

Cambridge
Northern
Fringe
East

12th April 2013

Event Record

A facilitated workshop to help develop a vision for this strategic part of Cambridge and South Cambridgeshire. Both Cambridge City Council and South Cambridgeshire City Council are currently preparing policy for incorporation into the their Draft Local Plans which will include the areas around Cowley Road, the Chesterton sidings, and the new Cambridge Science Park Station.

Cambridge Northern Fringe East

**A vision for the area to include the Cambridge and
South Cambridgeshire Local Plan**

12th April 2013

Workshop Agenda

9:00 – 9:30

Registration and Coffee/Tea on arrival

9:30 – 10:30

Welcome and introduction to the day - *Barry Shaw*

The Review of the City and District Local Plans

*Glen Richardson, Cambridge City Council & Keith Miles, South
Cambridgeshire District Council*

The Cambridge Science Park Station

Chris Poultney, Cambridgeshire County Council

The Waste Water Treatment Works & waste planning

David Atkinson/Sue Ball Anglian Water

Cambridge Northern Fringe – a local architects' perspective

Tom Holbrook, 5th Studio

Short question and answer session

10:30 – 10:45

Coffee/tea break

Workshop Agenda

10:45 – 10:50	Introduction to Group work (<i>Barry Shaw & Glen Richardson</i>)
10:50 – 12:00	Group work - Each group will identify issues, constraints and opportunities for the area centred on one of the four “C’s” of the Cambridgeshire Quality Charter
12:00 – 1:00	Lunch
1:00 – 1:30	Plenary – each group to feedback (morning session) (<i>Facilitated by Barry Shaw</i>)
1:30 – 2:30	<i>Group work - Under each of the 4 C’s discuss earlier, put forward specific suggestions to resolve the issues, constraints and opportunities identified in the morning session</i>
2:30 – 2:45	Coffee/tea break
2:45 – 3:30	Plenary – each group to feedback (afternoon session) (<i>Facilitated by Barry Shaw</i>)
3:30 – 4:00	Summary – confirming key messages coming out of the day and next steps (<i>Barry Shaw & Glen Richardson</i>)



Cowley Ro

View looking east along
Cowley Road



Cowley Road

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52°13'49.41" N 0°09'05.65" E elev 17 m

[Report a problem](#)



View looking north along
Cowley Road at the
Junction of Orwell
Furlong



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52°13'56.38" N 0°09'07.60" E elev 17 m



View looking east from
Cowley Road towards the
water treatment works
main entrance



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52°14'00.82" N 0°09'16.24" E elev 19 m



View looking south along
Cowley Road from the
A14 cycle bridge



11 / Cowley Road

© 2013 Google
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52°14'04.93" N 0°09'14.99" E elev 14 m

© 2010

Cowley Ro



View looking north along Cowley Road





View looking east along
Cowley Road towards
future Science Park
Station



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52°13'37.88"N 0°09'29.56"E elev 21 m

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View looking west along
Cowley Road towards the
water treatment works



Cowley Road

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52°13'53.20" N 0°09'31.59" E elev 9 m

Site distances



Walking Catchments



400m/5min
walking
catchment
(from Milton
Road Junction)

400m/5min
walking
catchment (from
Science Park
Station)



