



**Cambridge City Council
Cambridge Local Development Framework**

Draft Eastern Gate Development Framework

Supplementary Planning Document

Statement of Consultation

Cambridge City Council has prepared a development framework for the Eastern Gate area. The purpose of this document is to provide a clear framework to co-ordinate and guide the future development of the area. The area covered by the document stretches from the Crown Court on East Road and the Elizabeth Way Roundabout to the beginning of Cambridge Retail Park on Newmarket Road.

The production of the Eastern Gate Development Framework Supplementary Planning Document (SPD) has involved extensive consultation with members of the public and key stakeholders. The first stage of consultation informed the production of the Eastern Gate Visioning Document which the Executive Councillor for Climate Change and Growth approved on 15th February 2011. The Visioning Document has since informed the production of the Eastern Gate Development Framework SPD.

This Statement of Consultation outlines the consultation stages undertaken for both the Eastern Gate Visioning Document and Draft Supplementary Planning Document, the responses to these consultations and how these responses have informed the development of the SPD.

Stage 1: Consultation on the Eastern Gate Visioning Document

On the evening of 9th November 2009, Petersfield Area Community Trust (PACT) and Riverside Area Residents Association (RARA) held a public meeting themed 'Your Community-Your Future'. The purpose of the meeting was to begin a debate about how residents see their local area developing and in doing so, improve links between residents of Riverside, Petersfield and the neighboring area of Brunswick.

This initial meeting was the first step in seeking the views of local people about where they live and the sort of place the area could become, the event was a great success and was used to assist in the production of the draft Eastern Gate Visioning Document.

To facilitate this, Cambridge City Council Officers were invited along to the evening to run an exercise aimed at getting people involved, in a 'hands-on' way, in expressing their visions for the future of the area.

The evening was structured around two quick hands-on exercises, with views sought regarding 4 key topic areas: movement, landuse, open space and townscape. Participants were asked three key questions:

1. What do you LIKE about the area?
2. What do you DISLIKE about the area?
3. What IMPROVEMENTS could be made?

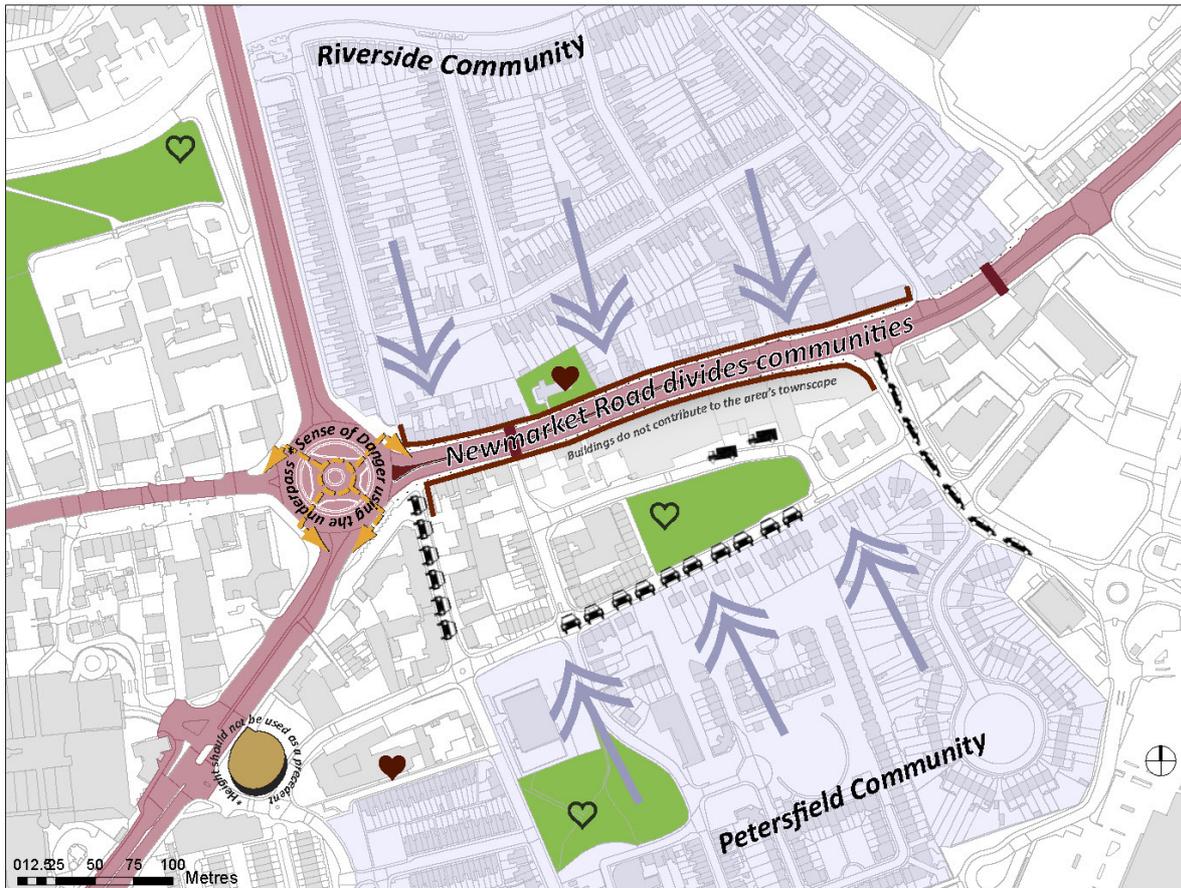
Exercise 1 was focused on questions on questions 1 and 2 and was aimed at identifying the issues associated with the 4 topic areas. The second task, which posed the third question, was aimed at encouraging people to think about improvements that could be made to the area – including thinking outside the box.

Large A1 maps were displayed around the room under each of the 4 topics. For both exercises, participants were encouraged to annotate and draw on the map and record thoughts on accompanying flip charts.

A comprehensive record of the evening, including a full copy of comments recorded on the maps and flip charts, can be found in the document '**Eastern Gate Development Framework – Summary of Public Meeting**', which is available to download from the City Council's Eastern Gate website (www.cambridge.gov.uk/easterngate)

Maps illustrating the key issues and opportunities identified by the community are shown in figures 1 and 2.

Figure 1: Key issues identified by the community



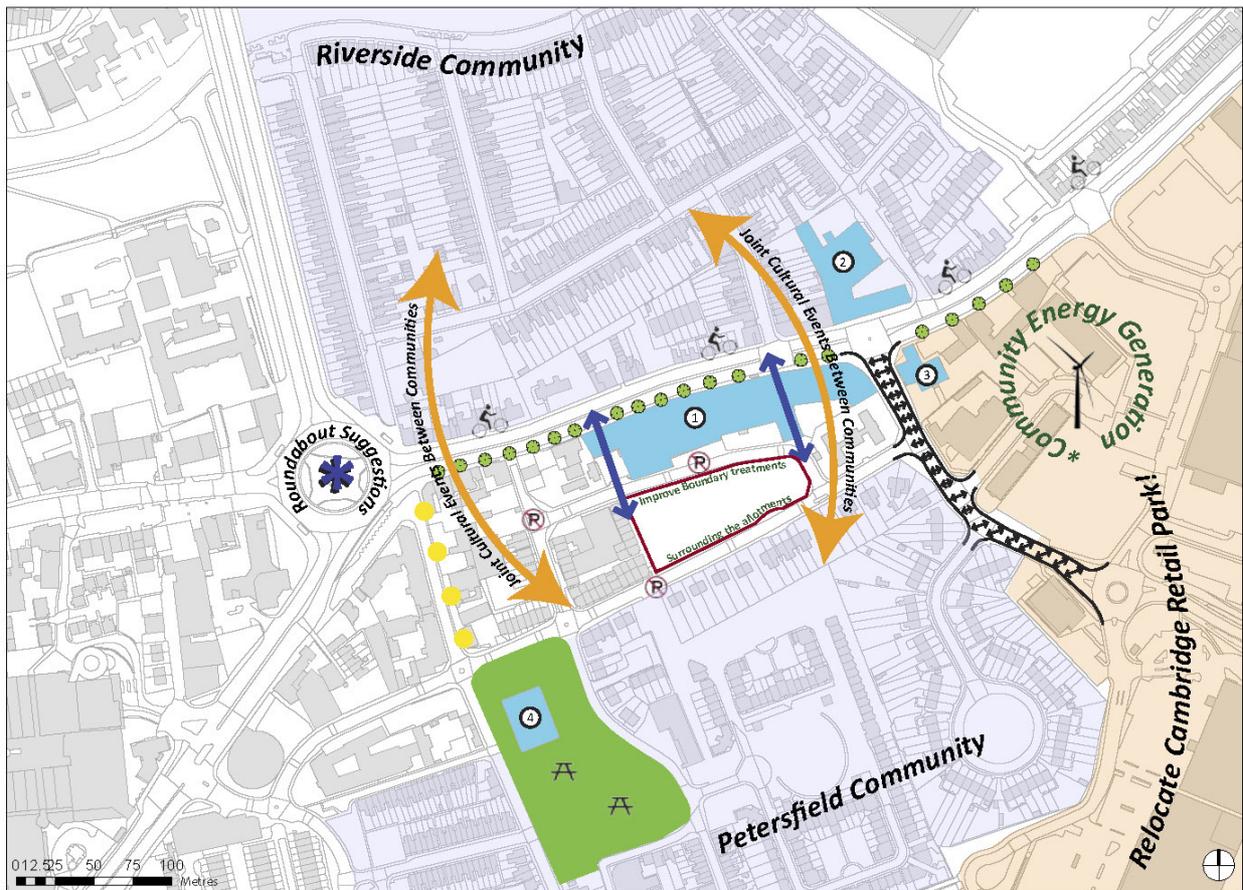
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| <ul style="list-style-type: none">  Existing narrow pedestrian crossings restrict pedestrian movement between Petersfield and Riverside communities.  Fragmented cycle lanes along Newmarket Road.  Poor condition of historic frontage along Newmarket Road.  Historic buildings that are well valued: Church of St Andrew-the-Less and the Old Ragged School particularly.  Existing open spaces well loved and valued by the community. | <ul style="list-style-type: none">  Wheelie bins and parked cars obstruct pavements and cycle lanes along Occupation Road and New Street  Lack of vehicle capacity along Coldham's Lane resulting in traffic congestion.  Industrial uses generate heavy lorry movements, which struggle to navigate the narrow streets.  Concerns that the height of the Crown Court is used as a precedent for future developments.  Lack of routes between communities. |
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Other key issues raised by the community included:

- Lack of benches and play areas
- Deficiency of open space within the area
- Lack of parking for users of Newmarket Road shops
- Lack of community centres and facilities
- Pubs closing down
- Poor quality and unsafe feeling routes to important facilities & shops.

Figure 2: Key opportunities identified by the community



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| <ul style="list-style-type: none">  Improve street lighting (particularly along Occupation Road) and the condition of street surfaces.  Improve connections from Riverside to schools and the City Centre.  Increase the number of benches within existing open spaces and introduce more seating on key routes to shops and services.  Create continuous cycle lanes along both sides of Newmarket Road.  Increase the width of Coldham's Lane to improve vehicle capacity.  Reduce the dominance of the car by minimising parking, pedestrianise narrow streets and create 'homezone' spaces.  Investigate community energy generation scheme.  Soften and green Newmarket Road with landscaped areas and trees.  Poor quality buildings with the potential for demolition. | <ul style="list-style-type: none">  1 Replace warehouses and industrial units with artists studios , cycle repair shops, flower and plant stalls and cafes.  2 Replace West's Renault car garage with public open space.  3 Remove poor quality 'glazed cube' building on the corner of Coldham's Lane and Newmarket Road.  4 Remove the Howard Mallet Centre to increase available open space within St Matthew's Piece. |
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Following member approval for public consultation of the draft Eastern Gate Visioning document at Development Plan Steering Group Sub-Committee on 13th July 2010, the draft Visioning Document was subject to an 8-week consultation period which took place from 26th July 2010 until 17th September 2010.

An extensive leaflet drop was undertaken for approximately 2,450 residential and business properties that fell within or close to the Eastern Gate Study Area (see figure 3: Eastern Gate Development Framework Consultation Catchment Area). The leaflet invited local residents and businesses to view the document and tell us their thoughts on the issues, opportunities, redevelopment aspirations and options for potential key projects. During the public consultation period, hard copies of the Visioning Document and response forms were made available to view at the City Council Customer Service Centre and the Central Library. Relevant material was also made available to download on the City Council Eastern Gate website (www.cambridge.gov.uk/easterngate) including a full copy of Visioning Document.

Figure 3: Eastern Gate Development Framework Consultation Catchment Area



A press release publicising that the document was out for consultation was also issued. Relevant Councillors and Senior Officers from both the City and County Councils were also advised of the consultation directly via email.

Consultees were asked to provide feedback by completing consultation response forms, which asked consultees to focus comments on 5 key questions:

1. Which Strategies/Key Projects do you support and why?
2. Which strategies/key projects do you Not support and why?
3. Do you think that there are any other options that could be considered, if so what are they and why should they be considered?
4. Do you think there are any other areas/sites that should be included or excluded from the study area, and why?
5. Is there anything else related to this Visioning Document that you would like to comment on?

A shorter document which contained a summary of the strategies and key projects was also produced and made available via the City Council's website, in response to early concerns regarding the visioning document's length and file size.

In addition to the formal 8 week consultation period, a day long staffed public exhibition took place from 2pm-9pm on the 11th October 2010 at Christ Church, which is located close to study area. A series of display panels were produced providing a summary of the draft Visioning Document and members of the City Council were on hand to answer questions and provide more detail of the strategies and key projects presented.

The City Council worked closely with key representatives of the three local residents associations (RARA, PACT & BRUNK) to publicise the event, and determine the suitable date and location. Posters advertising the public exhibition were displayed in the reception areas of the Customer Service Centre and Guildhall as well as the Central Library. Consultees who had already provided comments during the formal 8-week consultation period were emailed directly inviting them to attend the exhibition and ask further questions. Overall the event was well attended and provided the public with an opportunity to ask questions and provide further feedback on the draft Visioning Document.

