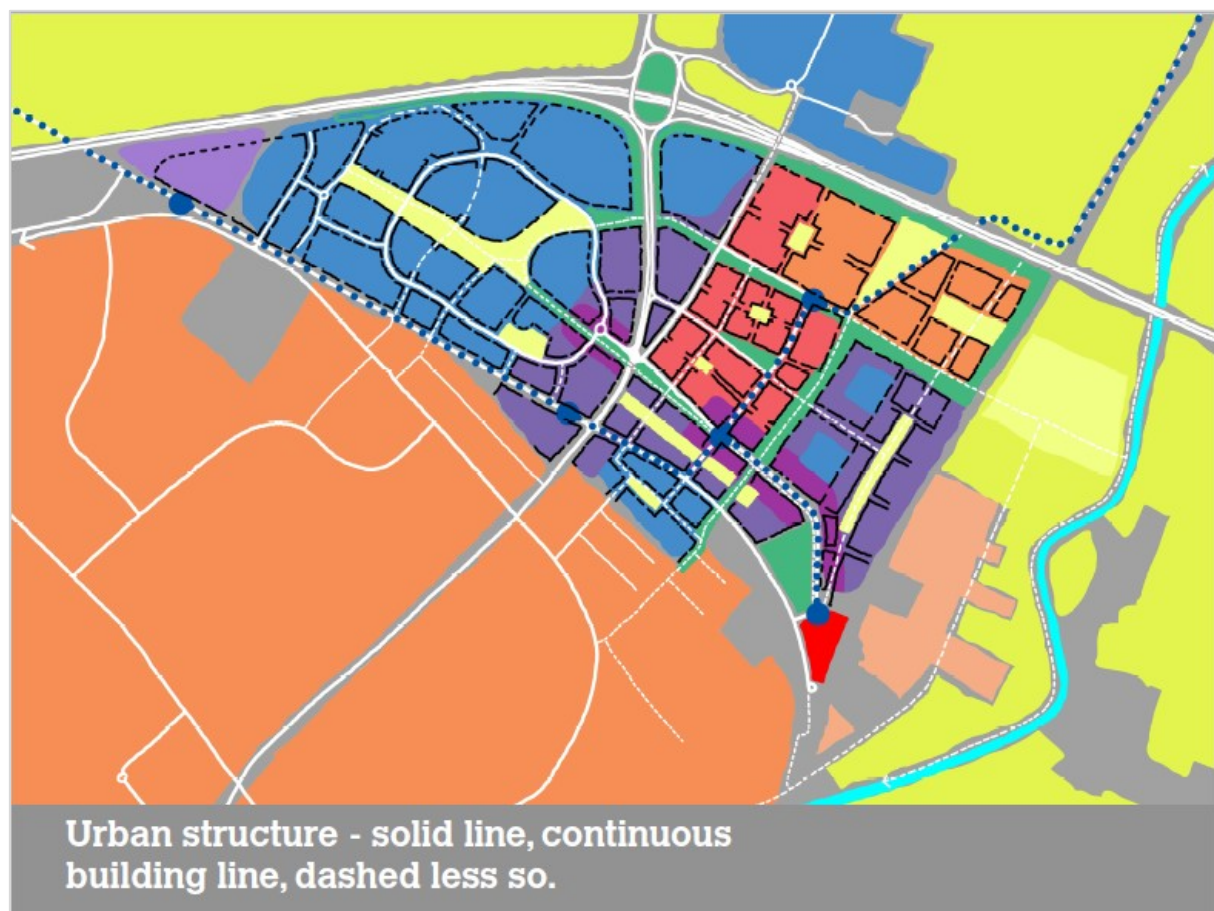


Fig. 3, Extract slide from the presentation given for the Core Site. A copy of the presentation can be found at Appendix C.

Panel Feedback

- Welcome the strategic thinking and the team's aspirations regarding density, green & blue infrastructure, scale, mixed used and aspiration for buzzy, "sticky" street spaces.
- Also, positive feedback on the proposals for activity centres. The primary centre along Cowley Road is a good start, attracting people coming from the railway station and encouraging them to move further through the rest of the area. However, questioned the idea of the proposed north-south extension to the high street perpendicular to Cowley Road.
- Recognise the difficulties associated with getting the new high street to work around the Cowley Road / Milton Road junction and extending it into the Science Park, due to the requirement not to add any further pressure to Milton Road traffic flows by introducing a level crossing. It will be difficult to achieve continuity of the high street along the Cowley Road alignment, regardless of whether the crossing is done as a pedestrian & cycling bridge or underpass. Concerned about the proposed "green bridge" solution, particularly related to the quality of the space under it – "what you gain on top you lose underneath". Question the comparison with the green bridge in Mile End, London, which connects green spaces either side of a high street, whereas in NEC the bridge would have to serve as an extension to the proposed high street.
- A more detailed study of Milton Road, from the Golden Hind to A14, needs to be done to understand the uses and junctions along this stretch, and consider where the possible location for the main east-west crossing might be. Also, to consider alternative vehicular access into surrounding areas, particularly the Science Park, to relieve pressure from the junction with Cowley Street and potentially allow at-grade pedestrian/cycling crossing.
- It is necessary to do something about Milton Road. It is not acceptable for the single issue of preventing queues on A14 to drive the approach to creating this entire city quarter. Cambridge should not accept sole responsibility for solving the problem of Milton Road traffic – national agencies should be involved in developing a solution for it.
- More clarity is generally needed in terms of street hierarchy - greater differentiation between the different types of streets.
- Would love to see water as a key theme through the entire site, something to give it a distinct character. Could even make it possible to punt from the site to Cambridge city centre.
- This site is essential for the success of the entire AAP area. This is its heart and lungs, while the brains are over to the west. Establish a different place character within the Science Park, as discussed earlier, will be driven by the success and place quality of the development across the way to the east. The Core Site is a demonstrator project for the entire AAP area.

3.4 Trinity Hall Farm Industrial Estate

Key Aspects of Proposal

- Relatively small and constrained site on Milton Road.
- Presented the existing conditions and proposals for new east-west and north-south links across the site, as well as a new block structure.
- Keen to better address Milton Road and create an active edge along it.



Fig. 4, Extract slide from the presentation given for Trinity Hall Farm Industrial Estate. A copy of the presentation can be found at Appendix C.