View looking north



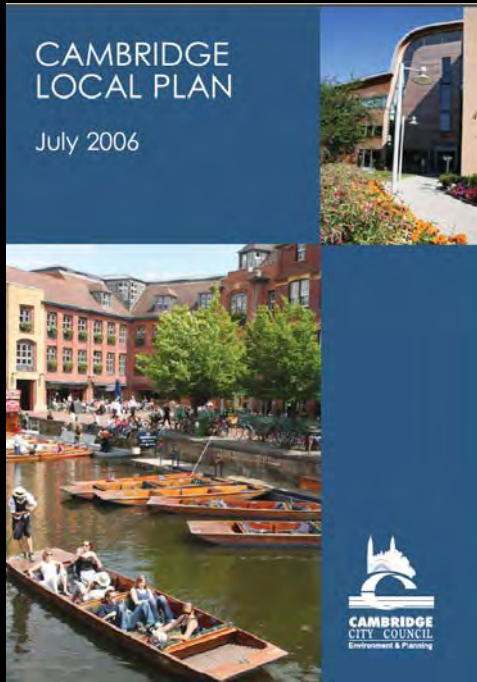
View looking East



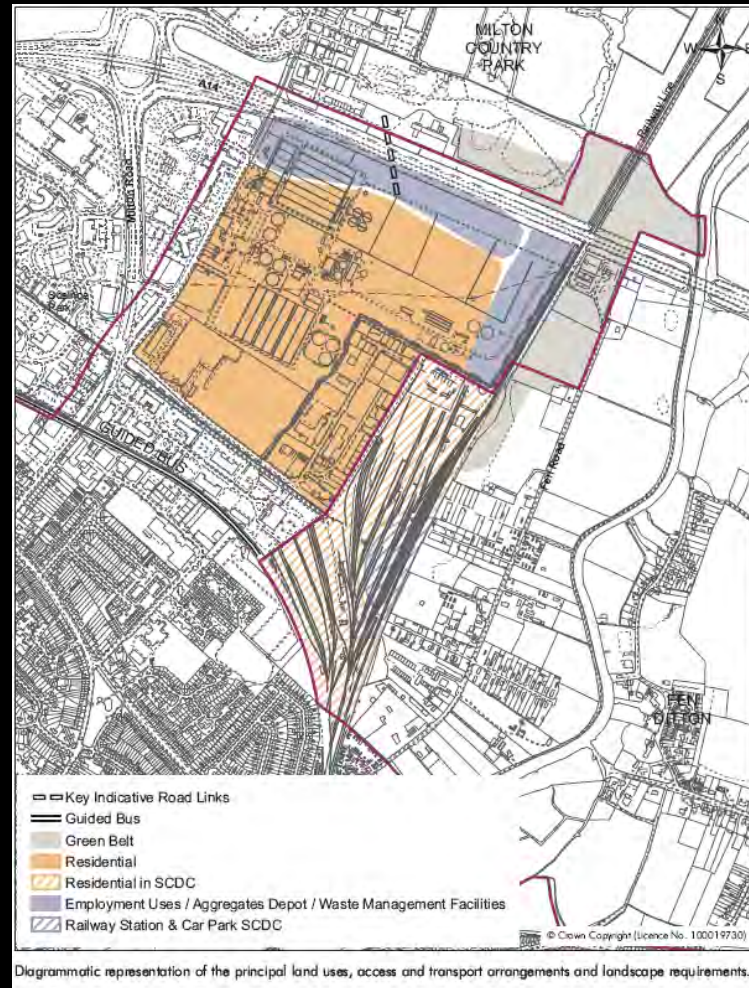
View looking west

Images from Cambridge
Building Heights Data
Model

Review of the City and District Plans



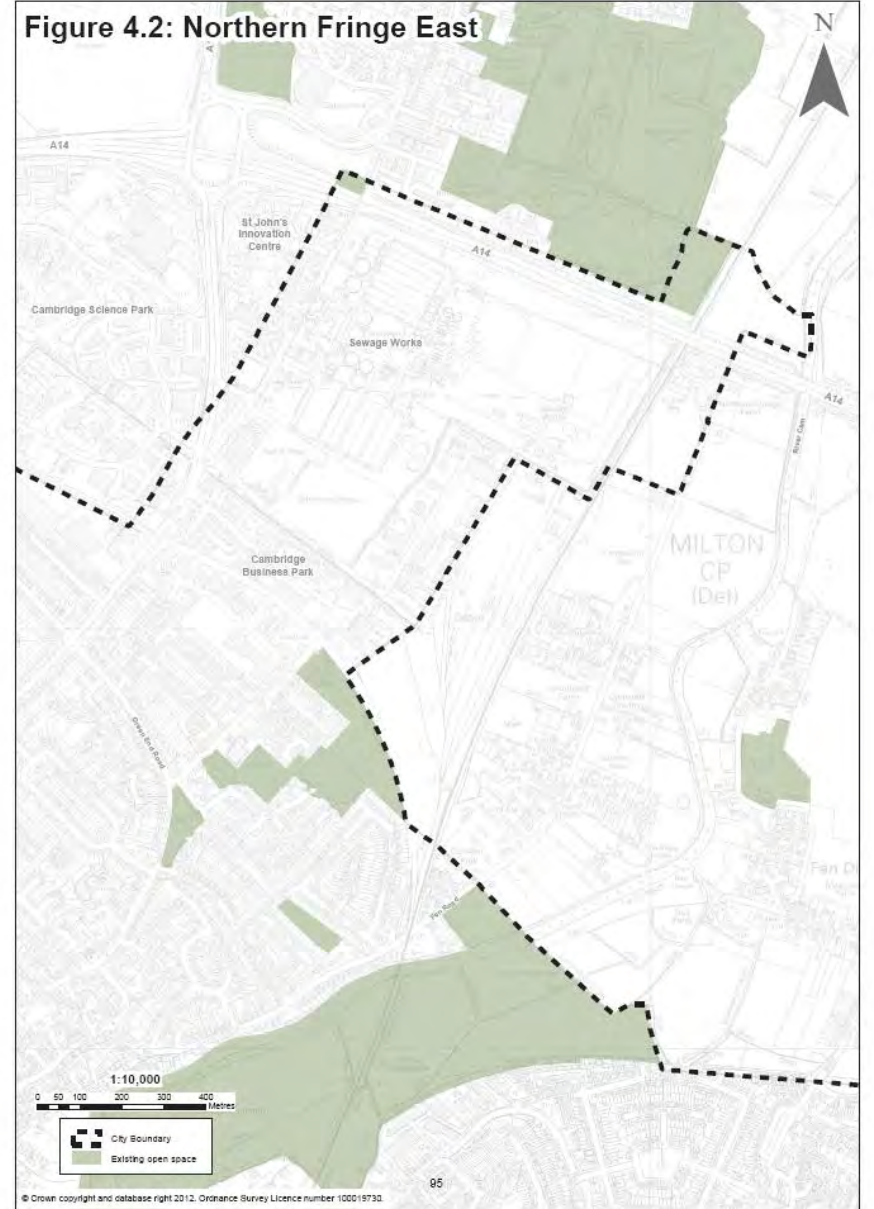
Extract from the Cambridge Local Plan (2006)





Extract from Cambridge Local Plan – Towards 2031: Issues and Options Report (June 2012)

Figure 4.2: Northern Fringe East



Issues and Options Report

Option 33

- Regeneration of the wider area
- Provision of high-density employment led development
- Excellent standards of sustainability and design
- Major new transport interchange
- Improved access
- *A specific Policy will be developed for this area*

Representations from first Issues and Options Report:

- Broad support for "regeneration" of the area
- Suggest detailed site analysis required (in the absence of an AAP)
- Links to surrounding area required
- Mixed views on provision of housing
- Include a wider boundary for the CNFE
- Constraints of odour from sewage works

2012 Employment Land Review - Key Findings:

- The ELR shows demand for new office space, especially towards the latter part of the plan period
- Demand for office space contracted to the city centre and northern fringe of Cambridge (around the Science Park)

2011 Cambridge Cluster Study - Key Findings:

- Doing business is a social process as well as an economic one
- Urgent need to improve connectivity between Cambridge Railway Station, the City Centre and principle employment sites

Stages in the Preparation of the New Local Plan

**Development of evidence base and preparation of
Issues and Options report**
March 2011- May 2012



**Consultation on Issues and Options Report and
Interim Sustainability Appraisal**
June – July 2012



**Consideration of representations and preparation
of Submission Draft Local Plan**
August 2012 – January 2013




Consultation on site options for development
Autumn/Winter 2012-13



**Consultation on submission draft Local Plan
and Sustainability Appraisal**
July – September 2013



Submission to the Secretary of State
Early 2014



Independent Examination
Mid 2014



Adoption of the Local Plan
Late 2014

Keith Miles
Planning Policy Manager
South Cambridgeshire District
Council

Where are we now?

- Chesterton Sidings wholly in South Cambridgeshire.
- Previous plans explored housing development.
- Currently reserved for railway station and sidings.

Where are we in plan-making?

- New Local Plan 2011 - 2031
- Issues & Option 1 Consultation: Summer 2012
- Draft Local Plan Consultation: Summer 2013
- Submit to Secretary of State: Winter 2013/14
- Examination: Spring/Summer 2014
- Adopt Spring 2015

What did we Consult on?

- Regeneration as part of wider area
- Railway station
- Rail/bus interchange
- High density mixed employment-led development
- High quality/landmark buildings

What did the public say?

1. Do you agree with our vision for the area?

- 20 support, 1 object, 6 comment
 - i. Protect traveller sites
 - ii. Loss of ecological site
 - iii. Retain freight sidings
 - iv. Long term rail needs

2. Have we identified the right key principles for development?

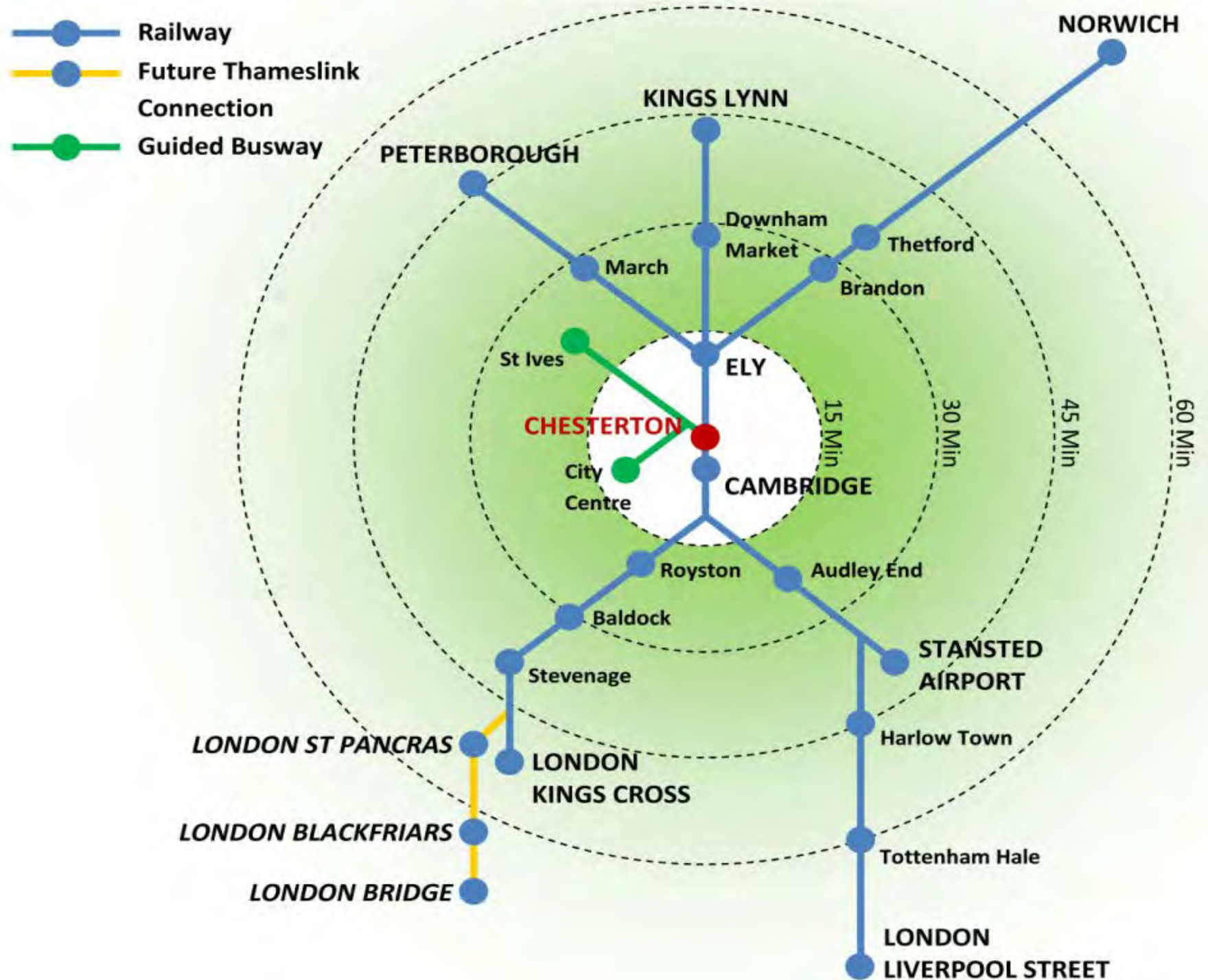
- 7 support, 2 object, 8 comment
 - i. Employment not housing (commuters)
 - ii. Access/no access across railway
 - iii. Connect to Chisholm Trail
 - iv. Underground car parking
 - v. Down-size Cambridge WWTW
 - vi. Cambridge WWTW relocation not an option