The public meeting on the 9th November 2009 was the first step in seeking the views of local people about where they live and the sort of place it could become. It was a very successful evening - discussion was both lively and positive, with thoughts and ideas plentiful. The issues and ideas that were generated during the meeting were used to assist the City Council with the preparation of the draft Visioning Document that was the subject of the 8-week public and stakeholder consultation and exhibition.

By the end of the consultation period, the Council had received a total of 46 representations from a range of stakeholders, many of which were very comprehensive and constructive. A full summary

of all the consultation representations received for the Eastern Gate Visioning Document and responses for them is contained within Appendix B.

Representations were on the whole very positive. Many supported the production of the draft Visioning Document as the first step towards producing a formal SPD to guide change within the area. The aspirations to improve the public realm and enhance pedestrian and cycle routes were also generally supported. Out of the five key projects identified within the draft Visioning Document, key project 1: Elizabeth Way Roundabout received the most detailed comments. Over 70% of residents who commented specifically on this key project agreed with the aspiration to fill in the pedestrian subways and replace with a junction that allows convenient pedestrian and cycle movements above ground.

Positive comments were also received from the County Council as the Highway Authority, who outlined that they want to engage further with the City Council to progress and test some of the key projects suggested within Chapter 5 of the draft Visioning Document.

A number of key issues emerged from the formal 8-week consultation period and public exhibition. These were as follows:

1. Building heights;
2. Traffic management and parking;
3. Removal of the Howard Mallett centre to increase the size of St Matthew's Piece;
4. Funding of key projects; and
5. The removal of existing pedestrian guardrails.

To help finalise the Visioning Document, the above key issues and main findings of the consultation as well as final copies of the Visioning Document were reported to members of the Development Plan Steering Sub-Committee (DPSSC) on 15th December 2010 . A copy of the agenda and committee minutes can be found at:

<http://www.cambridge.gov.uk/democracy/ieListMeetings.aspx?CId=184&Year=2011>. The table below highlights the main key issues and the response and changes that were made to the visioning document:

| KEY ISSUE 1 – Building height | |
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| Concerns | <p>Two main issues emerged from the consultation regarding the range of building heights suggested on figure 49 (page 46) of the Visioning Document.</p> <p>a) Respondents on behalf of CityLife and Travelodge felt it was inappropriate to <i>“impose specific and maximum storey heights for different sites”</i>.</p> <p>b) Public representations were received expressing concerns that the 4-storey</p> |

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| | upper limit recommended for the corner of River Lane/Newmarket Road and along Occupation Road was too high |
| Response | <p>a) The ‘imposition’ of storey heights - The range of storey heights recommended on figure 49 (page 46) have been informed by the JUDT’s own digital 3D model, and we therefore believe this forms a robust starting point for the consideration of development proposals. Any proposals that seek to exceed this guidance will need to be tested in a robust way, and applicants will need to demonstrate through 3D computer modelling that their proposals will not unduly impact upon the surrounding context in line with saved Policy 3/4 (as required on page 44 of the draft Visioning Document). It must also be noted that figure 49 should be read in conjunction with the supporting text on pages 44-45, which together are seeking to achieve well designed buildings that fit into their context and respond to key views across the conservation area. In addition, the City Council are in the process of developing a Skyline Strategy, which will set out a robust methodology for assessing ‘tall buildings’. For clarity, tall buildings are defined as buildings which break the skyline and or are significantly taller than the surrounding built form.</p> <p>b) Corner of River Lane/Newmarket Road and Occupation Road- with regards to the corner of River Lane/Newmarket Road, given the finer grain context of the conservation area to the north, it is considered appropriate to reduce the recommended upper storey height and amend the plan to suggest a range between 2.5 – 3.5 storeys. Figure 49 will therefore be amended accordingly. With regards to Occupation Road, given that the prevailing scale of the Conservation Area to the south is domestic, it is again considered appropriate to reduce the recommended upper storey height and amend the plan to suggest a range of 2.5-3.5 storeys.</p> |
| Change to Document | No suggested change to figure 49, with the exception of: Corner of River Lane /Newmarket Road – suggested change to 2.5 – 3.5 storeys. Occupation Road – suggested change to 2.5 – 3.5 storeys. |
| KEY ISSUE 2 – Traffic management and parking | |
| Concerns | a) Traffic management – Through a joint representation from local residents associations, concerns were raised that the Visioning Document does not |

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| | <p>provide suggestions for reducing traffic volumes within the area and urged for an independent City Council traffic management position to be established.</p> <p>b) Parking - A number of public representations were received expressing concerns that future development would exacerbate the existing parking pressures in the area (especially along New Street) and calling for the Visioning Document to insist upon some form of restricted parking to prevent commuters and shoppers parking in the area.</p> |
| <p>Response</p> | <p>a) Traffic Management – It is beyond the scope of the Visioning Document to propose detailed solutions for reducing traffic volumes within the area. It needs to be recognised that there are much wider issues about the local highway network that need to be considered, and solutions put forward that might help address traffic volumes within the Eastern Gate area. Future growth and bus priority measures are but two key issues, both having a local and city-wide impact, that would need to be considered and studied in depth before more detailed solutions could be brought forward to help manage traffic volumes. The Visioning Document alone cannot be expected to resolve these matters, but instead could help promote specific projects that would support future evidence based solutions. The County Council will need to lead such work and the City Council will support the analysis, option development and detailed design solutions. The Key Projects identified within the Visioning Document begin to articulate an urban design led approach to resolving some of the conflicts at key junctions. The County Council support these improvements in principle. The Joint Transport Forum (County Council and City Council) is leading the work on a ‘Cambridge Area Transport Strategy’ (CATs) and the Visioning Document will feed into this work. To assist with this, it is suggested that once finalised, the Visioning Document is presented to the Joint Transport Forum and a working group established to progress a ‘joined up’ approach to public realm/highway improvements in the area.</p> <p>b) Parking – It is not within the scope of the Visioning Document to insist upon parking restrictions within the area. Any proposal for a controlled parking zone (CPZ) needs to be the subject of a comprehensive public consultation and is a matter for the County Council. However, the current pressure for parking in the area and the negative effect upon the quality of the public realm is acknowledged. Therefore given the proximity of the area to the city centre, low car ownership development may be considered appropriate,</p> |

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| | especially when supplemented through the provision of Car Clubs, and it is therefore suggested this is referred to in the Visioning Document. |
| Change to document | <p>a) Traffic management - No suggested change.</p> <p>b) Parking – It is suggested that Chapter 3 (Context Analysis) of the Visioning Document is amended where necessary, to make clear references to the implications of parking pressures within the area. It is also suggested that Section 4.2, Movement and Circulation Strategy be amended to promote the inclusion of car club spaces within/adjacent to new development, and that in certain circumstances low car ownership schemes may be appropriate.</p> |
| KEY ISSUE 3 – Removal of Howard Mallett centre to increase the size of St Matthews Piece | |
| Concerns | Consultation on the draft Visioning Document revealed a desire from local residents and some Residents Associations for the Howard Mallett Centre to be demolished and to increase the size of St Matthew’s Piece. Cambridge Past Present and Future (CPPF) stated they strongly support the local community in their desire that the site should be returned back to green space. |
| Response | The Howard Mallett Centre is currently in private ownership and could only be returned to public open space if it was purchased by an interested party or by the City Council. The cost of acquisition and demolition is currently unknown. It is important however to establish key development principles should the site come forward for redevelopment. |
| Change to Document | <p>Amend the ‘Strategies for Change’ contained within Chapter 4, to clarify the development principles that must be applied to the site should redevelopment occur. Suggested development principles include:</p> <ul style="list-style-type: none"> • Explore the opportunity for adaptive reuse of the building. • Mending the street frontage – through the promotion of a new building frontage along New Street (figures 44, 48, and 49 to be amended accordingly). • Improving the relationship with surrounding streets – through the promotion of active frontages. • Minimising the impact on St Matthew Piece – through careful consideration of building heights and building footprint, particularly in relation to existing mature trees. • Potential to enhance and increase the size of St Matthew’s Piece - through the promotion of a reduced building footprint than the existing Howard Mallett Centre, and the contribution of S106 monies to enhance the existing open space. |

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| KEY ISSUE 4 – Funding of key projects | |
| Concern | Many respondents raised the issue of funding to deliver the key projects identified within the draft Visioning Document. |
| Response | It is beyond the scope of the Visioning Document to outline in detail the funding mechanisms to secure investment for the key projects. These are complex major infrastructure projects, which require multiple funding streams. It is recognised that existing funding mechanisms such as contributions from Section 106 agreements from development sites and contributions made to the Eastern Corridor Area Transport Plan (ECATP) will likely not generate the required level of investment. However, emerging new policies from Central Government may provide opportunities for additional sources of funding such as the Community Infrastructure Levy and Tax Increment Financing (subject to legislation being in place), and it is therefore important that a 'Vision' for the area is in place to help attract and guide future investment opportunities. The Development Framework, when adopted as an SPD, will provide the formal mechanism for securing developer contributions/other funding opportunities for specific projects and will prioritise projects where monies should be targeted. Detailed project funding requirements will need to be set out in the Eastern Gate Development Framework (SPD) and will have to be consistent with the requirements set out in section 3.5 of the Planning Obligations Strategy (SPD). |
| Change to document | No suggested change. |
| KEY ISSUE 5 – Removal of existing pedestrian guardrailing | |
| Concern | Many respondents acknowledge that the removal of pedestrian guardrailing would be beneficial in reducing street clutter and re-addressing the balance between vehicles and pedestrians, but some respondents questioned the safety implications of doing so. |
| Response | <p>Pedestrian guardrailing is a very intrusive element. It restricts pedestrian movement, often forcing people to walk further away from their desire lines; can reduce the amount of useable footway; degrades the quality of the public realm; and there is also <i>"evidence that it can increase traffic speeds and present an increased risk to cyclists, who can be crushed against vehicles"</i> (Manual for Streets 2, para 12.4.2, page 87).</p> <p>In the case of Elizabeth Way roundabout, Newmarket Road and East Road, despite extensive guardrailing there is a great deal of non-compliance by pedestrians (and cyclists) who still choose to take the shortest path, putting themselves at greater</p> |

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| | <p>risk. The genuine effectiveness of this guardrailing is therefore questionable. The draft Visioning Document identifies potential areas of existing guardrailing that could be removed. However, it must be noted that the Visioning Document is not advocating that this is undertaken in isolation - the removal of existing guardrailing should only be considered when part of a wider design for the whole streetscape to better incorporate pedestrian and cycle desire lines. Furthermore Manual For Streets 2: Wider application of the Principles (MfS2), provides evidence based best practice guidance regarding the use, effectiveness and removal of existing guardrailing. Section 12.4 in particular outlines a process that authorities should follow when considering the removal of existing guardrailing.</p> |
| <p>Change to document</p> | <p>It is suggested that Section 5.4: Key Project 2 – Newmarket Road/East Road is amended to clarify that the removal of existing guardrailing should only be considered when part of a wider design for the whole streetscape and not in isolation, and that due regard should be given to the best practice guidance on guardrailing as set out in MfS2. It is suggested that all further text within Chapter 5, which suggests the removal of pedestrian guardrailing is amended to refer the reader to a more detailed explanation under section 5.3: Key Project 2.</p> |

The draft Eastern Gate Visioning Document was approved by the Executive Council for Climate Change and Growth on the 15th February 2011, and has been used to inform the production of the draft Eastern Gate Development Framework SPD.

Stage 2: Consultation on the draft Eastern Gate Development Framework SPD

After being approved for public consultation at Development Plan Scrutiny Sub Committee on 22nd March 2011, the draft Eastern Gate Development Framework SPD and its accompanying Sustainability Appraisal (SA) were the subject of consultation for 6 weeks between Monday 13th June and Monday 25th July 2011.

In line with the consultation standards set out in the Council's Statement of Community Involvement and in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended), the consultation documents were sent to the statutory and other consultees as set out in appendix A. This schedule included parish councils, local business and other relevant bodies. Emails, advertising the consultation period were sent to all participants from the original consultation on the Eastern Gate Visioning Document and those that attended the public meeting as well as senior and principal officers of both the City Council and Cambridgeshire County Council.

A leaflet drop advertising that the SPD had been produced and was a follow on from previous consultation and development of the Eastern Gate Visioning Document was undertaken for approximately 2,450 residential and business properties within or surrounding the study area. (see figure 3: Eastern Gate Development Framework Consultation Catchment Area)

All of the consultation material was made available to download from the Eastern Gate website (www.cambridge.gov.uk/easterngate), in addition consultation material and response forms were made available in the Council's Customer Service Centre located at Mandela House, this included a series of static exhibition boards outlining the strategies and key projects contained within the SPD.

The online consultation system was used to allow people to submit their comments via the internet (<http://cambridge.jdi-consult.net/ldf/>) (hard copies of the consultation response forms were made available to those who did not have access to the internet). In addition, a notice was placed in the Cambridge News on 13th June 2011 containing information about the consultation and how people could get involved.

By the end of the consultation period, the Council had received a total of 235 separate representations from a total of 35 respondents: 63 responses of support were received (26.8%), 135 (57.4%) comments and 37 objections (15.7%). Two representations were also received in support of the SA.

The responses came from a variety of sources including local residents, planning consultants, statutory bodies, and Cambridgeshire County Council Highways Authority. There was a broad consensus that the area was in need of enhancement and that existing roads were particularly hostile to pedestrians and cyclists. Local residents including Riverside Area Residents Association (RARA) and Petersfield Area Community Trust (PACT) expressed their strong support for the principles of the document, making particular note of the likely benefits arising from the key projects and welcoming the proposals which would reconnect the communities of Petersfield and St Matthews and enhance the environment for cyclists and pedestrians. However some key concerns were raised which are discussed further below.

Many of the representations sought clarification and strengthening of particular paragraphs of the draft SPD, for example the County Council Historic Environment Team sought minor technical amendments to paragraphs covering archaeology in section 2.1 Historical Context.