Panel Feedback

- Recognise that the site is small with several constraints but urge the team not to underestimate the significance of the site at a key Milton Road / Guided Busway junction, and at the entrance to the future NEC innovation district.
- The precedent images and the proposal shown by the team are more a continuation of what has been done in this area over the past 20 years, rather than a reflection on the aspirations outlined in the draft AAP. Try to think outside the box, this is a pivotal location in the wider AAP context.
- Currently the site is occupied by buildings surrounded by car parks, with peripheral landscape. The proposal needs to move to a more urban structure. It needs to be considered together with the adjacent Cambridge Business Park, particularly in terms of connectivity.
- The proposal doesn't explore enough, the street frontages and spaces between the buildings. Focus on creating urban frontages along Milton Road and the Guided Busway, while creating a more private, green space in the centre of the site. Get rid of the unattractive and unsafe pedestrian underpass in Milton Road, to release more development area and enable a "tighter", urban frontage along Milton Road.
- Understand that the proposed development is made out of flexible, smaller scale industrial units (B1c, mid – tech +R&D with office) that do not require heavy access infrastructure. Urge the team to retain as much flexibility regarding uses as possible. Also, current tenants/uses on the site are essential to creative industries in wider Cambridge and should be retained.
- This site has loads of potential, but can that potential be realized now? Understand the landowner's aspiration to do something in the short term, but the site's real value is in the long term, as part of the wider area's transformation. In the short term could look at temporary / meanwhile solutions, building on the emerging overall strategy. For example, could improve pedestrian and cycling routes, build temporary structures, pop ups. Consider financially successful examples such as Box Park in Croydon and Brixton, or meanwhile projects in Kings Cross, aimed at changing the perception of the area through meanwhile uses and focusing on design excellence.

3.5 Chesterton Sidings

Key Aspects of Proposal

- Presented strategies for urban structure, character areas & edge conditions, land use mix, green and blue infrastructure, and proposed delivery timeline.
- Provided more detail on the proposal to turn the main north-south street into a boulevard / primary route through the site.
- Argued for the relocation of the Aggregates Yard.
- Proposed a potential route to test implementation of autonomous vehicles (AV), bus rapid transit (BRT) and micro-mobility solutions.

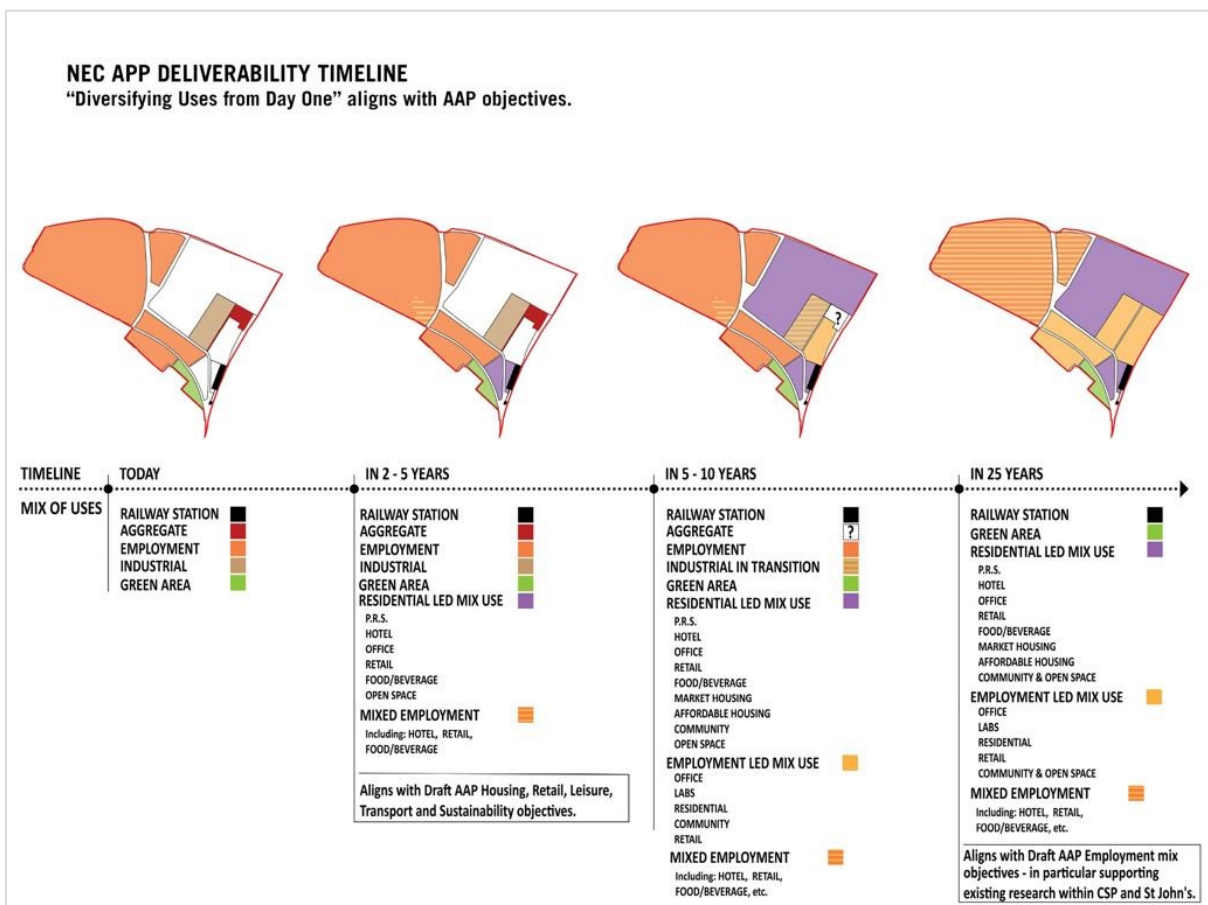


Fig. 5, Extract slide from the presentation given for Chesterton Sidings. A copy of the presentation can be found at Appendix C.