3. What should be included in the boundary of the area?

- 7 comment
 - i. Include land east of railway as far as Fen Road (1)
 - ii. Include Cambridge Science Park (1)

Cambridge Science Park Station

Chris Poultney



SENSITIVITY AREA

400M BOUNDARY (TO BE INCLUDED IN MINERALS & WASTE LOCAL PLAN)

RAILWAY LINE TO NORTH

POTENTIAL NEW ACCESS TO AGGREGATE & WASTE SITES

ST. JOHN'S INNOVATION CENTRE

ANGLIAN WATER (SEWAGE WORKS)

POTENTIAL NEW AGGREGATE / WASTE RAIL ACCESS

POTENTIAL A14 TEMPORARY AGGREGATE ROUTE

LAND SOLD

ELECTRICITY SUB STATION

LAND SOLD

CAMBRIDGE CITY (GOLF DRIVING RANGE)

CITY COUNCIL & UNICEF HOLDINGS COWLEY ROAD INDUSTRIAL ESTATE

NETWORK RAIL (RAIL DEPOT)

CAMBRIDGE CITY AND SOUTH CAMBRIDGESHIRE DISTRICT BOUNDARY

LEASE TO LA FARGE

LEASE TO DICKERSONS

POTENTIAL TEMPORARY A14 WORKS TRAFFIC

ACCESS ROUTE FOR STATION & FUTURE DEVELOPMENT AREA

CAMBRIDGE BUSINESS PARK

CITY COUNCIL OWNERSHIP

CAMBRIDGE CITY (NATURE RESERVE)

POTENTIAL FUTURE USE ?

APPROXIMATE PROPOSED CAR PARK LOCATION

PROPOSED STATION, CROSSING & PLATFORMS

CAMBRIDGESHIRE GUIDED BUSWAY POTENTIAL EXTENSION ?

CAMBRIDGESHIRE GUIDED BUSWAY PHASE 2 ?

400M BOUNDARY (TO BE INCLUDED IN MINERALS & WASTE LOCAL PLAN)