37 representations raised objections to a range of different issues within the draft SPD. These included a number of key issues, which are outlined in Table 2 and include; changes to the Vision and Objectives of the SPD, additional sites, building heights and roof forms, minimum cycle lane widths, the re-introduction of two way traffic on Harvest Way and New Street, the redevelopment of the Howard Mallet Site and its implications for open space, the creation of physical and visual links across development sites on Newmarket Road. In addition to outlining the key issues below, Table 2 includes responses to the areas of concern and subsequent changes to the SPD. A full summary of all of the representations received and responses to them, and changes to the SPD is contained in Appendix C (to be inserted following adoption of the SPD)

| KEY ISSUE 1 - Vision | |
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| <p>Concerns</p> <p><u>Reps 5286, 5216, 5318</u> (Para 1.4.1)</p> | <p>Three representations made comments regarding the Vision of the SPD, suggesting it was confusing and should embrace the opportunities for redevelopment</p> <p>Sustrans (5318) noted the Vision needed to be expanded to emphasise the need for "street", "people" and "connectivity".</p> <p>Allia Limited (5286) noted the Vision was awkwardly expressed, and as a consequence, will come across as rather unintelligible to most readers. The wording of the Vision ought to be simplified and should perhaps express some ambitions for the quality of the area 15/20 years hence, once much of the regeneration that is currently envisaged has occurred.</p> <p>Anglia Ruskin University (5316) noted the Vision and Objectives were confusing. The Vision relates to barriers and connections, however, much of the document is about far more than this, for example, seeking to set development parameters. The Vision should embrace the opportunities for redevelopment within the area to help improve the quality of place.</p> |
| <p>Draft response and consequential changes to the SPD</p> | <p>Comments noted. The Vision will be reword as follows :</p> <p>" The Vision for Eastern Gate is to regenerate and transform this key approach to the city through high quality development coupled with key projects that will connect people and places."</p> |
| KEY ISSUE 2 - Objectives | |
| <p>Concerns</p> <p>Reps 5318 (Para 1.4.1) Reps 5317,</p> | <p>Respondents including local residents, Sustrans, Anglia Ruskin University, Cambridge Cycling Campaign and Allia Limited raised concerns that the objectives in paragraph 1.4.2 were confusing, limited, or required rewording to reflect their importance.</p> |

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| <p>5312, 5325, 5287, 5388 (Para 1.4.2)</p> | |
| <p>Draft response and consequential changes to the SPD</p> | <p>The objectives set out in paragraph 1.4.2 are high-level and have been assessed against the Sustainability Objectives identified in Stage A (Scoping Report) of the SA process. In response to representations received, several minor amendments have been made to the SPD objectives as detailed below:</p> <p>The second objective will be amended to read as follows: 'Create safer, more civilised and inclusive streets, which priorities pedestrians and cyclists'</p> <p>The 8th objective will be brought forward to become objective 4 in order to response to concerns about ordering and hierarchy.</p> <p>The 9th objective will be reworded to read as follows: 'Preserve or enhance the conservation area and the setting of historically significant buildings'.</p> <p>An additional objective has been added, which will read as follows: 'Delivering regeneration and redevelopment of the underused assets of the areas as a means to enhancing the entrance to the city centre'</p> |
| <p>KEY ISSUE 3 - Additional development outside of the SPD Study Area</p> | |
| <p>Concerns</p> <p>Reps 5415, 5416, 5367, 5427 (Para 5427) 5289 (Figure 2) 5361 (Figure 29) 5452 (Figure 31) 5365 (Figure 38)</p> | <p>A. <u>Additional development sites</u></p> <p>Several respondents including local land owners, residents and developers commented that the Eastern Gate Study Area boundary should be enlarged to encompass the following areas:</p> <ul style="list-style-type: none"> • East Road as far as Norfolk Street • The length of Newmarket Road to the Railway Bridge • Fitzroy Street • Cambridge Retail Park <p>B. <u>Atrium Club Site</u></p> <p>Unex Holdings Limited raised objections that the former Atrium Club Site, as bounded by Severn Place, Newmarket Road and East Road should be listed as a 'Other Potential Development Site' on figure 2 and included on the following plans: Figure 29 Opportunities; Figure 30 Movement and Circulation Strategy; Figure 38 Built Form Scale and Massing Strategy.</p> |
| <p>Draft</p> | <p>A. <u>Additional development sites</u></p> |

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| <p>response and consequential changes to the SPD</p> | <p>The study area has been drawn to include areas which contain potential development sites, both allocated in the 2006 Cambridge Local Plan and unallocated, as well as areas where the quality of the public realm has been significantly undermined by 'standard' highway solutions.</p> <p>B. <u>Atrium Club Site</u></p> <p>It would be inappropriate to set out the scale and massing of an redevelopment at the Atrium Club Site without detailed discussion and ideally agreement with the owner. Accordingly officers consider it would be problematic to include this site on other plans at this stage. By not including the Atrium Site the Council is not prejudicing future development options that may come forward on this site.</p> <p>No changes to the SPD are proposed.</p> |
| <p>KEY ISSUE 4 - Building Heights and Roof Forms</p> | |
| <p>Concerns</p> <p>Reps Figure 38 5490, 5282, 5433, 5246, 5345, 5441 (Para 3.2.3) 5428 (Figure 31) 5445, 5432 (Para 3.4.10),</p> | <p>A. <u>Indicative building heights</u></p> <p>A key concern of respondents was building heights. Riverside Area Residents Association (RARA) expressed concern that indicative building heights were high relative to local residential properties. RARA also raised concerns that the principles of avoiding unbroken rooflines would need to be robustly enforced. A number of residents felt that the Council had failed to achieve these objectives at the Travelodge Site and the future Residential scheme on Newmarket Road. Local planning consultants working on behalf of Allia Limited supported the proposal to test the suitability of buildings, which were above the indicative heights stated within the SPD through the use of computer modelling.</p> <p>B. <u>Justification of building heights</u></p> <p>Two key stakeholders objected to the inclusion of building heights, suggesting they had not been justified. Savills commented that the buildings heights shown on figure 38 make no assumptions about roof shape or design, suggesting a flat roofed structure of 4 storeys may be lower than a pitched roof structure of 3 storeys. Another representation noted the Built Form Scale and Massing Strategy did not consider buildings that did not have shoulder heights, eaves or ridge lines, suggesting the strategy pre-supposed certain typologies and building styles.</p> |

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| <p>Draft response and consequential changes to the SPD</p> | <p>A. <u>Indicative building heights</u></p> <p>Proposed maximum heights indicated in figure 38 have been informed through a comprehensive townscape analysis of the area, the Cambridge City Council's Building Heights Data Model and previous planning applications. Heights relating to the Newmarket Road frontage have been informed through the following applications:</p> <ul style="list-style-type: none"> ○ Eastern Gate Residential Site, (08/0205/FUL) proposed 6 storeys with a recessed 5th floor. The scheme was originally refused permission and later appealed against, the appeal was dismissed as the height of the proposed building and its mass at upper levels would have a harmful effect on the environment. ○ The Travelodge site, the original approved outline application for proposed office use (C/02/0739/OP) set a precedent for a 5-storey building with a 4th floor setback. The recently approved Travelodge (10/0851/FUL) is in accordance with the outline application at 5 storeys. <p>We believe the combined planning history, building heights model and context analysis of the area forms a robust starting point for the consideration of maximum building heights for development proposals. Proposals that seek to break this guidance will need to be tested in a robust way, and applicants will need to demonstrate through the use of 3D computer modelling the impact on key views and vistas to ensure proposals do not unduly impact upon the surrounding context, in line with saved Policy 3/4 of the 2006 Cambridge Local Plan (as required on page 40 of the draft SPD).</p> <p>It must also be noted that figure 38 should be read in conjunction with the supporting text on pages 40-45, which together are seeking to achieve well designed buildings that fit into their context and respond to key views across the Conservation Area. In addition, the City Council are in the process of developing a Skyline Strategy which will set out a robust methodology for assessing 'tall building proposals'. For clarity, tall buildings are defined as buildings which break the skyline and/or are significantly taller than the surrounding built form.</p> <p>In order to address representations regarding roof shapes and design the document will be reworded to include additional sections after section 3.4.3.</p> |
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| | <p>Figure 38 will be reworded to clearly show height expressed as both shoulder height and overall height.</p> <p>B. <u>Justification of building heights</u></p> <p>Comments noted. Add the following paragraphs to section 3.4.3 “Building heights are normally expressed in two ways, either in absolute metres or as the number of storeys. Storey heights provide a simple concept of measuring building height, which directly relates to building organisation and use. It is deemed that the location of the study area, being outside of the historic core, justifies the use of storeys within the SPD rather than absolute height measurements. Nevertheless some general assumptions have been made in relation to measured heights. It is assumed that where commercial ground floor uses are proposed, the floor to ceiling height will typically be around 3.5m. Upper floors are assumed to have a 2.7m floor to ceiling height (assuming 300 – 400 mm construction depth for floors).</p> <p>It is acknowledged that there will be some difference in floor to ceiling heights between buildings. However small changes are acceptable and indeed can help to provide a greater variation in roofscape.</p> <p>Two figures are referred to within the SPD in respect to heights; shoulder height and overall height. The building shoulder height is the sheer height of a building at the back of the footway up to the eaves or parapet height. It is recognised that many buildings have additional storeys as a set back or within the roof space. Overall height refers to the height of the building measured from the level of the pavement to the ridge of the roof or the top of any flat roof, including set back floors”.</p> <p>Figure 38 will be amended to indicate the shoulder height and overall height of buildings, for example 2 +1 - 3+ 1. This signifies that building heights should generally have a shoulder height of between 2 and 3 storeys and an overall height of between 3 and 4 storeys, providing the upper floor is set back. In the event of a building not having a shoulder height, reference will be made to the overall height.</p> |
| KEY ISSUE 5 - Minimum Cycle Lane Widths | |
| <p>Concerns</p> <p>Reps 5311,</p> | <p>Twenty-two representations raised objections and 7 raised comments in relation to the width of proposed cycle lanes on Newmarket Road. These comments were submitted by local residents, Cambridge Cycling Campaign and Sustrans</p> |

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| <p>5371, 5381, 5401 (Para 3.2.5) Reps 5354, (Para 4.1.6) Reps 5336, 5340, 5356, 5360, 5372, 5373, 5386, 5387, 5409 (Para 4.4.4) Reps 5341, 5342, 5357, 5356, 5363, 5364, 5369, 5370, 5379, 5396, 5410(Para 4.4.5, bullet point 3) Reps 5362, 5386, 5406 (Figure 50) Rep 5385 (Para 4.2.1)</p> | <p>(East of England). The draft SPD document states that a minimum width of 1.5m will be provided for the two proposed cycle lanes on either side of Newmarket Road. Representations suggested the minimum width should be 2m.</p> |
| <p>Draft response and consequential changes to the SPD</p> | <p>Whilst it is preferable to insist on 2m minimum continuous cycle lanes across the city, the physical space within road corridors will not always permit this. Section 6.2.5 of Manual For Street 2 states: "Cycle lanes should be 2m on busy roads, or where traffic is travelling in excess of 40 mph. A minimum width of 1.5m may generally be generally acceptable on roads with a 30 mph limit"</p> <p>Section 4.3.5 of the SPD states: "The design strategy for the improvement of Newmarket road/ East road is based upon the premise of a design speed of around 20 mph. This could be enforced by a formal speed limit, but must be linked to a detail design that changes the character, width and geometry of the streetscape".</p> <p>Newmarket Road and East Road are highly constrained. The draft SPD has allowed for a minimum 1.8m wide footpath on either side of the street, two 3m</p> |

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| | <p>wide vehicle carriageways, two 3.1 m wide bus lanes and two 3m wide bus shelter islands in some sections.</p> <p>As part of the detail design of any project, City Council Officers will endeavour to maximise lengths of cycle path to 2 metres.</p> <p>The design of the key projects will require extensive consultation with Cambridge County Council Highways. Traffic modelling will be undertaken to assess a variety of options in relation to road layout.</p> <p>No changes to the SPD are proposed.</p> |
| KEY ISSUE 6 - Two Way Traffic on Harvest Way (As proposed in Key Project 5) | |
| <p>Concerns</p> <p>Reps 5259 (Para 3.2.11) 5459 (Para 4.5.1 5461, 5265 (Para 4.5.7)</p> | <p>Two residents raised objections and the Petersfield Area Community Trust (PACT) made two comments to Key Project 5 which proposed the re-instatement of 2 way traffic to Harvest Way and New Street, such objections centralised on the potential for ‘rat-running’ and road rage. Cambridge Cycling Campaign supported the proposals but suggested New Street and Harvest Way needed to be designed to slow traffic to prevent them being used as a ‘rat-run’ for cars dodging the Newmarket Road/East Road Junctions.</p> |
| <p>Draft response and consequential changes to the SPD</p> | <p>Key project 5 explores ways of improving the gateways into the Petersfield area and offers a fresh approach to creating civilised and inclusive streets which priorities the needs of residents. Manual For Streets 1 and 2 and The Cambridge Design Guide, along with numerous High Street redevelopments including Kensington High Street and Ashford Ring Road, take an alternative approach to managing vehicles in the urban environment. Given the location of Harvest Way and New Street in the wider network, Officers feel that it is appropriate to investigate an alternative approach to highway design given the existing highway arrangement.</p> <p>Key project 5 looks at the whole of New Street and Harvest Way to deliver a coherent arrangement and not just to the reinstatement of two-way traffic. The project will include a comprehensive review with Cambridgeshire County Council Highway Authority to examine the feasibility of the proposals.</p> <p>No changes to the SPD are proposed.</p> |

| KEY ISSUE 7 - Character Appraisal (Figure 20) | |
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| <p>Concerns</p> <p>Reps 5421, 5504 (Figure 20)</p> | <p>A. <u>Character appraisal (Figure 20)</u></p> <p>Representations received from some residents suggested figure 20 was confusing as the character appraisal had been based on the historic period of building construction and considered that the poor quality buildings fronting Newmarket Road and East Road form a character area in their own right and should be identified separately. Representations from Cambridgeshire County Council suggested Figure 20 showed areas where no character had been identified.</p> <p>B. <u>Classification of Open Space areas</u></p> <p>Further representations suggested areas surrounding the Howard Mallet Centre should be highlighted as open space area.</p> |

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| <p>Draft response and consequential changes to the SPD</p> | <p>A. <u>Character appraisal (Figure 20)</u></p> <p>Figure 20: character appraisal will be amended. In line with best practice, Townscape Character areas and Townscape Types will be differentiated. Townscape Character Areas are geographically unique areas of a town, and Townscape Types are generic and can occur in different parts of the town. Townscape Character Areas are likely to reflect a high degree of consistency of factors such as layout, vegetation and building type, but be unique in terms of their location. It can also be the case that a Townscape Character Area contains a high degree of small-scale variation and diversity and it is that which creates a strong sense of place. It is proposed to produce an additional townscape character area map, which will show geographically specific areas. The existing Figure 20 is more akin to a townscape type map. This plan will be amended to include a new type - Principle Transport Route along Newmarket Road and East Road.</p> <p>Figure 20 will be amended to townscape character areas and townscape types.</p> <p>B. <u>Classification of Open Space areas</u></p> <p>The open space area indicated on St Matthew's Piece in figure 20 represents the area designated as protected open space. Land to the north and south of the Howard Mallett Centre site lies outside of this designated area and should not be shown as open space.</p> <p>No changes to SPD are proposed.</p> |
| <p>KEY ISSUE 8 - Open Space Provision</p> | |
| <p>Concerns</p> <p><u>5465 (Para 1.4.1)</u> <u>5421 (Figure 20)</u> <u>5448 (Para 3.3.7)</u> <u>5462 (Para 3.4.17)</u></p> | <p>A. <u>Identification of the former Howard Mallet Centre as a proposed redevelopment site</u></p> <p>Local residents, PACT and Cambridge Past, Present and Future (PPF) raised a number of objections in relation to the identification of the former Howard Mallet Centre as a proposed redevelopment site within the SPD. There is a strong desire amongst residents to relocate the building and return the space entirely to protected open space.</p> <p>B. <u>Protected open spaces</u></p> <p>Representations from Cambridge Past Present and Future (CPPF) also noted all green spaces labeled as open space should be labeled as Protected Open Space.</p> |

Representations from Riverside Residents Association (RARA) suggested a specific principal should be introduced in the SPD that requires developers to provide adequate public and private green space within developments, rather than allowing commuted S106 payments.