Panel Feedback

- Maintain Network Rail sidings. The current occupier has a long lease but may be able to rationalise their land take.
- At the last NEC Workshop, a hierarchy of routes was agreed, including principally a new district centre / high street on the east-west (Cowley Road) alignment. The proposal challenges this somewhat – they were asked to reconsider how important is the proposed boulevard in the wider AAP context. There is only so much active, non-residential use that this population can support, so re-consider the proposed ground floor uses / active frontages along the boulevard accordingly.
- The urban form of the site should reflect the agreed street hierarchy - the boulevard could be a lot finer grain / narrower.
- A lot greener needed throughout, to link to Cowley Road in the south and the area to the north. Also consider further how to integrate residential use.
- The link towards the station is incredibly important. In particular, the Cowley Road 'knuckle' is a key point in the urban layout, a key decision point and an ideal location for a public space. Like how Botanic House serves as a great marker for Station Road in the city centre, a landmark building at the Cowley Road knuckle would be appropriate.
- The council need to decide where the Aggregates Yard can be relocated to. Would be interesting to know whether the land value uplift that would result from its relocation could make the relocation (with an estimated cost of £10 million) possible.
- The car park, currently occupying the most valuable land by the station, should at some point be reduced or provided in a more efficient format i.e. multi-storey.
- More thinking and clarity needed in terms of development density. Understand that the average height of 5-7 floors is proposed but wonder if tall buildings are in the right place.
- Further explanation needed of the proposed green spaces such as the boulevard, green connectors and local green areas in terms of how they are intended to be used.

3.6 Cambridge Business Park

Key Aspects of Proposal

- At an early stage in the design process; presented initial ideas in the context of the wider AAP, related to connectivity through the site, green and blue infrastructure, development block structure and active edges onto Cowley Road / proposed district centre.
- Key aspirations are to:
 - Increase density
 - Include mixed use without losing identity as a business park
 - Make use of surrounding connections
 - Incorporate green spaces to improve “user experience” for all
 - Be flexible enough to meet the demands of the market.



Fig. 6, Extract slide from the presentation given for Cambridge Business Park. A copy of the presentation can be found at Appendix C.

Panel Feedback

- Given its central location, this is a crucial site for the entire AAP area. The Crown Estate is special, Cambridge is special, but what is currently proposed (including the precedents) is not special. The site's identity needs to draw from all the surrounding areas; its success will be in how well it is coordinated / linked with the sites around it. The site's boundaries should be "fuzzed-up", obscure edges removed. But don't compete with the Science Park – be yourself, be bold.
- Don't think the absolute potential of the site in place making terms is realized in the current proposal. For example, it is missing the mark in terms of frontages along the proposed high street in Cowley Road.
- Positive response to the clarity of the proposed urban layout - development parcels and street connections to the south.
- Understand that the focus is on employment but urge the team to integrate a wider range of land uses, particularly residential, and link better with residential uses on surrounding sites.
- Need to push to reduce parking provision on site. Take better advantage of being near the station; could look at new ideas such as an app-run shuttle bus.
- As discussed with the Brook gate team, the Cowley Road "knuckle" is a key area which needs to be better addressed by this proposal too.
- Work more on the relationship with the Cowley Road district centre and the creative district further north. Consider higher densities, particularly along Cowley Road.

4.0 Group Session 1: Further Development

Following the morning's presentations and the panel's feedback, the teams had the opportunity to further develop their sub-area spatial frameworks during the afternoon's Group Session 1.



Fig. 7, Attendees taking part in group session one

5.0 Group Session 2: Assembling Spatial Framework

During this session the amended sub-area frameworks were amalgamated into a single plan, to see how they relate to each other, to the design review panel's recommendations and the overarching strategy developed during Workshop 1.



Fig. 8, Council Officers assembling the amended sub-area frameworks into a single plan

5.1 Feedback Session

The day ended with group feedback session around this amalgamated plan. It was led by Biljana Savic, who focussed the discussion around the following key points:

- urban structure (movement routes and urban blocks)
- character areas and edge conditions
- land use mix
- green/blue infrastructure.



Fig. 9, Attendees taking part in the group feedback session

Urban Structure (Movement Routes and Urban Blocks)

Throughout the two Workshops emphasis was placed on reducing the dominance of road infrastructure / limiting road capacity, but a question remains as to who is going to test this from a traffic flows perspective. It was noted that it is also important to consider what impact the Aggregates Yard will have on traffic movement within the site and how to deal with the associated air and noise pollution.

The discussion turned to the emerging hierarchy of routes and what differentiates primary from secondary and tertiary routes. It was agreed that the boulevard proposed by Brookgate should be reconsidered as a secondary route.

Discussed the journey along the proposed primary route / district spine, starting from the railway station and going westwards. It was agreed that there is potential for a positive transition, from a “hard”, urban environment around the station, to a boulevard well defined by higher density developments, followed by a high street after the Cowley Road ‘knuckle’, and ending with a greener, “softer” and more loosely defined route through the Science Park. Clarity should be provided about which parts of this route will carry vehicular traffic and which parts will be pedestrian and cycling only. In any case it was highlighted that this significant route / alignment needs to be studied further.

The group discussed connectivity and movement including links to the south, and how the proposed new secondary routes play an important role in establishing movement through the site / linking with the existing residential communities in the south. The proposed Greenway link from Waterbeach could create an alternative pedestrian and cycling route to the city centre.

Introducing a more connected street layout within the Science Park was discussed. It was explained that some plots have long leases on them, which makes significant restructuring of the area difficult, if not impossible. The internal ring road directs vehicles around the site, but people can walk through the green centre of the site. Smaller businesses / blocks of accommodation and local services could be located in this central area, to bring more activity / life to the site.

Cycle routes through the Science Park were also discussed – even though some cycle routes are already in place they should be made clearer and more user friendly not only to those who work there but also people cycling through the Park on their way to somewhere else. Ideas on how this could be done include improved lighting, visibility, security, better path edges, etc.

The alignment of the Guided Busway was discussed i.e. whether it should be directed onto Cowley Road and, if so, where it should link back to the original route. It was highlighted that this could liberate part of its current carriageway for other uses. Several related issues were discussed, including the profile of the Guided Buses users, where they travel from, the passenger numbers, regularity of the service, etc. A request was made for these issues to be considered further by the attending development teams.

Following the design review session in the morning, the Brookgate and Crown Estate teams made amendments to their sub-area spatial frameworks to reflect the panel's comments and better connect the two land parcels.

Links over/under Milton Road were highlighted by all as something that remains a huge challenge, to be explored further in subsequent workshops.

Character Areas and Edge Conditions

The importance of the area, where Cowley Road / the district spine turns from Cambridge North Station towards Milton Road (referred throughout the day as 'the knuckle') started to emerge. From this point there are fantastic views into the surrounding areas and down the proposed high street. This is also where the district spine gets wider and starts to incorporate water. It was commented that improving legibility and sense of place at this location is crucial, and that there is an opportunity to introduce a landmark building here.