400M ROAD WIDENING SCHEME

Possible Waste Management Site

Possible Aggregate Rail Head

Cambridge Science Park

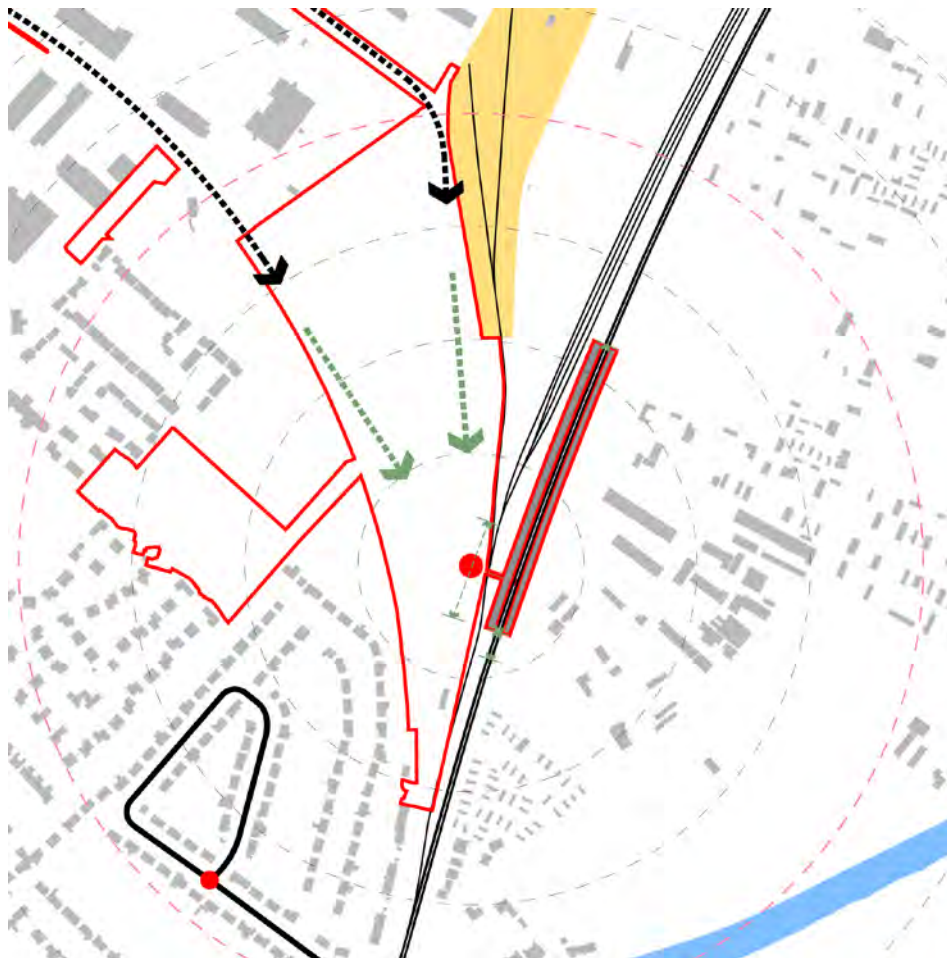
A14

CONSTRAINTS & OPPORTUNITIES LAYOUT

ILLUSTRATIVE ONLY DO NOT SCALE



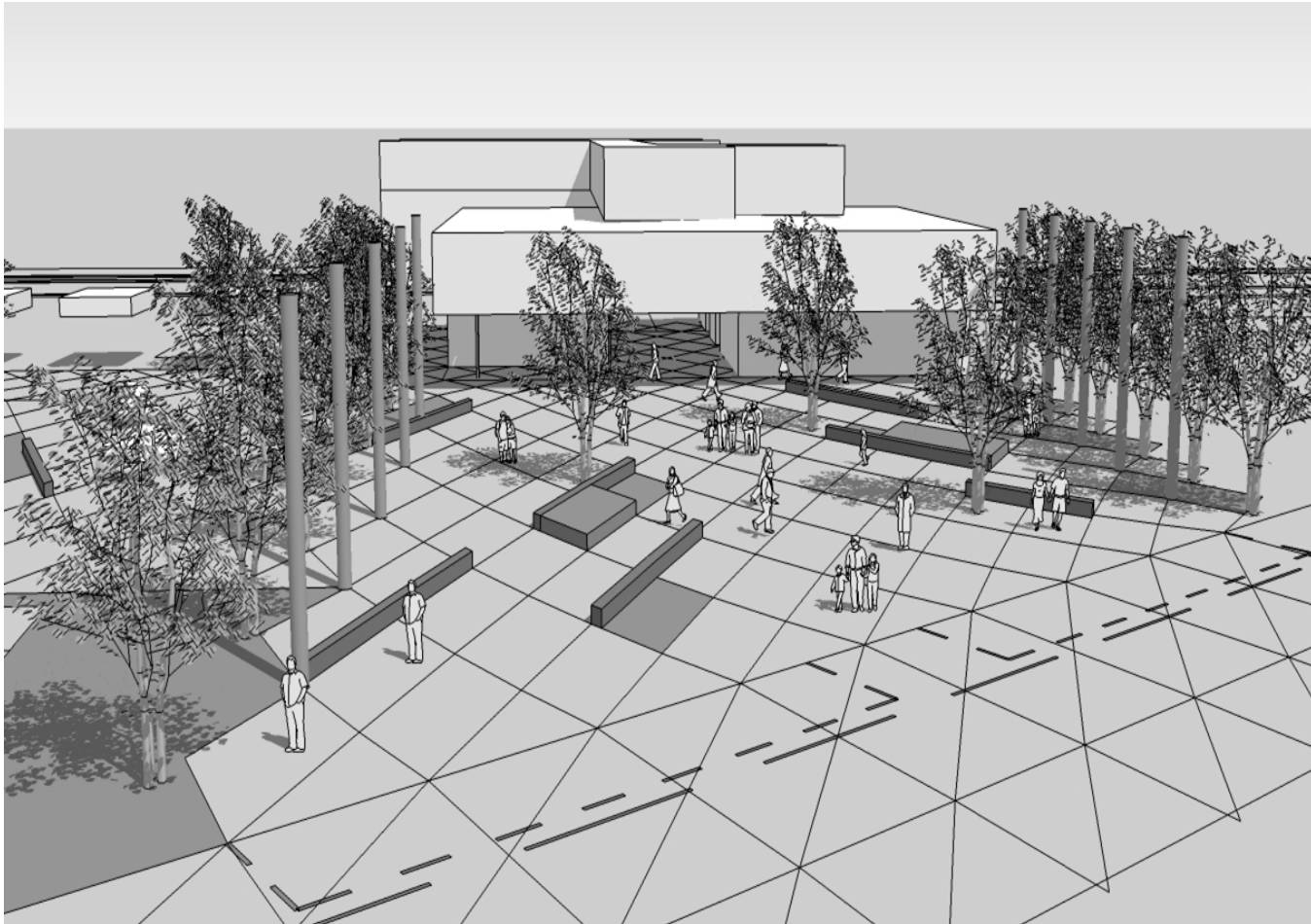


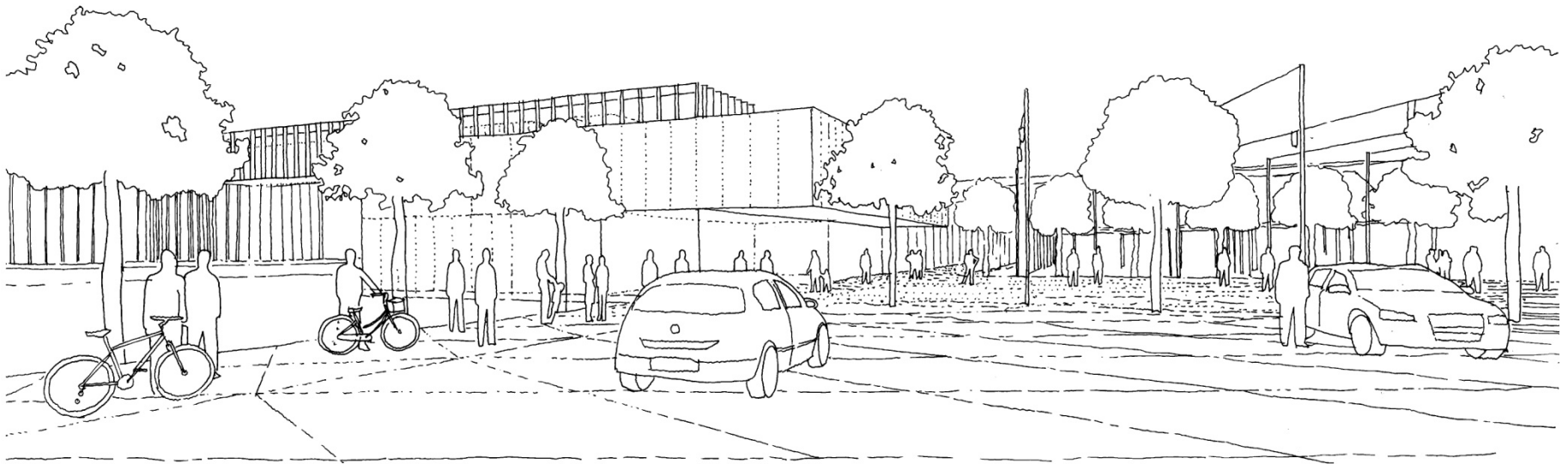


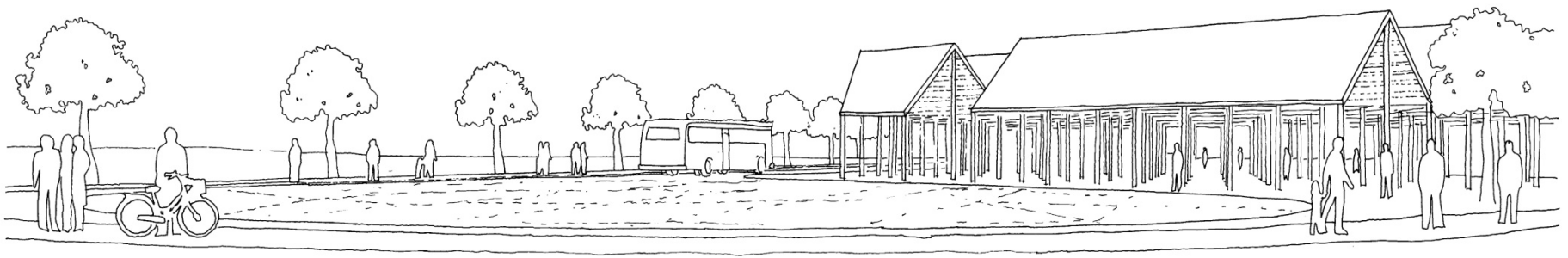


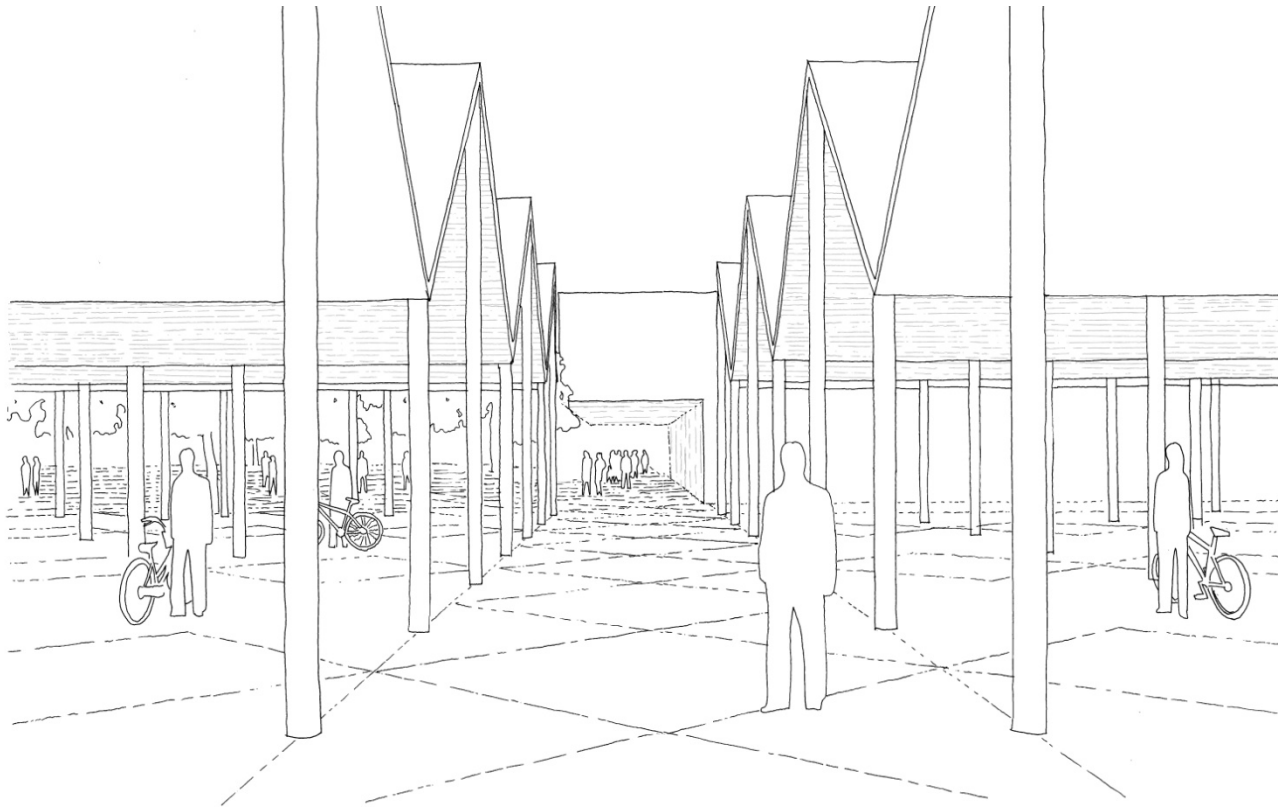


















Minerals and Waste Planning

Supporting the growth of
Cambridgeshire





Existing Mineral Sites in CNFE -1

Lafarge Tarmac Ltd

- Two railway sidings - one services mineral stocking bays
- Use of stationary self discharge train for deliveries
- Stone products used as feedstock in the adjacent coated roadstone plant
- Dry stone dispatched to local construction projects



Existing Mineral Sites in CNFE -2

Frimstone Ltd

- Uses one siding to discharge from stationary train
- Stockpiles alongside train
- Stone reloaded into road transport for local construction sites
- Current site will be displaced by access to new station development



Rail Terminals

Future use : Supporting the provision of major infrastructure

- A14 Upgrade (est. need for 7 million tons of construction materials)
- Local road improvements e.g. access to Northstowe etc

Potential Rail Terminal locational and operational changes within Chesterton Sidings

- Frimstone terminal will be displaced by new station access development
- Frimstone terminal to be replaced initially on land nearby to north by construction of new rail siding
- Rail access to Lafarge may be modified to facilitate bottom discharge delivery trains with unloading elevated conveyor system to be located to east of stone plant
- Relocate Frimstone terminal to north end of Sidings close to Lafarge
- Revised vehicle access to both rail terminals /coated stone plant from Cowley Road Industrial Area

Rail terminals and coated stone plant - Environmental Impacts

- Noise from unloading of trains – stationary and moving
- No controls over times of train unloading
- Potential for fugitive dust emissions from train and lorry loading
- Bitumen odours from coated stone plant
- Coated stone plant works anti social hours to supply local road repairs on the highway at off peak periods e.g. nighttime
- HCV movements from depot to customer

Inappropriate to locate sensitive land uses close to such facilities

Existing Waste Management Sites in CNFE

Waste Management