By way of background, paragraphs 3.4.17 and 3.4.18 (Howard Mallet Centre Development Principles) were added to the SPD following consultation and approval of the draft Eastern Gate Visioning Document. It was felt important to establish key development principles should the site come forward for redevelopment.

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| <p>Draft response and consequential changes to the SPD</p> | <p>A. <u>Identification of the former Howard Mallet Centre as a proposed redevelopment site</u></p> <p>The Howard Mallett Centre is currently in private ownership and could only be returned to public open space if it was purchased by an interested party or by the City Council. The cost of acquisition and demolition is currently unknown. Towards the end of the process of preparing the Eastern Gate Visioning Document, Officers felt it was important to establish key development principles should the site come forward for redevelopment. The draft SPD (Paragraph 3.4.18) notes the potential to increase the size of St Matthew's Piece through the promotion of a reduced building footprint in comparison to the existing Howard Mallett Centre building, and also notes the potential for a contribution of S106 monies to enhance the existing open space.</p> <p>B. <u>Protected open spaces</u></p> <p>It is not the role of the Eastern Gate Development Framework SPD to designate Protected Open Spaces. This work is carried out as part of the development of the Open Space and Recreation Strategy, the draft of which has recently been issued for consultation and will feed into the Local Plan Review. New Street Allotments, Midsummer Common and St Matthew's Piece are already designated as Protected Open Space on the Cambridge Proposals Map (February 2008) and the draft Open Space and Recreation Strategy proposes that they will continue to be designated as Protected Open Space.</p> <p>Assessment of these sites will not enhance green space coverage for the local area in its own right, but indications of quantitative and/or qualitative deficits can be made through the Open Space and Recreation Strategy. Solutions to address shortcomings can then be carried forward into developing the Council's policies and priorities.</p> <p>Boundaries of protected open space areas will be amended to ensure consistency between figures 16, 20, 24, 29, 30, 31 and 38.</p> |
| <p>KEY ISSUE 9 - Visual and Physical links through development sites</p> | |
| <p>Concerns</p> <p>5441 (Para 3.2.3), 5426 (Figure 30)</p> | <p>A number of representations were received from local residents, Riverside Area Residents Association and Petersfield Area Community Trust (PACT) in relation to the erosion of physical links in the general area and across new development sites within Newmarket Road.</p> |

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| <p>5428 (Figure 31)</p> | <p>Representations from PACT noted the aspiration of the physical link from Simpers Walk (to the west of the allotments) to Newmarket Road were in danger of being lost.</p> <p>Residents considered figure 30 did not show a block structure that supported the principles outlined in paragraphs 3.2.3 and 3.2.7 in order to promote north-south connections, enabling a permeable urban grain.</p> <p>By way of background, following consultation on the Eastern Gate Visioning Document the 'indicative pedestrian cycle links' on the Movement and Circulation Strategy map was removed in light of the recent approval of the Travelodge Application, strategy maps relating to Open Space (figure 31) and Built Form (figure 38).</p> |
| <p>Draft response and consequential changes to the SPD</p> | <p>The physical links shown on the July 2010 Draft Eastern Gate Visioning Document for Consultation indicated a pedestrian/ cycle links through Local Plan (2006) Proposal Site 7.01, linking Harvest Way and the south side of Newmarket Road. These were later removed from the Final Draft of the Eastern Gate Visioning Document, which was approved in February 2011 in light of the recent Travelodge Application. The strategy maps relating to open space (figure 31) and built form, scale and massing (figure 38) have been amended to encourage the exploration of new visual links.</p> <p>The 'opportunities for visual links' indicated on the key for figure 31 is missing. The figure will be amended to show the additional visual link between the Travelodge and Residential schemes.</p> |

The Sustainability Appraisal

In accordance with the requirements of the Planning and Compulsory Purchase Act, 2004, the SPD has been subject to a Sustainability Appraisal (SA). This is to ascertain the document's impacts on economic, social and environmental objectives, the three elements of sustainable development. In accordance with European law, the SA process also incorporated the requirements of the 'SEA Directive'.

The overall findings of stage B of the SA process were that the existence of the Eastern Gate Development Framework SPD, would on the whole, have positive benefits on the SA Objectives. In particular the appraisal shows that the SPD objectives demonstrate an extremely significant

positive benefit for SA Objective 8 (to keep the distinctive character and qualities of the built environment), 9 (To maintain/enhance the built historic character and streetscape and historic landscape character and setting), 11 (to protect and enhance green spaces and landscapes and improve opportunities to access and appreciate wildlife and wild places), 17 (to reduce greenhouse gas emissions) and 21 (to increase the practicality and attractiveness of sustainable and safe modes of transport). Other SPD objectives that will show a significant benefit for the SA Objectives are 5 (to ensure that every one has access to decent affordable housing), 12 (to reduce crime, anti-social behaviour and fear of crime) and, 14 (to ensure that new development is designed and built to a high sustainability standard)

The appraisal of the draft SPD has not highlighted any potential negative impacts of the SPD on SA objectives.

The appraisal of the SPD also considered the option of not producing an SPD to guide the redevelopment of the Eastern Gate Development Framework site. The Eastern Gate area is considered by local residents to be below standard, the Eastern Gate Visioning document highlights residents' dissatisfaction with pedestrian and cycling routes, traffic flow and building quality. Residents also highlighted a lack of routes between communities which have eroded the qualities of place and severed neighbouring communities. Taking this into consideration when assessing the SA objectives it was found that the only viable option to guide future proposals for the Eastern Gate Development Framework site is to proceed with the drafting of the SPD. The appraisal found that if the SPD were to go ahead there would potentially be no negative impacts on SA objectives. Local Plan policies would also remain in place reinforcing the SPD.

The redevelopment of this site is envisaged to be a long-term project, which will take place on an incremental basis. Without an SPD to guide redevelopment, it is likely that piecemeal development of the site could occur, which would lead to a sub-optimal pattern of development and missed opportunities to make lasting improvements to the public realm, permeability and legibility of the area. This could lead to negative impacts in relation to objectives 8, 9, 11, 12 and 21, which could possibly affect the design quality, historic environment and green spaces in the Eastern gate area. It could also heighten fear of crime and increase traffic congestion and impair the safety of pedestrians and cyclists.

A number of uncertainties and risks surrounding the SPD, chiefly surrounding the current economic climate and the impact that this may have on detailed development proposals. The SPD envisages that any development of the Eastern Gate Development Framework site as a mixed-use development could bring vitality and vibrancy to the area. It is, however, acknowledged that the redevelopment of the site will be a long-term project and as such, these impacts may only be felt in

the medium to long term. A further concern is whether there will be sufficient resources in place to monitor the significant effects of the plan. The implementation of the SPD and its associated Local Plan policies will be monitored in conjunction with the annual review of local housing need and as part of the Annual Monitoring Report. Monitoring the implementation of the SPD falls under Stage E of the SA process.

The final SPD and its accompanying Sustainability Appraisal will be made available on the City Council's website on adoption For further information please contact the Planning Policy team as follows:

Tel: 01223 457200

Fax: 01223 457109

Email: policysurveys@cambridge.gov.uk

Appendix A: Schedule of Consultees for the draft Eastern Gate Development Framework SPD

Statutory Consultees:

- Anglian Water
- BT Open Reach Newsites
- Cable & Wireless UK
- Cambridge Water Company
- Cambridgeshire County Council (Highways and Access)
- Comberton Parish Council
- Cottenham Parish Council
- Coton Parish Council
- EDF Energy
- English Heritage
- Environment Agency
- Fen Ditton Parish Council
- Fulbourn Parish Council
- Girton Parish Council
- Grantchester Parish Council
- Great Shelford Parish Council
- Hauxton Parish Council
- Highways Agency
- Histon & Impington Parish Councils
- Horningsea Parish Council
- Madingley Parish Council
- Milton Parish Council
- Mobile Operators Association
- National Grid Transco
- Natural England
- Network Rail
- Npower Renewables
- Virgin Media
- South Cambridgeshire District Council
- Teversham Parish Council
- The Norfolk, Suffolk & Cambridgeshire Strategic Health Authority

Other Consultees

- 42 x City Councillors
- Ward County Councillors for Petersfield, Abbey and Market
- Deputy Leader and Cabinet Member for Highways and Access (Cambridgeshire County Council).
- Cabinet Member for Highways and Access (Cambridgeshire County Council)
- Anglia Ruskin University
- Bradmore & Petersfield Residents Association
- Brunswick & North Kite Residents' Association
- Cambridge Citizens Advice Bureau
- Cambridge Chinese Community Centre
- Cambridge Crown Court
- Cambridge Cycling Campaign
- Cambridge Federation of Tenants & Leaseholders
- Cambridge Past, Present and Future
- Cambridge Chamber of Commerce & Industry
- Cambridgeshire Fire & Rescue Service
- Cambridgeshire Constabulary
- Cambridgeshire Campaign for Better Transport
- Cambridgeshire Older Peoples Enterprise (COPE)
- CRACA
- FECRA (Cambridge Federation of Residents Associations)
- Grafton Centre Management
- Greater Cambridge Partnership
- Januarys Consultant Surveyors
- Living Streets
- Nathaniel Lichfield and Partners
- Norfolk Terrace & Blossom Street Residents' Association
- Petersfield Area Community Trust (PACT)
- Riverside Area Residents Association (RARA)
- Savills Cambridge
- Shape East
- Stagecoach
- St Matthews Gardens Residents Association
- Sustrans Ltd
- The Wildlife Trust
- York Street Residents' Action Group
- University of Cambridge Estates Management and Building Service

Appendix B: Summary of Representations Received to the Draft Eastern Gate Visioning Document

OC = Representations from other consultees. R = Representations public/residents

General Comments

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| OC6_CCC_Cycle Team | <ul style="list-style-type: none"> This document is very much welcomed as the first step towards improving the currently hostile and unpleasant environment of the Newmarket Road/East Road area. The principles of providing wide, one-stage crossings for pedestrians and removing guard railing are particularly important in re-dressing the balance between vehicles and pedestrians in the area. | <ul style="list-style-type: none"> Noted. |
| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> Thanks for the opportunity to comment on this. We think the work undertaken has helped move the options for the future of the area forward. As the preparation of the SPD progresses we would recommend, however, that internal consultees are consulted prior to any formal public consultation. | <ul style="list-style-type: none"> Noted and agree. |
| OC10_Cambridge_PPF | <ul style="list-style-type: none"> Cambridge PPF very much welcomes the pro-active strategy to ensure that any future development upgrade of the area works in aesthetic and practical terms for local people – whether residential or business environment or varied transport users on foot, bike and vehicular. | <ul style="list-style-type: none"> Noted. |
| OC12_CountyHigh ways | <ul style="list-style-type: none"> In general support and commend the direction of the Eastern Gate Visioning Document – and welcome the conscious effort and aspiration to improve the environment within the area. | <ul style="list-style-type: none"> Noted. |
| OC13_RARA, PACT, BRUNK | <ul style="list-style-type: none"> Very much welcome the draft Visioning Document as an important step towards improving the public realm in the (currently mostly dismal) Eastern Gate area. | <ul style="list-style-type: none"> Noted. |
| R10 | <ul style="list-style-type: none"> The remodelling of road its too expensive, could a simpler plan be produced – a plan for recessionary times. | <ul style="list-style-type: none"> Disagree. The Development Framework, when adopted as an SPD, will provide the formal mechanism for securing developer contributions to specific projects and prioritise projects where monies should be targeted. It will act as a tool to guide investment when monies become available. |
| R07 | <ul style="list-style-type: none"> Add Petworth Street to the study area due to its use as a rat-run. | <ul style="list-style-type: none"> Disagree. Petworth Street does not contain any potential development sites. The study area has been drawn to include areas, which contain potential development sites, both allocated in the 2006 Cambridge Local Plan and unallocated, as well as areas where the quality of the public realm has been significantly undermined by 'standard' highway solutions. |
| R14 | <ul style="list-style-type: none"> Like to see a greater emphasis on lighting within the document, feels the lighting could and should be improved, needs to be brighter, better coloured and more stylish. Feels there is opportunity for distinctive lighting within the area to form a striking feature and advertise the area as a gateway. | <ul style="list-style-type: none"> Partly agree. Text under Section 4.2 Movement and Circulation Strategy to be amended to seek improved lighting in the area. |