The conversation steered towards the AAP boundary and whether it should be extended, focusing particularly on the Cambridge Regional College site. It was pointed out that the AAP boundary, however drawn, should not prevent the teams from identifying areas outside of the boundary that they could and should interact with.

Discussion moved to tall buildings and what "tall" means for this site. Developing a design code for the AAP area would be a good way to provide clarity on building heights across the site. The wider city's townscape and silhouette should be considered in defining this, along with the local experience of walking from the station down the district spine.

The urban grain was discussed and how to address the challenge of creating environments with a human scale. It was noted that tall buildings usually don't deliver this but that more guidance is needed on how the buildings are to address streets with regards to transition in scale / height.

Land Use Mix

It was highlighted that individual landowners' roles in delivering the mix of uses that the draft AAP aspires to need to be further considered. There is an opportunity for long term B1/B2 uses to be relocated or better integrated, and that it is important to consider land use in terms of catchment areas and city-wide and regional economy. The question of how to identify what is going to be kept and what is going to be relocated was raised.

It was noted that the land available elsewhere is limited for some types of the industrial uses currently located in NEC, and that more work needs to be done with

business owners to find a solution that works for them. A communication channel with the existing business owners should be established as early as possible. Considering the relocation options for the Aggregates Yard should be the first task.

As this is an innovation/creative district all stakeholders should work together to deliver the AAP aspirations more efficiently and creatively. Strategies for this should be explored, to clarify at what (spatial) scale does the integration / cooperation need to take place for the various aspects of the AAP.

Concerns over deliverability and phasing of development were raised, as were requirements to think about compatibility of land uses and coordination between the concerned parties.

Green/Blue Infrastructure Strategy

Importance of establishing green links to surrounding areas was highlighted. Widths of the green corridors will need to be considered, even more so if including water/the First Drain. It was agreed that incorporating the First Drain within the proposed high street provides a great opportunity to make a design feature of it / create a distinctive environment.

5.2 Summary of Key Issues

- Vehicular traffic and reducing road capacity
- Impact of the Aggregates Yard on traffic flows, air and noise pollution
- Cost of relocation and potential alternative sites for the Aggregates Yard
- Better understanding of other existing industrial uses in the area and the potential for their relocation
- Mechanisms for jointly delivering the land use mix across the AAP area; thinking strategically about the scale at which the coordination between the various landowners needs to occur; and the compatibility of uses across and within the various sites
- Phasing of delivery across the AAP area
- Clear hierarchy of routes around the agreed district spine
- Changing character of the district spine, from the urban boulevard at its eastern end, via high street in the middle, to a greener link west of Milton Road
- Importance of secondary routes linking the site to the existing communities to the south
- Further clarity over which sections of the primary, secondary and tertiary routes will carry vehicular traffic
- Pedestrian / cycling routes throughout the area to be better defined and more user friendly
- The Guided Busway route to be defined in relation to the proposed high street
- All to work towards delivering the aspiration for streets & public spaces that are active throughout the day and week, particularly in existing mono-use areas
- Cambridge Regional College and the car garage site in Milton Road identified for potential inclusion within the AAP boundary
- The nature of the links over/under Milton Road remains unresolved and a major challenge
- The First Drain to be a key design feature within the new high street and along the proposed green routes
- A suggestion for a design code to be developed for the AAP area, to provide clarity on urban grain, building frontages, heights, etc.

7.0 Next Steps

The NEC Design Workshop 2 will be followed by four shorter workshops in June and July 2019. Each will cover in more detail one of the following topic areas:

- land use
- green & blue infrastructure
- community facilities
- connectivity.

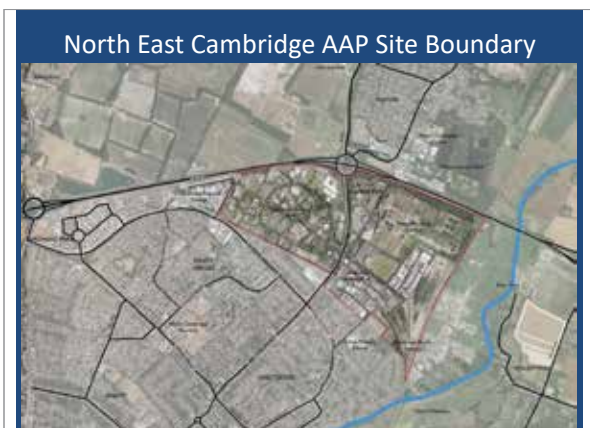
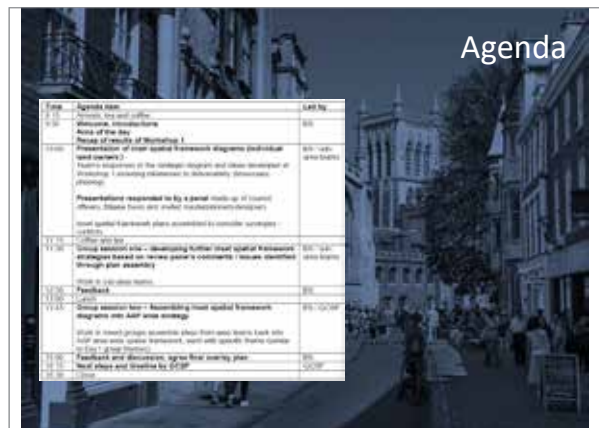
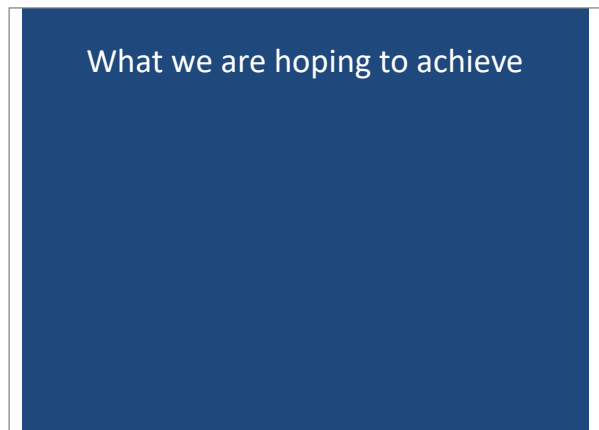
These workshops will test the emerging spatial framework with council and consultant technical experts and will help to further inform the AAP.

A final recap session with the development teams is to be held on the 16th July 2019, summarising the outputs from all six of the workshops and the timetable to publication of the draft AAP in Spring 2020.