- Cambridge Sewage Works – can't be moved
- C&D Waste Transfer Station
- Service Centre/WTS



Environmental Impacts – Waste Management

- Impacts of odour and flies are experienced outside the boundaries of the Sewage Works
- Potential for noise and dust from waste transfer
- Waste management uses are significant HCV generators
- M&W PA need to be satisfied that new land uses coming forward on land nearby are compatible with existing waste management uses - consideration of which will be assessed through consultation areas for these facilities

M&W Forward Planning

M&W Plan :

- Allocates land for a new railhead on land north of Lafarge depot
- Identifies an Area of Search for other waste management facilities such as C&D construction waste recycling, Household Waste Recycling centre, suitable new WM technologies



Summary

- Existing mineral and waste management operations will act as a potential constraint on the options available for the introduction of new land uses in this locality
- The planning of the area may introduce opportunities for additional mineral/ waste management infrastructure to meet the needs of the growth agenda

Supporting Growth in Cambridgeshire

Sue Bull

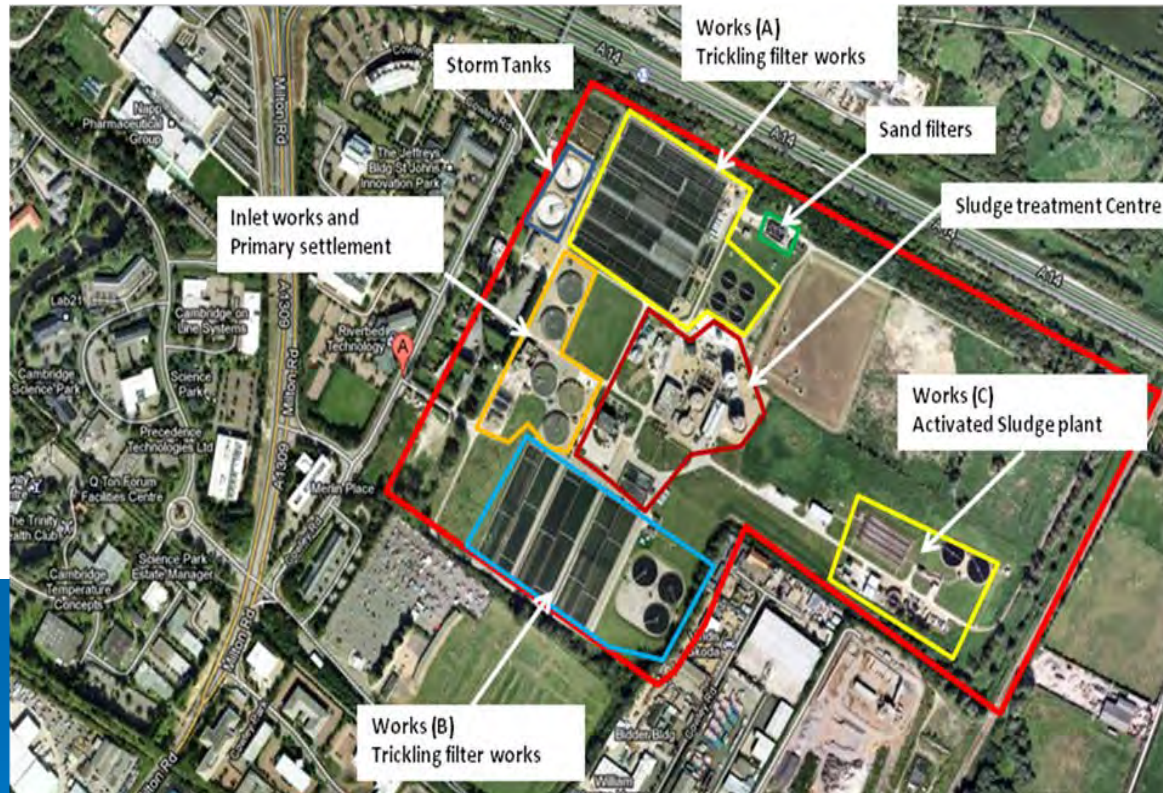
Planning Liaison Manager

Planning & Equivalence

Asset Management



Cambridge Wastewater Treatment Works



Cambridge WwTW is located close to the A14 north of Cambridge

- Serves a population equivalent of approximately 200,000
- Domestic effluents from Cambridge and surrounding villages
- In addition, trade wastes received and treated at the site

Cambridge Wastewater Treatment Works

- Crucial to the plans for growth that is currently being explored.
- AW role is to provide wastewater treatment infrastructure to support development whilst having a responsibility to it's customers to manage operational costs.
- In order to meet the growth that is currently envisaged, AW has investment plans in place to expand and upgrade the works.
- The proposal is still being developed and it is not yet been determined if this will result in a smaller footprint .

Safeguarding ..

- Cambridge Mineral & Waste Plan Policy CS31
- AW Encroachment Policy
<http://www.anglianwater.co.uk/developers/encroachment.aspx>
- Environment Agency's H4 Odour Management Guidance
- Development in close proximity to WwTW must be compatible.
- Initial Odour Dispersion Modelling Report August 2012.