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| R16 | <ul style="list-style-type: none"> Do not like the word 'visioning' perhaps change to vision once it has been finalised. Include additional parts of East Road within the study area in the study area – this is a key desire lines for those going to the Grafton centre bus stops, cash points etc. Add the top area of York Street – part of Placemaking at intersections. Much of the study area is - and will increasingly be- inhabited by a very transient population of students, hotel residents and people renting accommodation. This will bring particular challenges, not least in terms of community consultation. We appreciate the time, effort, expense and professional expertise that has gone into this document and the planning of this bit of Cambridge. Thank you. Please share best practice with other towns and cities! | <ul style="list-style-type: none"> Disagree. Agree, but no change to document. Key Project 2 calls for an overarching strategy to be developed for both Newmarket Road and East Road. Project 3 in particular suggests improvements for remodelling the junction outside the Crown Court, which would improve pedestrian/cycle connections to the Grafton Centre. Disagree. The most northerly section of York Street does not contain any potential development sites. The study area has been drawn to include areas, which contain potential development sites, both allocated in the 2006 Cambridge Local Plan and unallocated, as well as areas where the quality of the public realm has been significantly undermined by 'standard' highway solutions. Noted. Noted. |
| R17 | <ul style="list-style-type: none"> Increase study area to include Napier Street and include cobbles yard and festival theatre area to create a better entrance to midsummer common. New developments should not be limited to what was supplied or permitted in the past. Is the Occupation Road label correct on the plans so it includes the former part of East Road. | <ul style="list-style-type: none"> Disagree. Napier Street and Cobbles Yard are not considered to contain potential development sites. The study area has been drawn to include areas, which contain potential development sites, both allocated in the 2006 Cambridge Local Plan and unallocated, as well as areas where the quality of the public realm has been significantly undermined by 'standard' highway solutions. Noted. Agree. All plans will be double checked to ensure correct road naming and where necessary plans amended. |
| R20 | <ul style="list-style-type: none"> Supports the broad aims and proposals in the Visioning Document. However, the document does not address traffic volumes – only by reducing the volume of traffic can this area be substantially improved. Opportunity to reduce the capacity of the roads – this will also have wider benefits. | <ul style="list-style-type: none"> Noted. Disagree. The Key Projects identified within the Visioning Document begin to articulate an urban design led approach to resolving some of the conflicts at key junctions. The County Council support these improvements in principle. The Joint Transport Forum (County and City Council) is leading the work on a 'Cambridge Area Transport Strategy' (CATs) and the Visioning Document will feed into this work. While the Visioning Document does not propose specific solutions for reducing traffic volumes in the area, it needs to be recognised that there are much wider issues about the local highway network that need to be considered, and solutions put forward that might address traffic volumes within the Eastern Gate area. Future growth and bus priority measures are but two key issues, both having a local and city-wide impact, and would need to be considered and studied in depth before more detailed solutions could be brought forward to help manage traffic volumes. The Visioning Document alone cannot be expected to resolve these matters, but instead could help promote specific projects that would support future evidence-based solutions. The County Council will need to lead on such work and the City Council will support the analysis, options development and detailed design solutions. |
| R21 | <ul style="list-style-type: none"> No mention or input of the contribution by the County Council Highway engineers, plans should show County owned land on the proposals maps. | <ul style="list-style-type: none"> Disagree. When the draft Visioning Document was issued for consultation, the opportunities, redevelopment aspirations and potential key projects offered in the document were intended to stimulate ideas and discussion. It was very much intended as a tool for engagement with the community and key stakeholders such as the County Council and landowners. The County Council support in principle, the improvements identified within the draft Visioning Document and have outlined |

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| R22 | <ul style="list-style-type: none"> • Recommends that the Grafton Centre is included within the study area: approach though Wellington Street is repellent. | <p>that they would like to engage further with the city to progress and test some of their key projects. A working group will be established to progress a 'joined up' approach to public realm/highway improvements in the area.</p> <ul style="list-style-type: none"> • Disagree. It is not within the scope of the Visioning Document include the Grafton Centre within the study area. However, the adjacent area around Wellington Street is included within the study area, recognising the important desire line, the poor quality public realm and potential development sites which exist. |
| R23 | <ul style="list-style-type: none"> • General impression of the work undertaken by the JUDT on this is very positive. Thank you | <ul style="list-style-type: none"> • Noted. |
| R28 | <ul style="list-style-type: none"> • Suggest 'Actioning Plan' rather than visioning document be used as the title. | <ul style="list-style-type: none"> • Disagree. The Visioning Document is the first step towards producing a framework to guide redevelopment within the area. The opportunities, redevelopment aspirations and key projects identified within the document are intended to stimulate ideas/ discussion about the future of the area, with the document itself very much intended as a for engagement with all stakeholders. Once finalised the Visioning Document will be used to inform the production of a Development Framework (SPD), which will be a formal planning document that will coordinate and guide future redevelopment in line with the Council's Local Plan policies. When adopted as an SPD, the Development Framework will provide the formal mechanism for securing developer contributions to specific projects and prioritise projects where monies should be targeted. |
| R29 | <ul style="list-style-type: none"> • An 'overview' document like this is very welcome, rather than the area being carved up piecemeal by developers. | <ul style="list-style-type: none"> • Noted. |
| R30 | <ul style="list-style-type: none"> • Feels it is great somebody is looking into this area 'at last' | <ul style="list-style-type: none"> • Noted. |
| R31 | <ul style="list-style-type: none"> • I Support all the Strategies in general, your key projects look to make the area somewhere we'll be proud of in the long term! • Study area could be increase to incorporate larger areas of East Road | <ul style="list-style-type: none"> • Noted. • Disagree. The study area has been drawn to include areas, which contain potential development sites (both allocated in the 2006 Local Plan and unallocated sites) and areas where the quality of the public realm has been significantly undermined by 'standard' highway solutions. Whilst it is beyond the scope of the Visioning Document to incorporate the entire length of East Road, the document will not prevent public realm improvements coming forward along parts of East Road, which fall outside the identified study area. Key Project 2 contained within Chapter 5 of the Visioning Document, calls for an overarching strategy to be developed for both Newmarket Road and East Road. |
| R33 | <ul style="list-style-type: none"> • Strongly support the general principles of the visioning document. • Is long overdue – we we're promised a study 14 years ago. • Incorporate the football ground to parkers piece and from the railway to the river in the study area. | <ul style="list-style-type: none"> • Noted. • Noted. • Disagree. This would make the study area too large, which would result in generic and weak guidance. |
| R02 & R05 | <ul style="list-style-type: none"> • Concerns the document is too large to download and difficult to evaluate. | <ul style="list-style-type: none"> • Noted. A shorter document, which summarised the strategies and key projects contained within the draft Visioning Document was produced in response to these early concerns raised, and made available on the Council's website. Every effort will be made to ensure future documents are as accessible as possible. |
| R03 | <ul style="list-style-type: none"> • Many people would value a public consultation/presentation with 'hard copy' information and images on boards, and a hard copy response form. | <ul style="list-style-type: none"> • Agree. A day long, staffed public exhibition took place from 2pm-9pm on 11th October 2010 at Christ Church, Cambridge. |

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| R06 | <ul style="list-style-type: none"> Accessibility of the Eastern Gate Visioning Document is paramount for meaningful public feedback – anything that can be done to ease access will be most welcome. | <ul style="list-style-type: none"> Noted. A shorter document, which summarised the strategies and key projects contained within the draft Visioning Document was produced in response to these early concerns raised, and made available on the Council’s website. Every effort will be made to ensure future documents are accessible. |
| R04 | <ul style="list-style-type: none"> Concerns the document is too long, a summary document is necessary, document is too detailed and does not give an overview of the plans. | <ul style="list-style-type: none"> Noted. A shorter document, which summarised the strategies and key projects contained within the draft Visioning Document was produced in response to these early concerns raised, and made available on the Council’s website. Every effort will be made to ensure future documents are accessible. |

1.0 Introduction

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| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> Agree with the need for an SPD to coordinate development in this area and this initial work is welcomed. The widespread and longstanding recognition to improve the environment of this area is referred to in paragraph 2 of the introduction within the visioning document. This was initiated by the Special Policy Zone notation in the 1996 Local Plan paragraph 10.81-10.84 and policy ET7. This was partly implemented in the intervening years with the development of the County Court, Varsity House student hostel, the new housing on New St/Abbey Street and the former Simper Rope Works. The 2006 Local Plan carries forward the objective in Policy 7/1 and table 7.2 in allocating the residual area of 1996 Local Plan site 10.9 for employment and B1 uses on the remainder of the site. This was followed through with an outline application and a Phase 1 detailed application for office development on the land between Newmarket Road and Harvest Way, which has subsequently expired. In paragraph 7, reference is made to this first stage document being part of the evidence base for the formal SPD, which is to follow. It also needs to have regard to other parts of the evidence base, which feed into the Core Strategy. DP preparation and subsequent Site Specific Allocations DPD when that is produced. The Employment Land Review undertaken in 2008 is one such document. Further reference to this should be made below under land use in section 4.3. On page 5 the document states a purpose of engaging stakeholders such as the County Council and landowners. It is not clear how much initial informal consultation has taken place with these parties in advance of this consultation stage. The document and SPD needs greater clarity on the extent of the study area shown in figure 3. How was it determined? The document contains no supporting justification text on this. | <ul style="list-style-type: none"> Noted. Noted. The JUDT will work with Policy colleagues to ensure that due regard is given to relevant DPDs, as work is progressed on the Development Framework (SPD) for the area. Disagree. Chapter 2 clearly explains the level of public consultation undertaken prior to the wider stakeholder consultation. This chapter will be updated to reflect the recent stakeholder consultation and day long public exhibition. Agree. Chapter 1 will be amended to provide greater clarity on the extent of the study area. |
| R09 | <ul style="list-style-type: none"> If S106 is scrapped by central government how will these measures be funded. | <ul style="list-style-type: none"> Noted. The Key projects identified within Chapter 5 are complex major infrastructure projects, which require multiple funding streams. It is beyond the scope of the Visioning Document to outline in detail the funding mechanism to secure investment for these projects, however one possible funding source is contributions made to the Eastern Corridor Area Transport Plan (ECAP). It is recognised however, that these funding mechanisms along likely not generate the required level of investment, so other sources of funding will be considered at the |

SPD stage e.g. Tax Increment Financing (subject to legislation being in place). The Development Framework, when adopted as an SPD, will provide the formal mechanism for securing developer contributions to specific projects and priorities projects where monies should be targeted.

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| R16 | <ul style="list-style-type: none"> • Supports the suggested vision & summarises the needs of the area well. • Fig 1: study area is shown in the wrong place | <ul style="list-style-type: none"> • Noted. • Agree. Figure 1 will be amended accordingly. |
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2.0 Public Consultation to Date

General Comments

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| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> • Did the results of the consultation result in a requirement to redefine the study area more broadly? If so this doesn't seem very clear in the vision document. • Map 2.2 Page 9 - We would question whether it is purely industrial uses that generate heavy lorry movements. Retail uses restaurants take always and hotels all have servicing needs and generate heavy lorry movements too. The proximity to the Newmarket Road and Coldham's Lane Retail parks also needs to be bourn in mind. | <ul style="list-style-type: none"> • Noted. No suggestions were given at the Public Event (November 2009) to redefine the study area. • Noted. Map 2.2 summarises the concerns raised by residents at the public event. |
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Key issues identified by the community

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| OC3_NLP_Planning (Mackay's Site) | <ul style="list-style-type: none"> • Concerned that the Public feel the "Crown Court should not be used as a precedent": (Page 9) NLP consider that the design does not create a precedent for developing adjacent sites, however new buildings should relate to it, while maintaining its landmark status. | <ul style="list-style-type: none"> • Noted. |
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Key opportunities identified by the community

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| OC5_CCC_Landscape | <ul style="list-style-type: none"> • Page 10: Please use the word 'Landscape' rather than the word 'landscaping' this is not an actual word | <ul style="list-style-type: none"> • Agreed. Text will be amended accordingly, |
| OC3_NLP_Planning (Mackay's Site) | <ul style="list-style-type: none"> • Page 11: Agree that S106 contributions should be spent in the area they are generated. | <ul style="list-style-type: none"> • Noted. |
| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> • Section 2.3 key opportunities: the local community wishes to see the development of small-scale employment and creative spaces. We are aware that there are already a number of small social enterprises based within this area, such as Cambridge Woodworks and Trailer Trash, and it is felt that the retention and encouragement of enterprises such as these would be in keeping with this aspiration and could help to develop a social enterprise cluster in this part of the city. | <ul style="list-style-type: none"> • Agreed. Amend Section 4.3, Open Space Landuse and Activity Strategy text to encourage small-scale social enterprises within the area. |

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| R15 | <ul style="list-style-type: none"> Wishes to see more information about the district heating and closure of the retail park suggestions made as options within the document. | <ul style="list-style-type: none"> Disagree. It is beyond the scope of the Visioning Document. |
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3.0 The Existing Situation – Context Analysis

3.1 Historical Context

3.2 Existing Movement and Circulation

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| OC12_CountyHigh ways | <ul style="list-style-type: none"> Page 17 Fig 20: Coldham's lane illustrated as a secondary route suggest changing to primary routes. [Potential to note Newmarket Road/East Road as Arterial routes connecting to wider city] | <ul style="list-style-type: none"> Agree. Figure 20 to be amended accordingly. |
| R16 | <p>Page 17 fig20, elements missing from the plan</p> <ul style="list-style-type: none"> East road, central barriers to movement (as per figure 67) East road, pedestrian crossing (as per figure 67) Coldham's lane - zebra crossing St Matthews Gardens - pedestrian routes through to New Street and the Beehive centre. New Street and harvest way - Traffic calming measures? | <ul style="list-style-type: none"> Agree. Figure 17 to be amended accordingly to ensure consistency between maps. |
| R17 | <ul style="list-style-type: none"> Show how the contra-flow cycle routes are supposed to work on New Street on the diagram. The beehive site, retail park and Grafton centre has contributed to the peak congestion – need to avoid developments, which makes this worse. | <ul style="list-style-type: none"> Agree. Amend text/map to illustrate contra-flow cycle route along New Street. Noted. |
| R20 | <ul style="list-style-type: none"> Lack of pedestrian crossings at Coldham's Lane junction | <ul style="list-style-type: none"> Agreed. Amend text to highlight the lack of pedestrian crossing points at Coldham's Lane junction. |
| R22 | <ul style="list-style-type: none"> Drivers use the bus lane when approaching Tesco's – do not feel this will be resolved by project 2 and 4. | <ul style="list-style-type: none"> Noted. This issue will need to be considered at the detailed design stage for a wider design for the whole. However, reference will be made under section 3.2 that this is a problem along Newmarket Road. |
| R24 | <ul style="list-style-type: none"> Pedestrian access to the retail park is poor from the Tesco's junction. | <ul style="list-style-type: none"> Noted. |
| R30 | <ul style="list-style-type: none"> Bus lanes of Newmarket Road are dangerous and ineffective – these are currently widely ignored and taxis use them to speed past traffic. | <ul style="list-style-type: none"> Noted. This issue will need to be considered at the detailed design stage for a wider design for the whole. However, reference will be made under section 3.2 that this is a problem along Newmarket Road. |