8.0 Appendices

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Appendix A: Full Presentation Slides



Landowner/Developer Aspirations

- St John's Innovation Park
 - Additional 37,000 sqm B1 floorspace over the next 15-20 years
- Cambridge Science Park
 - Number of consented schemes to be delivered in the short term
 - Progressing with a Park Hub to include Leisure/Hotel uses
- Cambridge Business Park
 - Considering mixed use development in the medium to long term
 - Likely to be phased starting with older buildings near Milton Road entrance working back towards Cambridge North Station

Landowner/Developer Aspirations

- CNFE site
 - 5,500 homes
 - 100,000 sqm B1
 - 14,000 sqm Retail
 - 25,000 sqm Leisure/Community uses
 - Plus more...
- Chesterton Sidings
 - Phase 1 – 1,000 unit PRS scheme plus retail and amenity space
 - Phase 2 – 140,000 sqm residential / office / lab
- Trinity Hall Farm Industrial Estate
 - Comprehensive redevelopment of existing site
 - B1 and B2 uses



Strengths

- Transport network – Guided Busway, railway station, local buses and Park and Ride, cycle and pedestrian routes
- Economically successful – global brand
- Green and blue infrastructure network (in part of the site and beyond)
- Surrounding Fen and river landscapes

Weaknesses

- The road network - traffic and congestion
- Noise and air pollution from the A14/railway
- Island site – turns it back to local communities
- Lack of presence along movement corridors (Guided Busway/Milton Road)
- Connectivity across the site – East and West
- Mono land uses

Opportunities

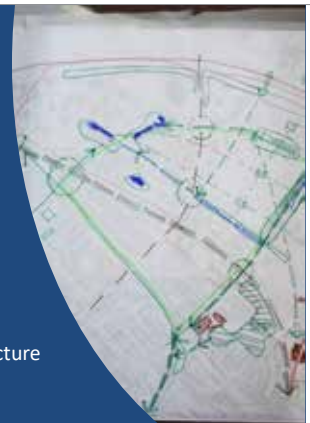
- Integration with Cambridge and surrounding communities
- Creating an infrastructure framework to integrate sustainable movement options
- High density development related to transit
- East – West Crossings across Milton Road and to countryside beyond

Threats

- The relocation of existing uses (including timing)
- Delivery of off-site infrastructure (A10 improvements, Waterbeach Greenway)
- Relocation of the Water Treatment Works – including identifying an alternative site

Working towards a
Spatial Framework

Connectivity
Green and Blue Infrastructure
Land Use



Working towards a Spatial Framework Connectivity and movement

- Key connections with existing routes established based on movement patterns and desire lines
- A movement grid began to emerge which started to create a series of 'superblocks'.
- Movement hierarchy:
 - Primary: through the centre and over Milton Road
 - Secondary: reinforcing connections to the south
 - Third: high level routes starting to emerge.
- Guided Busway integration with the district centre could create a strong interchange.



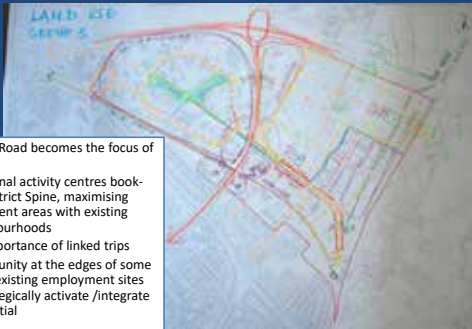
Working towards a Spatial Framework Green and Blue Infrastructure

- Greenline: Create a green/ecology loop which extends beyond the site
- Using the Greenline as the structure for the location of open spaces
- Creation of linear park to link to Milton Country Park/River Corridor and south to District Spine/Local Nature Reserve
- Using the green network to reinforce/create new movement networks (e.g. the school run)



Working towards a Spatial Framework Land Use

- Milton Road becomes the focus of activity
- Additional activity centres book-end district Spine, maximising catchment areas with existing neighbourhoods
- The importance of linked trips
- Opportunity at the edges of some of the existing employment sites to strategically activate/integrate residential



Working towards a Spatial Framework:
Amalgamated plan



Working towards a Spatial Framework:
Amalgamated plan

Summary of Workshop 1

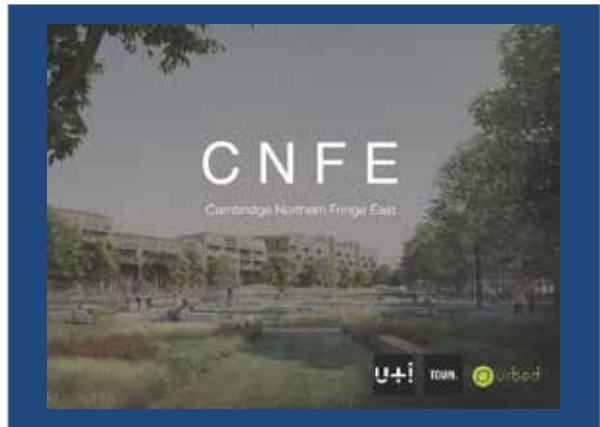
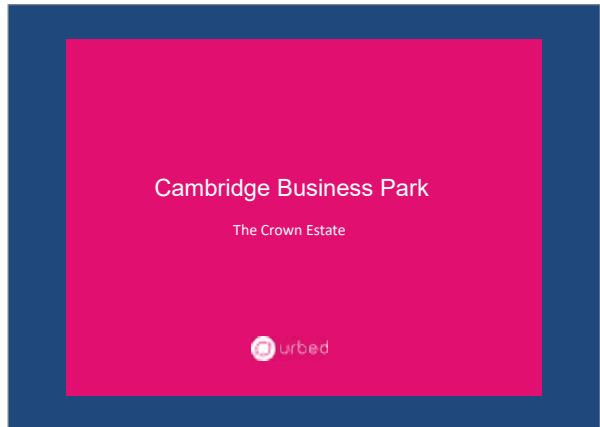
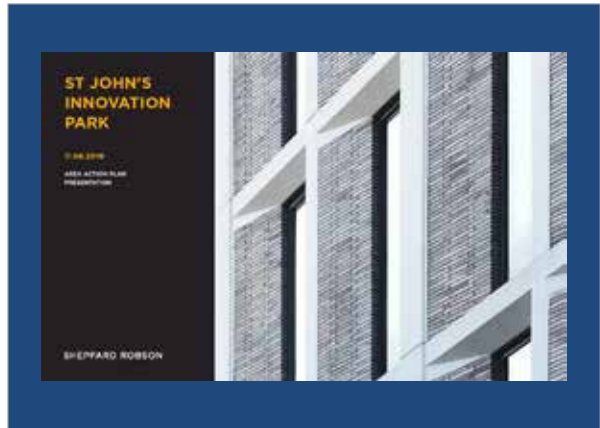
- Broad agreement on the SWOT task
- The green grid needs to extend beyond the site boundary
- Connectivity with existing communities is critical as are pedestrian and cyclist desire lines
- Mixed use needs to be explored across the entire AAP area
- Some issues still unresolved – Access to Rail Aggregates Yard