NORTH CAMBRIDGE



5th
studio

Greater North Cambridge

Cambridge is a city experiencing unprecedented growth - great change is underway - but what is the vision for the shape of the city in the next half-century? What sort of place will it be like by 2050? What is the spatial strategy underpinning this vision?

View our proposal for a collaborative study to unlock North Cambridge's potential here:

<http://tinyurl.com/5thStudio-GNC>



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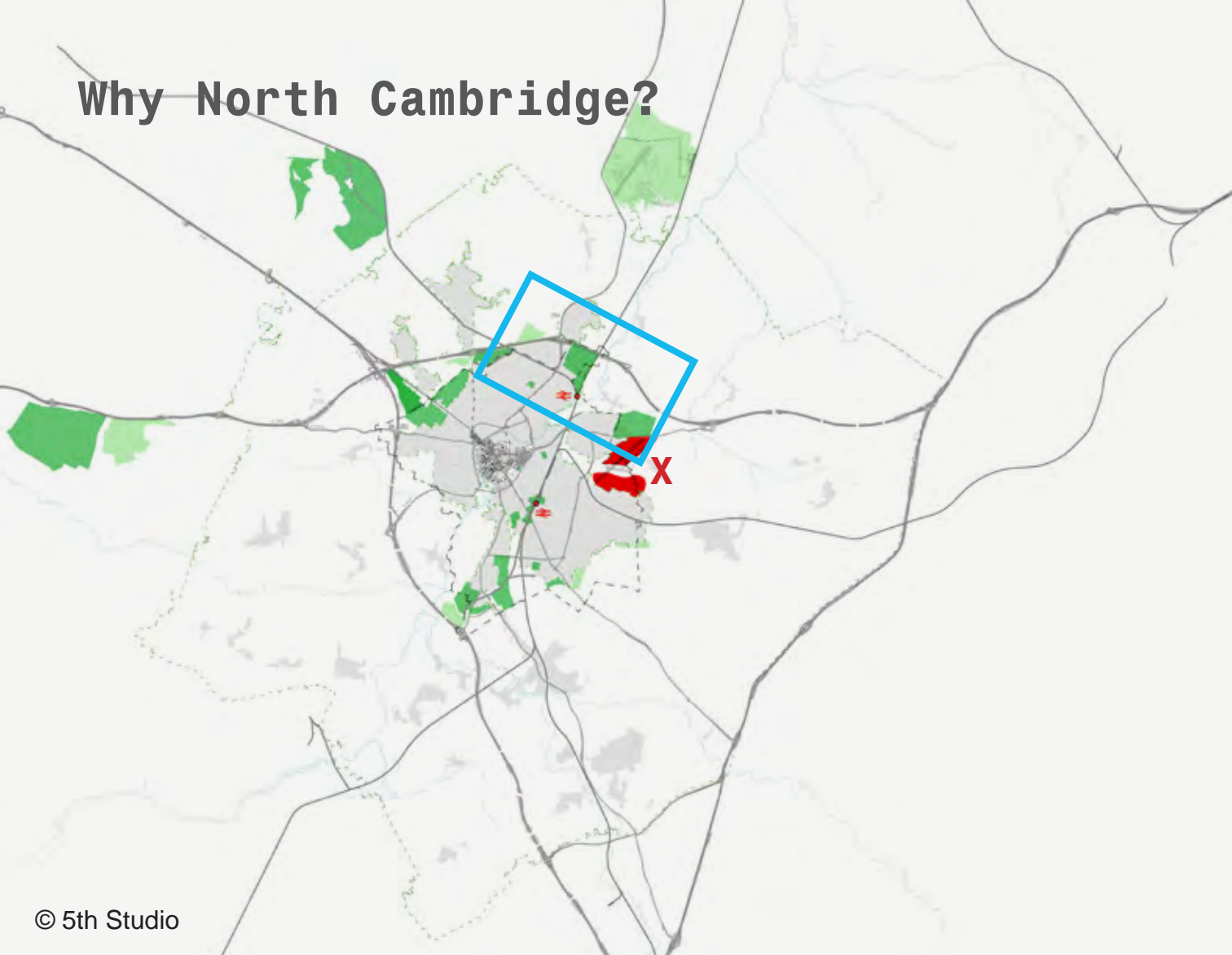


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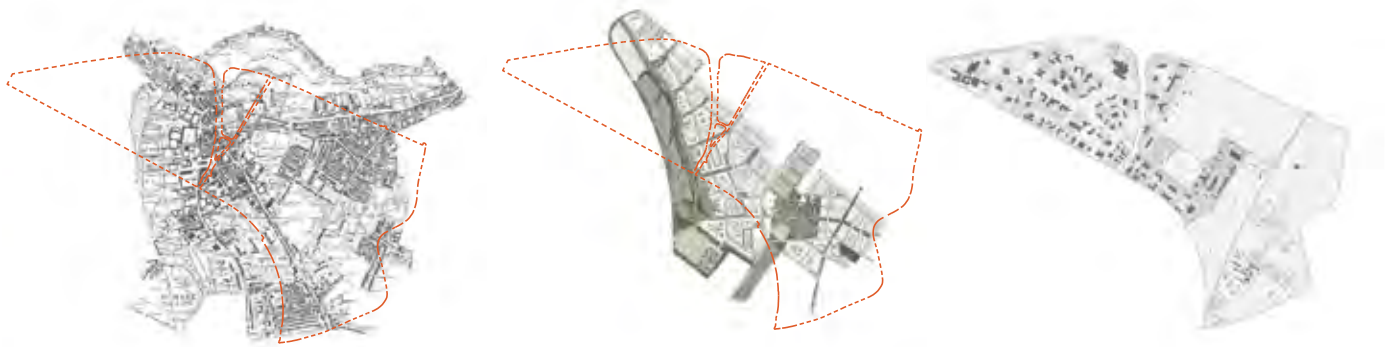


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Why North Cambridge?



Opportunity # 2: **Scale**



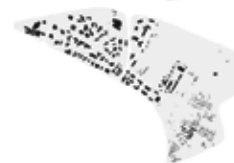
**c.240,000m² of new
employment space
plus c.3,500 dwellings**



UNBUILT
211 hectares
[92% of total]



BLACKTOP
[15% of the total]