3.3 Surrounding Landuse and Activity

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| R16 | <p>Page 21 : Figure 25: Existing elements that are missing from the plan:</p> <ul style="list-style-type: none"> Norfolk street shops, Man on Moon Pub, Snug pub, CB2, Newsagent Newmarket road doctors to the east of the Elizabeth Way roundabout? Note that while they are big-box retail for the car driving masses, for those people within the study there are chemists in Asda and Boots as well as newsagents in Asda and Tesco that can also within close walking distance. | <ul style="list-style-type: none"> Agree. The existing landuses illustrated on figure 25 will be checked for omissions and the plan will be amended accordingly. |
| R28 | <p>Page 21 Fig 25 Errors:</p> <ul style="list-style-type: none"> The post office on Newmarket Road There is no retail uses on St Matthews Street between Edward Street and Norfolk Street There is retail uses on Norfolk Street, as well as a pub on Brewers Passage Check if there is a dentist on Millford Street – there is one on Norfolk Street. | <ul style="list-style-type: none"> Agree. The existing landuses illustrated on figure 25 will be checked for omissions and the plan will be amended accordingly. |
| R20 | <ul style="list-style-type: none"> Recognises the industrial and derelict frontages of Newmarket Road as a priority for improvement | <ul style="list-style-type: none"> Noted. |
| OC5_CCC_Landsc ape | <ul style="list-style-type: none"> Page 21 - Green spaces need to be included as a type of land use on the map | <ul style="list-style-type: none"> Agreed. Map to be amended accordingly. |
| OC8_Januarys (Travelodge) | <ul style="list-style-type: none"> Fig 25 - the blue coloured land use [industry] should extend up to Abbey Street, which is also commercial use. | <ul style="list-style-type: none"> Disagree. Figure 25 illustrates land up to Abbey Street as industry. No change required. |
| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> Page 21 – The land use shown for the Brunswick site should be amended – it should be shown as residential and currently under construction. Consider the study area in relation to the Cambridge football ground as a ‘people attractor’ that creates significant movement on match days – in relation to pavement widths and removal of barriers. | <ul style="list-style-type: none"> Agree. Map to be amended accordingly. Agree. Text/map to be amended accordingly. |

3.4 Legibility

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| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> Reference to Kevin Lynch needs to be expanded and properly referenced. | <ul style="list-style-type: none"> Noted. Text will be expanded to clarify the purpose and method of analysis. |
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3.5 Character Appraisal

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| OC5_CCC_Landsc ape | <ul style="list-style-type: none"> Page 23 - Suggest that the character areas should be elaborated further to capture reasons why we feel the areas needs to be improved – i.e. human reactions Page 24 - Area 1: Add point: no or little front gardens resulting in no landscape to soften streetscape. Page 24 – Area 2: Add point: Green space and landscaping incorporated into central area resulting in no landscape to soften street scene. Page 24 – Area 3: Add to point 2 – resulting in a disjointed and jumbled appearance. Add point - Landscaped areas limited to incidental, small open space in the area. Page 25 – Area 5: Add point – Area dominated by vehicle movement, noise | <ul style="list-style-type: none"> Disagree. The reasons for encouraging improvement within the Eastern Gate area are clearly outlined throughout the Visioning Document. Agree. Amend text accordingly. Partly agree. Text amended to incorporate reference to lack of surveillance. |
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| | <ul style="list-style-type: none"> and smell. Page 25 – Area 6: Add to point 3 resulting in the area becoming dominated by vehicles. Page 26 – Area 7: Add to point 2 – some of which have become dilapidated, Add point – the scale of the road is out of proportion to that of the buildings Page 26 – Area 9: Add to point 2 – which give a positive addition to the streetscape Page 27 – Section A-A: Change wording of last point ‘feeling of hostility’ to lack of surveillance’ Page 27 – Section B-B: Change wording of the last point ‘surrounding’ to ‘opposite’ Page 27 - Section C-C: Add and uninviting’ to the end of point 7. Add Point: High Traffic noise and emissions | <ul style="list-style-type: none"> Agree. Amend text accordingly. Agree. Amend text accordingly. |
| <p>OC8_Januays (Travelodge)</p> | <ul style="list-style-type: none"> Page 23 annotation 5: should read as industrial warehouse and garage showroom buildings and be reflected on the associated text on that page. Page 25 Area No. 5: Description should be updated to reflect the site contains industrial, warehouse and car showroom uses. | <ul style="list-style-type: none"> Agree. Amend text/map accordingly. Agree. Amend text/map accordingly. |
| <p>OC10_Cambridge_ PPF</p> | <ul style="list-style-type: none"> Page 23: the green space surrounding the Church of St Andrew-The-Less should be highlighted as an important green space and as a wildlife stepping stone, if this land is not already protected open space then it should made so. | <ul style="list-style-type: none"> Agree that text/map should be amended to reflect the importance of the existing green space surrounding the Church of St Andrew-The Less. Disagree that the space should be classified as ‘protected open space’ as the church is listed as Grade II and therefore the setting of the listed building is also a material consideration (as reflected in Policy 4/10 Listed Buildings of the Cambridge Local Plan, 2006). |
| <p>OC7_CCC_ PolicyTeam</p> | <ul style="list-style-type: none"> Page 23 Fig 27 Allotments are open space and should be shown in the map notation Page 24, Area 3: New Street is a mix of 19th, 20th and 21st Century buildings. Page 26 Area 8: Brunswick site area out of date. | <ul style="list-style-type: none"> Agree. Amend figure 27 accordingly. Agree. Amend text accordingly Agree. Amend text and photograph accordingly. |

3.6 Townscape Analysis

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| <p>OC4_Januays (CityLife)</p> | <ul style="list-style-type: none"> Agrees that the trees that line St Matthews Piece and Sturton Street as being trees of townscape value. The trees, which align New Street, are considered of the same value – in arboricultural terms and amenity terms, and should not therefore be given the same status as the adjacent plane trees. In light of this the key should give two classifications – ‘existing trees of townscape value’ and ‘existing trees’. Fig 37 fails to acknowledge the poor quality frontage along the south of New Street: the Howard Mallet Centre fails to provide any positive impacts to the surrounding area and provides little activity, poorly defines the street & the expanse of car parking forms a negative feature to New Street and St Matthews Piece. | <ul style="list-style-type: none"> Disagree. It is not the purpose of the plan to categorise and afford status to existing mature trees within the study area. E.g. Trees subject to TPO’s. Instead, the plan simply identifies all trees that are considered by the JUDT to be important in townscape terms. Agree. Fig 37 to be amended accordingly. |
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| OC8_Januarys (Travelodge) | <ul style="list-style-type: none"> Page 29, Fig 37: Passive frontage should be extended across the length of Eastern Gate site, up until the junction with Coldham's Lane and Newmarket Road. May also assist is 'passive frontage' were explained as a concept. Fig 37: Unclear what the viewpoint relates to looking towards 'Wests Garage' presume this is towards museum of technology tower. | <ul style="list-style-type: none"> Agree. Map and text to be amended accordingly. Agree. Map and key to be amended accordingly. |
| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> Agree that there is a lot of unnecessary 'street-clutter' around this area (and indeed throughout the city). Recent government policy is to remove this unnecessary clutter where possible, as recognised in Phillip Hammond's recent announcement: <i>"We all know that some signs are necessary to make our roads safe and help traffic freely. But unnecessary street furniture is a waste of taxpayers' money and leaves our streets looking more like scrap yards than public spaces."</i> A local transport note on this will be published later this year. | <ul style="list-style-type: none"> Noted. |

3.7 Existing Scale and Massing

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| OC4_Januarys (CityLife) | <ul style="list-style-type: none"> Fig 38: important that the diagram reflects the recent changes in massing that have been granted planning permission within the study area. While fig 49 picks this up in part, in the case for New Street, it is considered important to establish that extant planning permission exist on the junction with Sturton Street for new proposed 3 and 4 storey buildings – development of these is understood to be imminent. | <ul style="list-style-type: none"> Partly agree. Sites that are currently under redevelopment will be noted on plans as such. |
| OC3_NLP_Planning (Mackay's Site) | <ul style="list-style-type: none"> The Crown Court building is identified as a 5 storey building on p30, we consider this is misleading as the floor to ceiling height is greater than the average as used as a benchmark in the visioning document (almost 3.8 rather than 2.7) the court is approximately 19.2m high and equivalent to 7 storeys. | <ul style="list-style-type: none"> Agreed. This is an error and therefore the key will be amended to read '5 storeys + building'. |

3.8 Opportunities and Constraints

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| R16 | <ul style="list-style-type: none"> The key does not explain the area in red hatching | <ul style="list-style-type: none"> Agreed. Amend key accordingly. |
| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> Agree and recognise the removal of railings should help reduce the dominance of traffic, although safety needs to be considered – may lead to pedestrian crossings at inappropriate points and times. Removal of the roundabout would cause huge variations in traffic flow along the whole of the routes – in depth assessment will need to be considered before this is considered viable. Second bullet point – do you mean Newmarket road rather than Maids Causeway. Retail uses along Newmarket Road are considered as part of the city and not a local centre, note there is a post office within cobble yard (adjacent to the Grafton Centre) | <ul style="list-style-type: none"> Noted and disagree. Pedestrian guardrailling is a very intrusive element. It restricts pedestrian movement, often forcing people to walk further away from their desire lines; can reduce the amount of useable footway; degrades the quality of the public realm; and there is also <i>"evidence that it can increase traffic speeds and present an increased risk to cyclists, who can be crushed against vehicles"</i> (Manual for Streets 2, para 12.4.2, page 87). In the case of the study area, despite extensive guardrailling there is a great deal of non-compliance by pedestrians (and cyclists) who still choose to take the shortest path, putting themselves at greater risk. The genuine effectiveness of this guardrailling is therefore questionable. The draft Visioning Document identified potential areas of existing guardrailling that could be removed. However, it must be noted that the Visioning Document is not |

advocating that this is undertaken in isolation – the removal of existing guardrailling should only be considered when part of a wider design for the whole of the streetscape. Furthermore Manual for Streets 2, provides evidence based best practice guidance regarding the use, effectiveness and removal of the existing guardrailling. Section 12.4 in particular outlines a process that authorities should follow when considering the removal of existing guardrailling. Due regard should therefore be given to this guidance.

- Noted. The County Council support in principal the key projects identified within the Visioning Document and have outlined that they want to engage further with the City Council to progress and test some of these projects. A working group will be established to progress a 'joined up' approach to public realm/highway improvements in the area.
- Disagree. The text is referring to Maids Causeway and **not** Newmarket Road.
- Noted. The Cobbles Yard post office will be included on figure 25 – Existing landuses.

4.0 Strategies for Change

4.1 Introduction/General Comments

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| R28 | <ul style="list-style-type: none"> • Wheelie bins and cycle parking could be used to displace existing car provision. Gardens within Petersfield are too small to accommodate the three large wheelie bins. • Remove street clutter throughout Petersfield. • The area needs walking busses/safer routes to school. | <ul style="list-style-type: none"> • Noted. The City Council is committed to ensuring appropriate and adequate space is provided for bins within new development. • Noted. • Noted. It is considered beyond the scope of the Visioning Document to specifically require the establishment of walking buses. However a key objective of the Visioning Document is to create more safer, attractive, convenient routes for all. |
| OC3_NLP_Planning (Mackay's Site) | <ul style="list-style-type: none"> • Page 36: Mackays generally agree with the strategic aims for improving movement and circulation; open space; land use and activities; built form; scale and massing and public art. | <ul style="list-style-type: none"> • Noted. |
| OC4_Januarys (CityLife) | <ul style="list-style-type: none"> • Support the Howard Mallet Centre as a potential site redevelopment site although the diagram lacks a suitable key. | <ul style="list-style-type: none"> • Noted. Key to be amended accordingly. |
| OC14_D&C Panel | <ul style="list-style-type: none"> • The study area should be viewed in relation to other commercial arteries within the city. • Traffic flows – important to liaise with the County Highway Team. | <ul style="list-style-type: none"> • Noted. Section 4.2 of the Visioning Document refers to the Council's Suburbs and Approaches study. • Noted and agree. The County Council support key projects in principal. The Joint Transport Forum (County Council and City Council) is leading the work on a 'Cambridge Area Transport Strategy' (CAT's) and the Visioning Document will feed into this work. To assist with this, it is suggested that once finalised, the Visioning Document is presented to the Joint Transport Forum and a working group established to progress a 'joined up' approach to public realm/highway improvements in the area. |
| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> • Page 37 Fig 43: key is missing – no reference to other sites within the study area (shown in purple). • The document provides no basis for the choice of these sites and some are | <ul style="list-style-type: none"> • Agree. Key to be amended accordingly. • Partly disagree. Many of the potential development sites have been identified as they have been subject to various planning applications/developer activity in the |

highly sensitive uses or may never become available for commercial or other reasons.

past. As outlined on page 36 of the Visioning Document, a number of the potential development sites, both allocated and unallocated existing within the Eastern Gate Study area. The sites highlighted on the accompanying plan (figure 43) are not exhaustive, but serve to provide an overall picture of the areas potential for change.