Presentation of inset spatial framework diagrams

Landowner Team's responses to the strategic diagram and ideas developed at Workshop 1

Design Review Panel

- Ryan Mills, Landscape architect
- Kirk Archibald, CQP / Sustainability
- Peter Studdert, Independent advisor / Planning
- Martin Stockley, Transport
- Biljana Savic, Independent Facilitator / Director Academy of Urbanism
- Sarah Chubb, GCPS / Urban Designer
- Matthew Paterson, GCPS / NEC Project Lead





Synergies and conflicts

Group session one – developing further inset spatial framework strategies based on review panel's comments / issues identified through plan assembly

Feedback

Lunch

Group session two – Assembling inset spatial framework diagrams into AAP wide strategy

Work in mixed groups to assemble ideas from area teams back into AAP area wide spatial framework, each with specific theme

Workshop Groups

Group 1 - Green / Blue Grid	Group 2 - Connectivity	Group 3 - Land Use
Terry De Sousa	Sarah Chubb	Jonathan Brookes
Vicky Payne	David Rudlin	Lorenza Casini
Paul Smith	Justin Bainton	David Watson
Richard Seamark	Marketa Nosalova	Jonny Anstead
James Money	Hayley Turley	Craig Blatchford
Charles Scott	Garth Hanlon	Ed King
Yigong Zhang	Dick Wise	Suzie Wood
Mike Derbyshire	Stuart Morse	Emma Woods
Rachel Underwood	Andrew Rawlings	Peter Baird
Sarah Hatcher	Ivan Bennett	Tam Parry
Jonathan Dixon	David Carford	Matthew Paterson

Feedback and discussion

Agree final overlay plan

Next Steps

- Workshop 3 (21st June)
 - Connectivity (am)
 - Green & Blue Infrastructure (pm)
 - Workshop 4 (28th June)
 - Land Use (am)
 - Community (pm)
 - Recap session
 - 16th July (half day)
- Urban Designer
 Technical expert or Planner
 Landowners / Developers
 Design Teams

Close



Appendix B: Workshop Agenda

Workshop 2, 11 June 2019

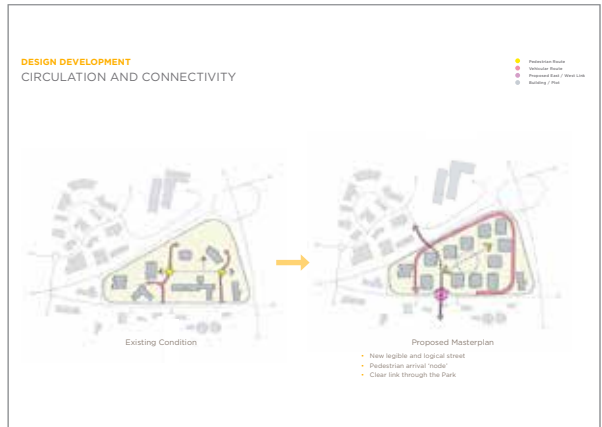
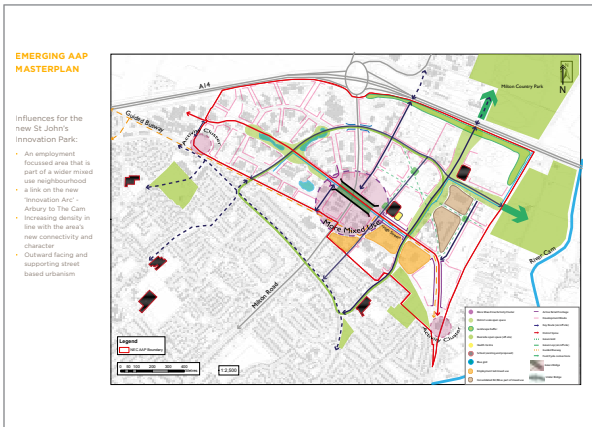
Venue: Homerton College, Hills Road, Cambridge, CB2 8PH

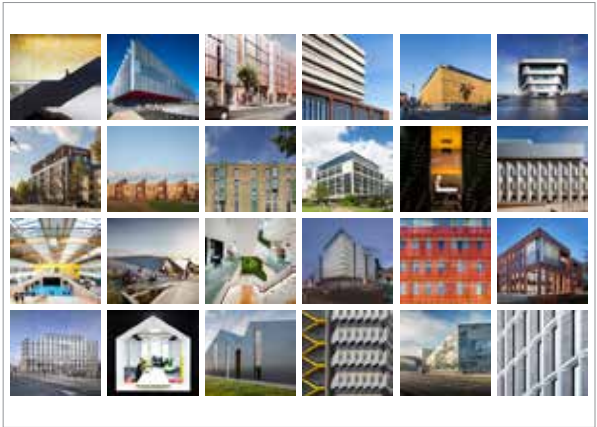
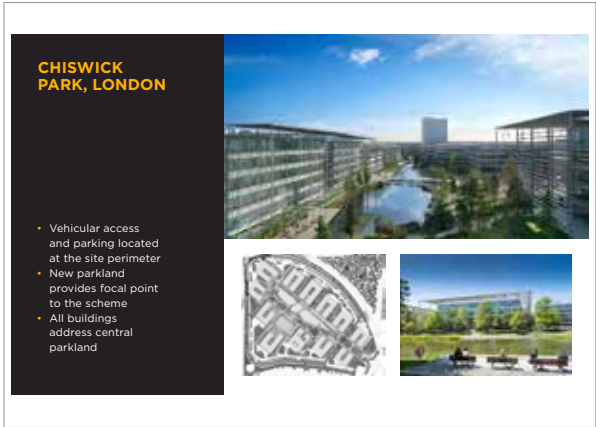
Spatial scale for the day – working from AAP wide area in