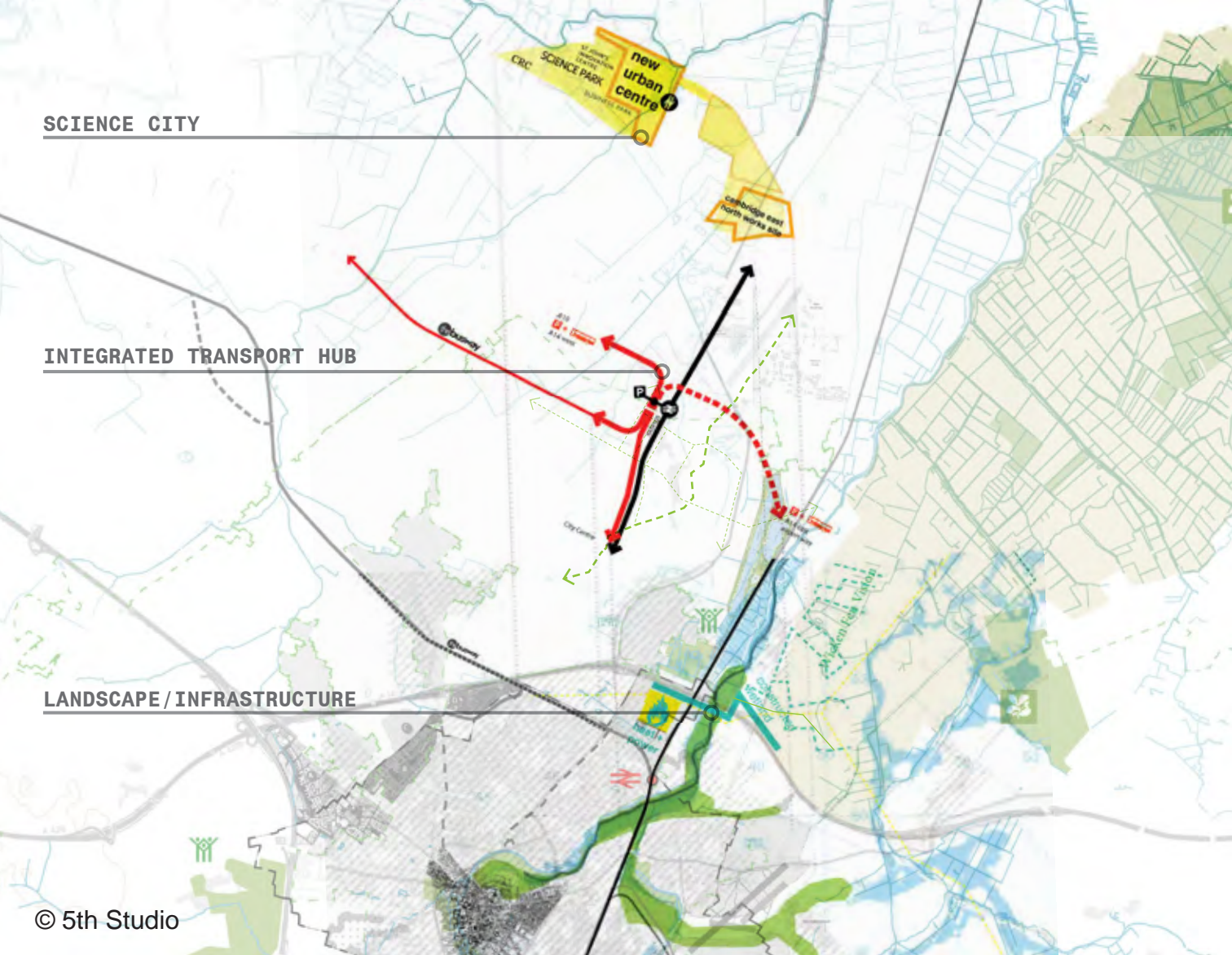


BUILT AREA
17 hectares
[8% of total]

SCIENCE CITY

INTEGRATED TRANSPORT HUB

LANDSCAPE / INFRASTRUCTURE







Questions and Answers?

Group Work

Ideal outcome from the
workshop:

Ideas, material and
inspiration to help develop
a vision for the area



Cambridgeshire Quality Charter



Cambridgeshire
Quality Charter for **Growth**



Community



- Uses
- Facilities
- Services



“Places where people live out of choice and not necessity, creating healthy communities with a good quality of life”



Connectivity



- Transport
- Modes
- Linkages



“Places that are well-connected enable easy access for all to jobs and services using sustainable Modes”



Climate



- Air/noise quality
- Sustainability
- Drainage

“Places that anticipate climate change in ways that enhance the desirability of the development and minimise environmental impact”



Character



- Urban Design
- Master Plans
- Landscape

“Places with distinctive neighbourhoods and where people create ‘pride of place’ ”

Identify issues, constraints and opportunities centred on one of the “C’s” of the Cambridgeshire Quality Charter

Community (uses, facilities, services, etc)

Connectivity (transport, modes, linkages, etc)

Climate (air/noise quality, sustainability, drainage, etc)

Character (urban design, master plan, landscape etc)

Issues: key factors

Constraints: restrictions/limitations

Opportunities: prospects/outcomes

MORNING SESSION PLENARY

[Each group will identify issues, constraints and opportunities for the area centred on one of the four "C's" of the Cambridgeshire Quality Charter]

Community (uses, facilities, services, etc.)

Group 1:

- Travel to the station community – 20m radius
- Key issue short/m/lt – governance of the area
- Too many visions for the area fighting for the same piece of land
- Splintered – transient buy to let
- Need schools
- Gap analysis to include deprivation or not – Fen Ditton
- Major constraint – water works – technology?
- Traveller community – short term benefit needed – land value increase but threat to green belt
- Need v.good permeability – from the east especially
- Opps. in the City Deal, LEP?

Group 2:

- Agreed with group 1, added:
- Infrastructure first – too many junction on Milton Rd already.
- Possible new road connecting to Fen Rd.
- Low density
- .AW producing grey water – good neighbour – providing a benefit to local people – partnership working.

Connectivity (transport, modes, linkages, etc.)

Group 1:

-

Group 2:

- Station – is it in the right location? Is it big enough?
- Short term – walking and cycling – gated communities – better permeability
- Existing barriers across the river – bridge
- A14 congestion – improving the junction at Ely –
- Enabling people to live closer to Cambridge
- Cam Bus selling their site?
- Bus destinations – university site – NIAB – orbital route - too much concentration on the radial routes
- Management of infrastructure
- Interaction of modes
- Reliability of trip times – cycling always quicker!

- North city congestion
- Ely well connected
- People cycle further than expected
- Long term:
- Leadership important –thinking ahead –
- Sustainable modes not like Boston – more like the low countries – densification low car dependency.
- Mobile employment market
- Fuel costs – congestion charging
- Reverse communities – live in London work in Cambridge
- Fen Road – land values increase – interaction with connectivity
- Regional college – through the site and beyond
- Bridge across the railway
- AAP document – long term vision for the area
- Guided bus – use of bollards – good or bad?
- Bike hire – on frontage where people can see

Other points:

- Franchise arrangements with Network Rail
- Anglia Water Investment Plan – content? Timeframe?
- 40 year horizon – needs a vision – draft masterplan – phasing – bigger picture
- Station – catalyst
- Wider places - Waterbeach
- Journey Times –
- Integrated ticket system to cover all modes
- Separate bad neighbour traffic – lorries
- No car parking for future business – create more land
- Redirecting cycle routes

Climate (air/noise quality, sustainability, drainage, etc.)

Group 1:

- SCDC Sustainability
- The thin end of the strategic wedge:
- The station – make it happen!
- Get rid of the odours – Brighton model – removal
- Area for employment – not for housing
- The sidings – dust – noise
- Fen Road – effect not cause
- Car free station – Cambridge shouldn't compromise – first in the world
- Community stadium
- The 'wedge' – just the beginning!

Group 2:

- Constraints identified on map – lots of car parks – urban heat island
- Opportunities – land uses – short term: water works staying, community stadium? Long term: parcelling of site – stadium – mixed use – links with Milton

Country Park, Science park – sustainable design, green corridor strategy, recreational sports corridor, Eco water park.

- A14 widening?
- New urban quarter for Cambridge.

Character (urban design, master plan, landscape, etc.)

Group 1:

- Stagecoach is not the enemy – needs more care – could coexist
- St John's – densification potential – model
- Need to work with Anglian Water
- Need strong leaders and vision
- Place to work,
- Robust env – street based – enclosure – sufficient density
- Land ownership
- Tall buildings? – terminate views
- Constructed wetlands – north of A14 – Fen model
- Funding key constraint – economic model needed
- Mix of use – housing, business, students – high density – mapping the odour zone
- Community stadium travel movement considerations vs office travel movements – delivering other community benefits
- Sporting area in SCDC

Group 2:

- Diagram –
- Nature of the uses surrounding the site – B1, B2 – low density – car based – increased density opps.
- Character challenges – strong boundaries – increase permeability
- Sewage works – mixed use opps – shrinkage – wetlands – combined heat & power opps. Long term: changing configuration. Short term: positives, carefully consider boundaries, fronts and backs.
- The station - Setting the tone – statement of intent – ripple of influence
- Masterplan to coordinate

AFTERNOON SESSION PLENARY

[Under each of the 4 C's discuss earlier, put forward specific suggestions to resolve the issues, constraints and opportunities identified in the morning session]

Community (uses, facilities, services, etc.)

Group 1:

- Need a focal point in order to create a community – square outside the station (Cambridge Leisure) – link with the community esp. the north – retail, leisure and retail.
- Out of town uses relocated (B&Q etc)
- Bring in access from the north –
- Must link with cycleways
- Unitary Authority?