4.2 Movement and Circulation Strategy

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| R09 | <ul style="list-style-type: none"> Is there research on the removal of central barriers at crossings? Can this be included? The preferred location for an additional crossing of Newmarket Road would be to the west of the Coldham's Lane junction. | <ul style="list-style-type: none"> Agree. Manual for Streets 2: Wider application of the Principles (MfS2) provides evidence based, best practise guidance regarding the use, effectiveness and removal of existing guardrailling. Section 12.4 in particular outlines a process that authorities should follow when considering the removal of existing guardrailling. Therefore Section 5.4: Key project 2 – Newmarket Road/East Road will be amended to clarify that the removal of existing guardrailling should only be considered when part of a wider design for the whole of the streetscape and not in isolation, and that due regard should be given to the best practice guidance on guardrailling as set out in MfS2. All further text within Chapter 5 of the Visioning Document, which suggests the removal of pedestrian guardrailling will be amended to refer the reader to a more detailed explanation under section 5.3 Key Project 2. Noted. |
| R11 | <ul style="list-style-type: none"> In Favour of additional links between the north and south of Newmarket Road . | <ul style="list-style-type: none"> Noted. |
| R13 | <ul style="list-style-type: none"> Links to Riverside would encourage trade allowing for cafés/small shops to thrive. High traffic speeds from the roundabout – observe caution if removing pedestrian railings. Observes high levels of petty car crime within St Matthew's Gardens and East Street. Ensure car parking is retained for residents. | <ul style="list-style-type: none"> Noted. Noted. Manual for Streets 2: Wider application of the Principles (MfS2) provides evidence based best practice guidance regarding the use, effectiveness and removal of existing guardrailling. Section 12.4 in particular outlines a process that authorities should follow when considering the removal of existing guardrailling. Noted. Noted. |
| R16 | <p>Page 38</p> <ul style="list-style-type: none"> Support the strategy in general – creation of place, improved cycle and pedestrian routes, the removal or barriers and creation of gateways. Should be more consideration for east-west routes and desire lines – this is crucial for those accessing the city centre and university. Good pedestrian and cycle routes to ARU are also important Does the links to riverside take account of the desire lines of people travelling to the Cycle/pedestrian Bridge near Chesterton. | <ul style="list-style-type: none"> Noted. Disagree. A key objective of the Movement and Circulation strategy is to improve routes along Newmarket Road and other East-West routes, such as New Street (refer to figure 44 on page 39 and Key project 5 on page 60 of the Visioning Document). It is not appropriate to illustrate all development principles on the figure 44. No change therefore required. Noted. Yes. The text on page 38 and plan on page 39 refers to Riverside Environmental Improvement works. |
| R17 | <ul style="list-style-type: none"> Locate the bus routes within the centre of Newmarket Road – rather than the awkward arrangement on the outer margins. Traffic engineers should be regarded as valued advisors not left in charge. Send them to Holland to see how they manage traffic there. | <ul style="list-style-type: none"> Noted. A working group will be established to progress a 'joined up' approach to public realm/highway improvements in the area. Noted. |

Eastern Gate Development Framework Statement of Consultation

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| R28 | <ul style="list-style-type: none"> Supports the movement and circulation strategy: supports the priority of pedestrians/cyclists/wheelchairs/ and those with prams, and public transport. | <ul style="list-style-type: none"> Noted. |
| R30 | <ul style="list-style-type: none"> Concerned that future traffic requirements are not included/considered within the documents – i.e. new hotel and housing developments will create an increase in traffic and parking. The inclusion of bus lanes of Newmarket Road dangerous – these are currently widely ignored and taxis use them to speed past traffic. | <ul style="list-style-type: none"> Partly agree. The current pressure for parking in the area and the negative effect upon the quality of the public realm is acknowledged. Given the proximity of the area to the City centre, encouraging low car ownership developments may be one way of managing future parking demands, especially when supplemented through the provision of Car Clubs. Chapter 3 (Context Analysis) will be amended where necessary, to make clear references to the implications of parking pressure within the area. Section 4.2 Movement and Circulation Strategy will also be amended to promote the inclusion of car club spaces within/adjacent to new development, and that in certain circumstances low car ownership schemes may be appropriate. Noted. The issue of vehicles using the bus lanes is acknowledged and will need to be considered at the detailed design stage for a wider design for the whole streetscape. However, reference will be made under section 3.2 that this is a problem along Newmarket Road. |
| R33 | <ul style="list-style-type: none"> As the whole of Harvest Way is all in one ownership is the road still required? This land could be used to widen Newmarket Road and New Street- this would require the re-alignment of the allotments. | <ul style="list-style-type: none"> Disagree. Harvest Way is required to provide service access for businesses fronting Newmarket Road. |
| OC12_CountyHigh ways | <p>Air Quality</p> <ul style="list-style-type: none"> Any traffic solution that does come forward will need to avoid causing or exacerbating congestion that will in turn worsen air quality problems. Document doesn't include any info on the current or projected traffic flows or likely changes in mode – these factors will have a major influence on the design of the area – if not considered appropriately and together with other traffic management plans or options for the city could lead to increased congestion, delays and negative impacts on air quality, including potentially extending the current Air Quality Management Area. One of the overall aims should be to improve air quality and health and well-being – all key projects will need close working between the city and county to ensure air quality is not worsened. | <ul style="list-style-type: none"> Noted. Disagree that the Visioning Document should include information on the current or projected traffic flows and likely changes in mode. This is beyond the scope of the Visioning Document. There are much wider issues about the local highway network that need to be considered, including air quality and the Visioning Document alone cannot be expected to resolve these matters, but can instead help promote potential projects that would support future evidence based solutions. The County Council will need to lead on such work and the City Council will support the analysis, option development and detailed design solutions. Noted. The Visioning Document on pages 18-19 provides adequate reference to Air Quality in Cambridge. |
| OC8_Januarys (Travelodge) | <ul style="list-style-type: none"> Page 39. Fig 44/Page 43, Fig 48: potential new pedestrian/cycle links are not deliverable particularly in the context of the link that runs centrally through the heart of the Eastern Gate Hotel site. Do not consider the western linking will be greatly used on the basis that if one is generally seeking to move from north/south one can already do this via Coldham's Lane or Abbey Street. No historical precedent for a north/south though route opposite Godesdone Road from the historical maps [1885 Map provided] where there is no links through the site. | <ul style="list-style-type: none"> Noted. Whilst the links shown on figures 44 and 48 are indicative only, these suggested pedestrian/cycle links will be revisited, especially in light of the recent approval of a Travelodge hotel. Noted. |
| OC9_Sustrans | <ul style="list-style-type: none"> Main cycle desire lines are East-West along Newmarket Road. The poor cycle routes at the back of the Grafton Centre needs to be supplemented or replaced by on- or off road arrangements on Newmarket Road; and the north-south between both the Elizabeth Way bridge and Riverside to the north , and East Road and Sturton Road and the station area to the south. | <ul style="list-style-type: none"> Noted. |

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| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> • Newmarket road is a key arterial route to the east of the county & is used extensively by vehicular traffic. Making extensive changes to this route will be hugely unpopular, and quite unproductive. Detailed assessments of the traffic and congestion will be needed. • Agree barriers to moment (such as railings) should be removed as per new government policy. • Page 39 Fig 44 Harvest Way and New Street – two-way traffic is not desirable and may encourage rat running. • On street parking in New Street needs to be rationalised as commuters, shoppers and residents use it. | <ul style="list-style-type: none"> • Disagree that improvements to Newmarket Road will be unproductive. The Visioning Document throughout is very clear as to why there is a need to co-ordinate change within the area, including public realm improvements. • Noted. • Disagree. It is not suggested that a reinstatement of two-way traffic along Harvest Way and New Street should be carried out in isolation. Reintroducing two-way traffic flows should only be considered when part of a wider design for the whole of the streetscape (as identified in Key Project 5, page 60). • The current pressure for parking in the area and the negative effect upon the quality of the public realm is acknowledged. However, it is considered beyond the scope of the Visioning Document to insist upon parking restrictions to prevent commuter and shopper parking in the area. Any proposal for a controlled parking zone (CPZ) needs to be the subject of a comprehensive public consultation and is a matter for the County Council. |
| OC14_D&C Panel | <ul style="list-style-type: none"> • Welcomed the access routes through from Harvest Way to Newmarket Road, and offers a more logical redevelopment of the area. | <ul style="list-style-type: none"> • Noted. |
| OC10_Cambridge_PPF | <ul style="list-style-type: none"> • Welcomes the proposal to re-establish historic links to Petersfield and Riverside, as well as establishing greener and safe back routes away from Newmarket Road for vulnerable road users • Input from traffic and highways engineers is required to ensure feasibility • Encourage the integration of ‘avant-garde’ experience from similar projects in the UK and overseas | <ul style="list-style-type: none"> • Noted. • Noted. • Noted. |
| OC1_CCC_Refuse & Environment | <p>Air Quality</p> <ul style="list-style-type: none"> • Concerns of the proximity of bus lanes to residential properties – recommend maximising distance between building façade and bus/road kerb (20% reduction in pollutants for the first 10m and 25% for 20m from bus lane). • Full air quality assessment would be required. • Locate trees in front of buildings rather than the within central reservation to increase distance from the road. • Recommend not introducing ground floor residential façades on East Road/Newmarket Road/Coldham’s Lane. • Avoid new frontages on the corner of East Road/Newmarket Road. • Restrict parking provision for new developments – to reduce polluting emissions. • Reduce overall vehicle movements in this area. <p>Noise</p> <ul style="list-style-type: none"> • Any development will require full traffic noise assessment for frontage sites – the design needs to reduce noise impacts. • External amenity area will need to be protected to secure a suitable acoustic environment. • Ensure habitable rooms are not placed on the frontage. • No balconies on the frontage. | <ul style="list-style-type: none"> • All points and concerns noted. The issues raised will be discussed with Environmental Health colleagues as the JUDT progress the Development Framework for the area. It is envisaged that detailed air quality and noise issues will be addressed in the final Development Framework (SPD) for the area. |

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| <p>OC7_CCC_PolicyTeam</p> | <ul style="list-style-type: none"> • General Comments: A number of detailed transport assessments should be carried out on the proposals before they are put forward as viable. It is very difficult to comment on the larger schemes (such as the removal of the roundabout) without an indication from County Highways of the practicality and viability of the scheme, in terms of its effect on the remainder of the network. There is no evidence that these discussions have been held or that broader impacts on the City's network have been evaluated. An evaluation of cycle accidents statistics would also be useful evidence before putting options forward. • Climate Change: Overall the proposals look very positive in relation to how the proposals respond to the challenges that will be brought about by climate change. References to community scale energy generation are to be supported as well as measures to promote the adoption of sustainable behaviours such as improved connections for cyclists and pedestrians to key facilities and services such as schools and local shops. We would be keen to work further with the project team to further develop and understand how the redevelopment of this area of the City can help bring about behavioural change and the adoption of more sustainable lifestyles. There may also be a role for the involvement of external organisations such as Transitions Cambridge and Cambridge Carbon Footprint in helping the community to realise community scale climate change action. • We also support measures to "soften and green" parts of the Eastern Gate area, as these will not only have a positive impact on the visual amenity of the area, but will also have climate change adaptation benefits in terms of helping to reduce the Urban Heat Island effect and helping to improve air quality. We would encourage these measures to be adopted across the whole of the Eastern Gate area. | <ul style="list-style-type: none"> • Noted and partly disagree. The key projects suggested in the draft Visioning Document are not intended to be fully detailed and tested proposals. When the draft Visioning Document was issued for consultation the potential key projects offered were intended to stimulate ideas and discussion about options for possible improvements. Crucially, the document was intended as a tool for engagement with the community and key stakeholders such as the County Council and landowners. However the County Council have indicated that they support the key projects in principle, and have outlined that they would like to engage further with the City Council to progress and test some of the key projects - viability will be central to this. It is envisaged that a working group will be established to progress a 'joined up' approach to public realm/highway improvements in the area. • Noted. • Noted. |
| <p>OC13_RARA, PACT, BRUNK</p> | <ul style="list-style-type: none"> • Support the provision for strategic links between the city and green spaces along the river in this area. • Support improved links between communities – which are now separated by forbidding, car dominated highways • Applaud the aim of privileging ease of movement for pedestrians and cyclists along these roads. <p>Traffic Management</p> <ul style="list-style-type: none"> • Although many of the key projects focus on traffic management no suggestions for reducing traffic volumes are presented within the visioning document within the area • Developments that reduce or contain traffic volumes should be encouraged – plea for independent City Council traffic management position <p>Key Projects</p> <ul style="list-style-type: none"> • Several key projects will only work if a) strict curbs are places on traffic generation by and parking needs of new developments, and b) public transport in the area is improved – significantly extend P&R hours to reduce commuter parking the area suffers now. <p>Air Quality</p> | <ul style="list-style-type: none"> • Noted. • Noted. • Noted. • Traffic Management – Whilst the Visioning Document does not propose specific solutions for reducing traffic volumes in the area, it needs to be recognised that there are much wider issues about the local highway network that need to be considered, and solutions put forward that might help address traffic volumes within the Eastern Gate area. Future growth and bus priority measures are but two key issues, both having a local and city-wide impact, and would need to be considered and studies in depth before more detailed solutions could be brought forward to help manage traffic volumes. The Visioning Document alone cannot be expected to resolve these matters, but instead could help promote specific projects that would support future evidenced-based solutions. The County Council will need to lead on such work and the City Council will support the analysis option development and detailed design solutions. • Key projects - The current pressure for parking in the area is acknowledged. However it is considered beyond the scope of the Visioning Document to insist upon parking restrictions within the area. Any proposal for a controlled parking |

- Document should state explicitly that this is an Air Quality Management Area.
- Suburbs and approaches study
- Urge the Development Plan Scrutiny Sub-Committee to speed up the Suburbs and Approaches study work – this and the Eastern Gate Visioning document should be clearly coordinated.

zone (CPZ) needs to be the subject of a comprehensive public consultation and is a matter for the County Council. However, given the proximity of the area to the City Centre, low car ownership development may be considered appropriate, especially when supplemented through the provision of Car Clubs. This will be referred to in the Visioning Document.

- Air Quality – Figure 22 and the accompanying text on pages 18-19 of the Visioning Document, clearly indicate that the study area falls within an Air Quality Management Area.
- Suburbs and approaches study – page 38 of the Visioning Document refers to the City Council’s Suburbs and Approaches Study.
- Agree. Map will be amended accordingly.