Time	Agenda item	Led by
9:15	Arrivals, tea and coffee	
9:30	Welcome, introductions Aims of the day Recap of results of Workshop 1	BS
10:00	Presentation of inset spatial framework diagrams (individual land owners') Team's responses to the strategic diagram and ideas developed at Workshop 1 including references to deliverability (timescales, phasing) Presentations responded to by a panel made up of council officers, Biljana Savic and invited masterplanners/designers Inset spatial framework plans assembled to consider synergies / conflicts.	BS / sub-area teams
11:15	Coffee and tea	
11:30	Group session one – developing further inset spatial framework strategies based on review panel's comments / issues identified through plan assembly Work in sub-area teams	BS / sub-area teams
12:30	Feedback	BS
13:00	Lunch	
13:45	Group session two – Assembling inset spatial framework diagrams into AAP wide strategy Work in mixed groups assemble ideas from area teams back into AAP area wide spatial framework, each with specific theme (similar to Day1 group themes)	BS / GCSP
15:00	Feedback and discussion, agree final overlay plan	BS
16:15	Next steps and timeline by GCSP	GCSP
16:30	Close	

Appendix C: Development Teams' Proposals Presentation Slides

St John's Innovation Park– St John's College







Cambridge Science Park – Trinity College



Cambridge Science Park
NEC Workshop 2
11.06.2019



48 years of history & 700 years of heritage



1973
Cambridge Science Park


1981

First flagship building



Completion of the iconic Nepean building designed by Arthur Elton

1984



New centre for start-up businesses

First investment Centre opens its private facilities for start-up businesses

2000

22-acre expansion & conference centre



2000 marks when Trinity had secured the development of a further 22 acres in Phase II. The Trinity Centre opens offering conference and leisure facilities

2010s

Rapid growth



More than 100 companies employing 11,000 people on 750 acres in 10th year of building

2016



New cycle of investment

The Cummins Research Park is a 100,000 sq ft office building which is set to be completed in 2016.

2017

State-of-the-art technology centre


The new Cummins Research Centre is a 100,000 sq ft office building which is set to be completed in 2017.






152 acres	1.5m sq ft
120 companies	7500 employees



Mission



Create a community-based innovation **eco-system** that enables companies developing life-enhancing products and services to succeed


CUMMINGS RESEARCH PARK MASTER PLAN
MEMBER OF CUMMINGS OF HUNTSVILLE/MADISON COUNTY

LOCATION Huntsville, Alabama
HUNTSVILLE/BAHAMO
AREA 2 (2007) AND 1 (2012) PHASES



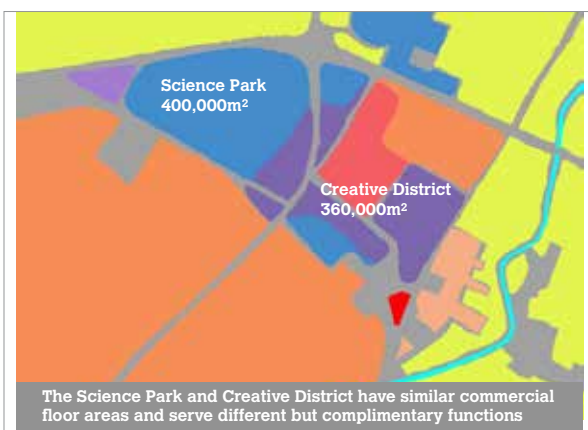

The lifecycle of innovation, from the germination of an idea to its global application, flows through Cummins Research Park.

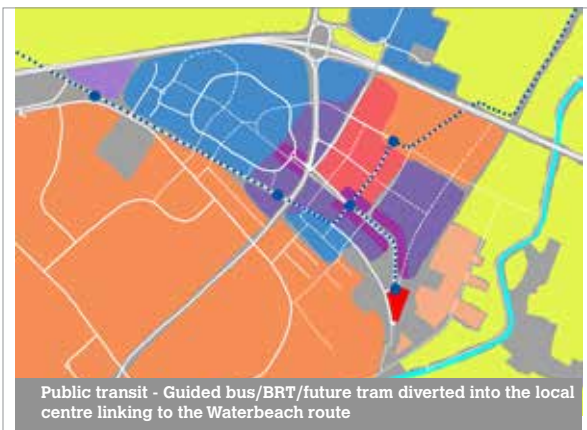
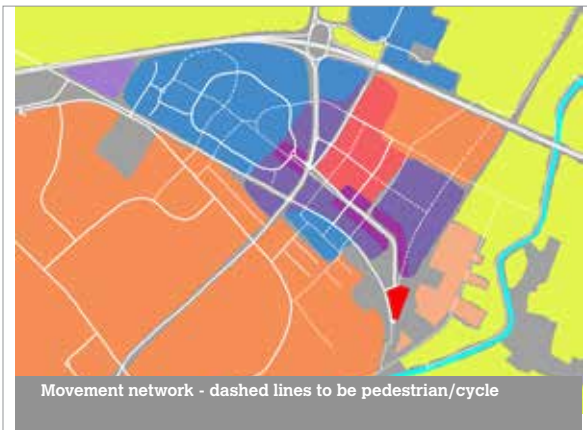
- 1 UNIVERSITY OF ALABAMA IN HUNTSVILLE
Idea and Passion
CUMMINGS START-UP
Entrepreneurship
- 2 CUMMINGS SCALE-UP
Growth and Dynamism
- 3 CUMMINGS CORPORATE
Commercialization and Stability