Group 2:

- Water works will define the vision – need to understand future of AW.
- Access routes – opening up access to the East, access to Milton
- Understand the governance structure and get it right from the start – new model – to provide ownership for communities
- Finance – realistic – but aim high – mechanisms
- Interdependence with the A14 and the upgrade
- Long term vision must be enshrined with the Local Plan – high level

Connectivity (transport, modes, linkages, etc.)

Group 1:

- Connections with the city centre and east – priority
- Separate bad neighbour traffic
- Low parking provision – electric
- Moving the sidings north to the back of AW
- Deliverability is the key! Balance with vision with commercial realities
- Needs public investment and buy in –
- Commercial viability is key and cost mitigated
- Dead zone especially in the evening – avoid ghettos
- Policy vehicle – no AAP – too cumbersome
- Draft working mplan for long term – needs flex
- Private investment is the key

Group 2:

- Deliver the station first
- 1 plan and 1 cross agency team – 1 vision
- Clear steer from AW to establish vision
- Good leadership

- Higher density – phasing
- Bus station – where? Aggregates site etc
- Relationships with other major sites – employment

Climate (air/noise quality, sustainability, drainage, etc.)

Group 1:

- Solutions:
- Interchange essential
- Masterplan – phased development – high quality
- Sort out water works
- Retail aggregates to allow A14 upgrades
- Employment
- Green and blue arteries
- Shuttle bus to the P&R
- The place...smell free, move to and through, works in all aspects, vibrant, doesn't close at 5pm
- Chesterton Park 'the place that works'
- Delivery – mechanism to allow landowners to work together
- Council led masterplan by all 3 LPA
- Infrastructure levy to help fund

Group 2:

- Complete the station – prepare the masterplan
- Medium – environmental improvement – restrict, contain, eliminate, improve
- Lt – complete masterplan, bigger picture, stretch outwards
- AW – can't be expected to bare the burden!
- Proactive organisations – Cambridge CleanTech should contribute
- Vision – sustainable travel throughout – 21st C. integration
- Cambridge Brand – extending?

Character (urban design, master plan, landscape, etc.)

Group 1:

- Think long term - define actions short term
- Process focussed – not physical solutions
- Articulate LT vision – 2040/50
- Character – mixed use – wide range – different range of ages all part of character – connections to CRC and Milton
- Reflect the best of Cambridge – city centre, green spaces etc
- Achieving the vision – produce LT timetable for infrastructure investment – ambitious transport improvements – at the right time
- Light touch character framework – positive characteristics – existing assets – set the scene – firm foundation for a future flexible masterplan
- Tight timescale of current LP – focus on the process

- Identity: Quarter with its own identity – density and mix of uses key – pleasant and safe environment – quantum needed to deliver – right balance between employment etc. to sustain the mixed use quarter.

Other issues/points:

- Sidings - Rich biodiversity - needs to be investigated further
- Land banking – could stall the process

Concluding remarks:

- Recommendation: Process – LPA prepare a planning position paper – reviews all business plans – summarise all planning activity in one place.
- Mechanism for influencing business plans – prepared for local CE cttes. – private sector involvement.
- What is an appropriate plan for this area?
- Joined up thinking – partnership critical for moving forward – look at the joint planning cmtte structure.
- Deliverability – clarity of vision – communities, qualities, economy – one single drawing/plan/document to capture vision and initial ambition – mechanism for including private sector.

Introduction

The aim of the day was to seek agreement on a series of high level principles including: key threads; common principles; Transport Hub as catalyst; some residential at core; Boundary of area at the centre of change; Fen Road and greenbelt land east of the railway. What follows sets out key highlights and issues from the concluding presentation. Attendees were encouraged to send any further thoughts to the organisers. The conclusions from the workshop were typed up on the day and will be edited and circulated.

Context

Cambridge is at the heart of one of the fastest growing areas in Europe being driven by the knowledge and service economy. It is facing the challenge of expanding its historic core and growing a regional conurbation around it. The plan needs to:

- Develop a structure that contributes and responds to the conurbation as a whole, and
- Acknowledge the potential for an increase land value in making suitably ambitious proposals.

The nature of the site

The site is large and equates to a city quarter by size but measured by land ownership and land use it is not a typical urban area. It is more typical of an urban fringe site but its location at the edge of one of the fastest growing areas in Europe creates special opportunities. In addition the area might be considered to have a brand – as a centre for innovation in a city that is growing because of the strength of its research and intelligence.

The area is dominated by four sites, each with distinctive issues that will need to be addressed if a successful integrated urban area is to be created. The four key sites are:

- Network Rail Depot;
- Unex Industrial Estate;
- Anglian Water Sewage works and
- Fen Road.

Two key Issues

Waste Water Treatment Works: It was concluded that the Waste Water Treatment Works was critical to determining the future character of the area. The implications, costs and impact of change went beyond current Anglian Water thinking.) A number of suggestions were made as to how the impact of the sewage works could be

Barry Shaw's notes on the conclusions

reduced while maintaining the facility on site, such as the work carried out in Brighton. These now need to be explored with a view to reducing its impact in the medium/long term.

It was noted that the business planning process being undertaken by Anglian Water was on a short time scale and different time horizon to other planning work. It was also limited in its ambition. There was consensus in the need for something to happen that would reduce the negative impact of the works. This might be addressed by a joint consultancy study. A paper should be prepared that sets out the issues and prepares the ground for a high level meeting with Anglian Water. (Leader to Chairman level)

Network Rail Depot: The railway lands presented the clearest opportunity to establish the new character of the area. A very powerful vision was presented at the beginning of the workshop by Tom Holbrook's 5th Studio which produced a cogent analysis of the opportunity and presented an achievable high quality urban plan. Delegates recognised that coordination between the railway management of the station and the development of the site was critical. It was concluded that the aggregate business could be reduced in area while remaining on the site for the short/medium term. Plans for this site need to be developed by a partnership between the public and private sectors.

Timescales

The workshop adopted a phased approach to making suggestions and recommendations by reviewing the potential redevelopment of the area against three time scales of short, medium and long term. These were not precisely defined but short was assumed to be the next 5 years, medium 5 – 10 years and long term 10 - 15 years and beyond.

It became clear that all the bodies involved were working to their own timescales. It was recommended that a paper should be produced that set out all the plan making activity being undertaken by the public and private sectors in the area with a view to co-ordinating the different approaches. It was recommended that the three main private landowners should be part of the process. It was recommended that the paper setting out the issues should go forward to the local chief executives committee for high level agreement as to the process.

Boundaries

The focus of the site was fine but the boundaries might be reviewed in terms of delivery and delivery partnerships. In particular the green belt/Fen road issues were commented on by a very local group. Are there other groups with an interest in the green belt and its future shape that it would be helpful to involve besides the local

Barry Shaw's notes on the conclusions

community? How is the overall Cambridge green belt managed? Is there a need to review traveller policies in partnership? Does the existing Joint Planning Committee need to be reviewed in the light of this site's importance to Cambridge as a whole? (Reference was made to the London Legacy Development Corporation that is taking forward the redevelopment of the Olympic site.)

Type of Plan

The workshop agreed that they wanted to see the detailed observations incorporated in future thinking. The specific nature of the site means that Local Plan policies are not likely to be sufficiently detailed to give certainty to the outcome. Alternative and additional plans should be considered including a local area action plan or non-statutory plan such as a masterplan or opportunity plan.

Private/public partnership

The private sector land owners should be invited to work with the LA's to produce an overall document or provide funds for it to be jointly commissioned.

Conclusion

Good places need a successful long term vision. This comes from leadership, citizen engagement and technical input. Sense of place is not just physical it is social and economic. Place making is an evolutionary process – the professional role is about enabling the vision and about co-production. The opportunity is to take the Innovation Areas on to the next stage, to build on brand, the success and the energy that exists here and to maintain the reputation for innovative thinking and one of the most attractive places to work in Europe. In the words of one of the delegates, “ We must find a suitably creative way to respond to the poetry of the Cambridge phenomenon.”