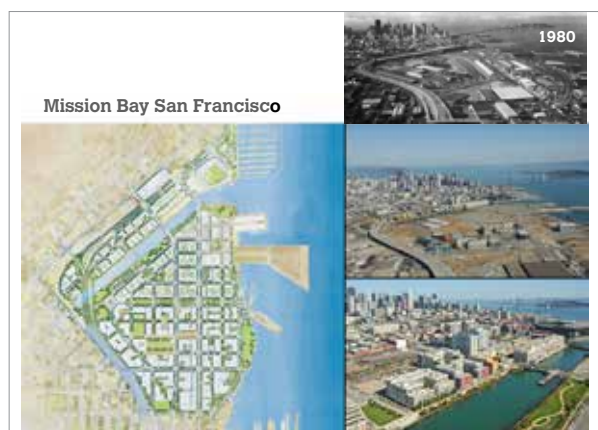


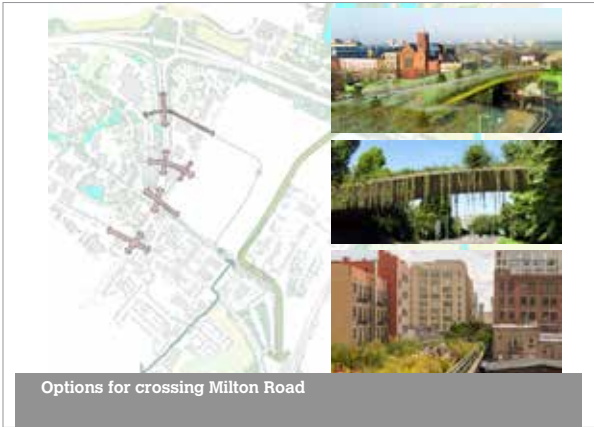

Core Site – Anglian Water and Cambridge City Council

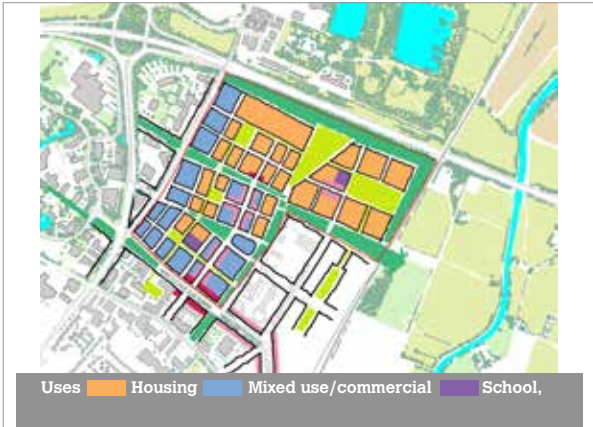
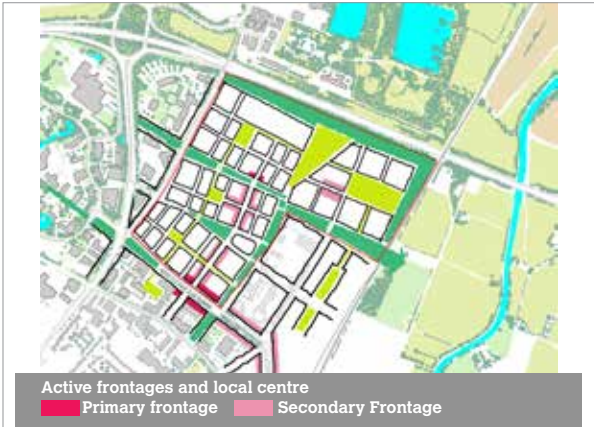
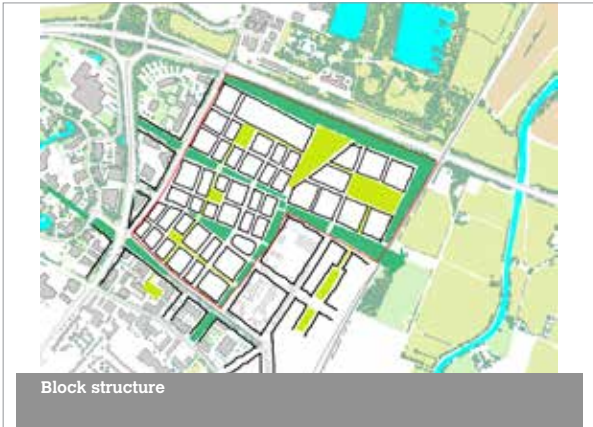
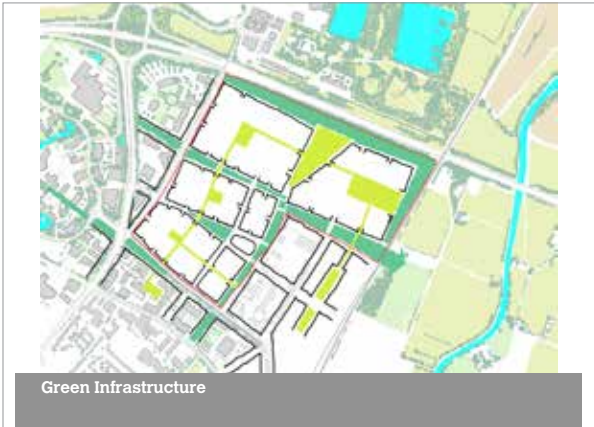
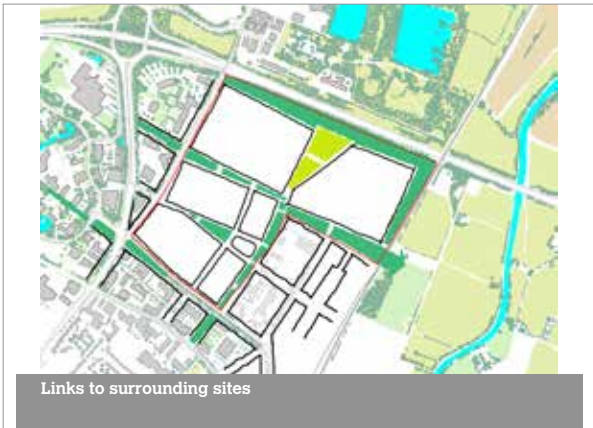




- Brookings Institute
Characteristics of an innovation district:
1. The clustering of innovative sectors and research strengths.
 2. Convergence of disparate sectors and disciplines.
 3. Diversity of institutions, companies, and start-ups.
 4. Connectivity and proximity everything close together and walkable.
 5. A range of strategies—large and small moves, long-term and immediate.
 6. Programming activities to grow skills, strengthen firms, and build networks.
 7. Social interactions between workers for collaboration, learning, and inspiration.
 8. Make innovation visible and public.
 9. Embed the values of diversity and inclusion in all visions, goals, and strategies.
 10. Get ahead of affordability issues.
 11. Innovative finance is fundamental to catalyzing growth.
 12. Long-term success demands a collaborative approach to governance.









Trinity Hall Farm Industrial Estate - Trinity Hall and Dencora Group





Cambridge Business Park – The Crown Estate



Document prepared by:
Urban Design Team and the Policy, Strategy & Economy Team at Greater Cambridge
Shared Planning Service.

Project collaborators: Independent Planning & Urbanism Consultant, Biljana Savic.

June 2019