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| OC6_CCC_Cycle Team | <ul style="list-style-type: none"> • The Abbey Street crossing already exists – and recently been widened and made one stage – illustrate on map. |
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4.3 Open Space, Landuse and Activity Strategy

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| R13 | <ul style="list-style-type: none"> • Supports the use of the Howard Mallet centre for public open space – area requires more space for children to play in. | <ul style="list-style-type: none"> • Noted. |
| R16 | <ul style="list-style-type: none"> • Page 40 and car parking on Page 60: Strategies should allow for future car share schemes & electric charging points • Page 41 improving existing spaces: encourage the increase in public open space within areas to be newly developed • Supports the suggestion for enlarging St Matthew’s Piece. • Page 41: private open space: the expectation that residential gardens receive direct sunlight for part of the day and be positioned away from sources of noise/poor air quality should be applied to existing private space as well & support the councils guidance on air quality and overshadowing. <p>Page 41 Land use</p> <ul style="list-style-type: none"> • Concern over the bulk and mass of the proposed hotel and student developments • Support the retention of the area to have mixed use – particularly CityLife, woodworks cycle shop and greentech. • Encourage that a bank is provided in the area. • Site 7.01 may also need to include A1 shop uses to allow for active uses along Newmarket Road. | <ul style="list-style-type: none"> • Agree. Text amended to reflect this. • Disagree. A key objective of the open space, landuse and activity strategy is to, where possible increase the amount of useable public open space in the area through improving existing spaces and rediscovering underused areas. • Noted. • Disagree. The impact of new development upon the amenity of existing dwellings/private gardens is a material consideration and will therefore be considered as a matter of course when any planning application is submitted. • Noted. • Noted. • Disagree. It is beyond the scope of the Visioning Document to insist that a bank is provided within the area. • Disagree. A1 uses are not the only way of achieving an active frontage along Newmarket Road, as outlined on Pages 41-42 of the Visioning Document under ‘Activity’. |
| R17 | <ul style="list-style-type: none"> • Tree planting on Newmarket Road could be increased to the Barnwell railway bridge. • Allotment boundaries should be improved. • Many affordable shop/business units exist in the study area – need to ensure that these facilities, and low cost of units are retained. | <ul style="list-style-type: none"> • Noted. • Agreed. Improving the boundary treatment of the allotments is specifically referred on page 41. • Noted. |
| R22 | <ul style="list-style-type: none"> • Support the proposed ‘greening’ of the streets. | <ul style="list-style-type: none"> • Noted. |
| R23 | <ul style="list-style-type: none"> • Supports maximizing green space within the study area. Could a view be provided from the allotments to the Church of St Andrew-the-Less. | <ul style="list-style-type: none"> • Noted |

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| R26 | <ul style="list-style-type: none"> • Increase access to green spaces – removal the walls surrounding St Andrew-the-Less • Develop more community spaces, place open space areas near to student residence for the use of food stalls (similar to those used in the Singapore Hawker food court) • Provide some resident allocated parking spaces along New Street, and community bin storage areas. | <ul style="list-style-type: none"> • Disagree. The Church of St Andrew-the-Less is a Grade II listed building and the wall is therefore important to the setting of the church. • Noted. • Partly disagree – the current pressure for parking in the area is acknowledged. However it is considered beyond the scope of the Visioning Document to insist upon parking restrictions within the area. Any proposal for a controlled parking zone (CPZ) needs to be the subject of a comprehensive public consultation and is a matter for the County Council. |
| R28 | <ul style="list-style-type: none"> • Reclaim St Matthews Piece – the only park in Petersfield • Make non-residential buildings more friendly/usable with active frontages • Reduce the impact of car parking. • The Strategy fails to integrate public open space at St Matthews Piece with open space at St Matthews Gardens. • Enhance/extend imaginatively the open space at St Matthews Street/Petworth Street junction. • Failure to focus on the need for community centre provision. • The dominance of Tescos must be reduced to allow a retail frontage along Newmarket Road to become viable. | <ul style="list-style-type: none"> • Noted. • Agree. This is a key objective of the Visioning Document, as outlined on pages 41-42. • Disagree. • Agree. The potential to increase the size of St Matthew's Piece is illustrated on Figure 48 and outlined within the supporting text on page 41. • Partly disagree, however the need for Community Centre provision will be explored with Active Community colleagues as work on the Development Framework (SPD) is progressed. • Noted. |
| R29 | <ul style="list-style-type: none"> • The historic shopfronts/houses along Newmarket Road, and St Andrews Church need to be enhanced. | <ul style="list-style-type: none"> • Agree. The Visioning Document promotes this under Section 4.4 Built Form Scale and massing. |
| R32 | <ul style="list-style-type: none"> • Would like to see areas for small industrial buildings retained – its nice that the area isn't just residential, where people come to work everyday. | <ul style="list-style-type: none"> • Noted. |
| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> • Pages 41 and 43 - Very careful consideration is needed with any proposals effecting St Matthews Piece. The former Howard Mallet building is not within the Council's ownership. • Page 43 - Figure 48 - potential development sites on the map are not clear in the colour used <p>Land Use – Paragraph 1</p> <ul style="list-style-type: none"> • Site 7.01 New Street/Newmarket Road - Table 7.2 of the Local Plan makes assumptions about the amount of employment land being delivered site 7.01. This assumption was based on the now expired application for office use on the site. In the previous (refused) application for a hotel, the principle of the loss of employment land was reluctantly accepted. Nevertheless, the Cambridge Sub-Region Employment Land Review 2008 and new evidence in the draft Cambridge Cluster Study 2010 both note that the supply of office space in Cambridge is low and this has the potential to harm Cambridge's economy. We would therefore support any future planning applications for office uses on this site. Given the complexities of the land use situation and the fact that the Visioning document and future SPD can only supplement existing policy in the Local Plan, it is good that the Visioning Document treats this subject with a light touch. <p>Land Use – Paragraph 2</p> <ul style="list-style-type: none"> • Ensure regard is paid to the provisions of the new PPS4 approved in December last year – which would support uses which create new employment | <ul style="list-style-type: none"> • Noted. • Agree. Key amended accordingly. • Noted. • Agree. Text amended to refer to the need for good quality office space is sustainable locations. • Noted and disagree. The text on page 42 of the Visioning Document outlines many various ways of achieving active frontages, all of which can be tailored to the a sites particular context. • Noted. • Noted. • Noted. • Noted. |

- Wider demands for good quality office space in sustainable location and demand for hotels needs to be referred to and evaluate these on sustainable principles set out in PPS4 and in the light of current demand and supply for budget provision.

Retail Uses

- Agree to active frontages although do not think spill out space would be appropriate due to the level of traffic
- Under PPS4 this site would be considered as edge of centre, which is less favourable for retail than in existing centres. However there is a natural link between centre and out of centre retail parks. Retail isn't identified for site 7.01 in the Local Plan. Site 7.03 within the Local Plan states that no more than 50% of the site should be used for retail uses.
- Flexible ground floor units are in accordance with the Sustainable Design and Construction SPD.

Open Space

- Overhanging trees may cause issues with the bus lanes, and sightlines.
- Shared surfaces (cyclists and pedestrians) is not a favoured methods, especially for the Cambridge Cycling Campaign. Where possible cycle lanes should be provided on road and be wide enough.

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| OC8_Januaries (Travelodge) | <ul style="list-style-type: none"> • Page 41: Reference is made to double banked corridors associated with hotels – this paragraph is out of place within the Visioning Document. The document should not be responding to the implications of prospective uses in such a clear cut, and arguably derogative way. | <ul style="list-style-type: none"> • Disagree. The paragraph is not considered derogatory. It is merely drawing the readers' attention to the design challenges associated with the uses outlined in the 2006 Local Plan proposals schedule. However, text will be added to the end of the paragraph stating that these uses require careful design consideration. |
| OC3_NLP_Planning (Mackay's Site) | <ul style="list-style-type: none"> • Mackay's support the provision of street trees on New Street and along the centre line of East Road, and the creation of new urban space adjacent to Occupation Road/Elizabeth Way roundabout. • Support the proposal for active ground floor uses on the Mackays site at ground floor. | <ul style="list-style-type: none"> • Noted. • Noted. |
| OC4_Januaries (CityLife) | <ul style="list-style-type: none"> • The viability of the site to come forward as public open space (as desired by the community to extend the size of St Matthews Piece) the strategy outlined within this document should have regard to deliverability. There is no certainty that this can be delivered as the existing building will clearly only be demolished if a commercially viable replacement form of development is granted planning permission – suggest therefore that Fig 48 reads 'potential to increase the relationship between developed land and open space'. The increase of the size of St Matthews is dependent upon a wide range of factors and it is considered inappropriate to state that there is potential to increase the size of St Matthews Piece. | <ul style="list-style-type: none"> • This issue is noted. The Visioning Document will be updated and amended accordingly following steer from Members at Development Plan Scrutiny Sub Committee on 14th December 2010. |
| OC10_Cambridge_PPF | <ul style="list-style-type: none"> • Page 10, Page 41: Green space at St Matthews Piece should be annotated on the map as well as in the text for the building to be removed, Cambridge PPF strongly support the local community in their desire that the area should be returned back to green space. The current community centre [Howard Mallet Centre] should be relocated • Ensure the Streets and Open Space team are consulted to ensure a strong case and evidence base for the increased green space. | <ul style="list-style-type: none"> • This issue is noted. The Visioning Document will be updated and amended accordingly following steer from Members at Development Plan Scrutiny Sub Committee on 14th December 2010 • Noted. |

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| OC12_ CountyHigh ways | <ul style="list-style-type: none"> Page 40 & Page 43 fig 48: Welcomes the aspirations to go green, opportunity to become an exemplar in enhancing nature conservation, as well as supporting Objective B(3) of the city councils Nature Conservation Strategy to promote the sustainable use of land, buildings and green space by promoting biodiversity (Cambridge City Council Nature Conservation Strategy – Enhancing Biodiversity (2006), Para 3.2.12, page 10) Support the inclusion of street trees – recommend any species native or ornamental should have a high biodiversity value Suggest the Eastern Gate Visioning Document considers a range of different species (such as a mix of deciduous species), which would further enhance the biodiversity of the area. | <ul style="list-style-type: none"> Noted. Noted. Agree. The possibility of encouraging a range of tree species to enhance the biodiversity of the area will be discussed with the City Council’s Landscape and Arboriculture Officers. |
| OC13_ RARA, PACT, BRUNK | <p>Open Space/Greening of the area</p> <ul style="list-style-type: none"> Document does not address the massive deficit in public open space in the area south of Newmarket Road (Residents associations can supply facts and figures) – key concern Petersfield residents. Suggest a 6th Key project is added to the Visioning Document – to revert the Howard Mallet site to public open space - and thus expanding the small overstressed park of St Matthews Piece – this is more pressing given the future development within the area. Developers should be urged to set back new buildings on Newmarket Road and East Road so as to allow the widening of pavements and for tree planting. <p>Landuse</p> <ul style="list-style-type: none"> Would like to see explicit demands for family housing, as apposed to small flats for further residential development in the area. Would like to see explicitly emphasis on excellence in architectural design – to override some peoples views that anything better would be better than what’s there now. | <ul style="list-style-type: none"> This issue is noted. The Visioning Document will be updated and amended accordingly following steer from Members at Development Plan Scrutiny Sub Committee on 14th December 2010 Noted. This is addressed under section 4.2. Disagree. It is considered beyond the scope of the Visioning Document to insist upon family housing. However in line with policy, we would seek to facilitate mix and balanced communities. Agree. A reference to ‘excellence in architecture’ will be added under the ‘Visual Richness’ section on page 45 of the Visioning Document. |
| OC5_ CCC_ Landsc ape | <ul style="list-style-type: none"> Greening Streets and Spaces: Suggest text amendments to second sentence to read: Trees especially bring a number of environmental benefits to the urban landscape and also have a significant role to play in defining character. Add points to the benefits: Helping to cope with climate change and excessive precipitation through water uptake. Figures and text of plant names; Latin names of plants typically in lower case for the species name – amend throughout document | <ul style="list-style-type: none"> Agree. Text to be amended accordingly. Agree. Text to be amended accordingly. |

4.4 Built Form, Scale and Massing Strategy

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| R09 | <ul style="list-style-type: none"> Would like to see precise height limits for developments [in metres?] | <ul style="list-style-type: none"> Disagree. The key, which accompanies figure 49, clearly states that storey heights indicated assume a residential floor to ceiling height of 2.7m. |
| R11 | <ul style="list-style-type: none"> Feels this area could accommodate taller buildings if they are acceptable in design quality and interesting to look at, retain sight lines to the river and other buildings. | <ul style="list-style-type: none"> Noted. |
| R16 | <ul style="list-style-type: none"> Supports the strategy in general | <ul style="list-style-type: none"> Noted. |

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| | <ul style="list-style-type: none"> Concern of the effect of residential amenity of new developments on the Abbey Street 'block' a central courtyard in this occupation road developments would help provide a distance between gardens in Abbey Street and the new building. New buildings along the east of Occupation Road should be 3 or fewer storeys. Occupation road is narrow and will feel dominated by 4 storey buildings. | <ul style="list-style-type: none"> Noted. Partly agree. Given that the prevailing scale of the Conservation Area to the south is domestic, it is considered appropriate to reduce the recommended upper storey height. The plan will be amended to suggest a range of 2.5-3.5 storeys. For clarity an indicated half storey is defined as rooms accommodated within the roof structure (as outlined on page 44 of the Visioning Document). |
| R20 | <ul style="list-style-type: none"> Existing Mackays site is very positive for the area, a proposal for student accommodation is very bland and cheap in appearance. | <ul style="list-style-type: none"> Noted. |
| OC3_NLP_Planning (Mackay's Site) | <ul style="list-style-type: none"> Mackays support the opportunity for larger buildings lining East Road. Agree that the building frontage of the Mackays proposal should be consistent with adjacent Court, Varsity House and Blue House. (Fig 48) | <ul style="list-style-type: none"> Noted. Noted. |
| R25 | <ul style="list-style-type: none"> Concerns of the suggested 3-4 storey height of buildings at the corner of River Lane (west side) this could have a detrimental impact to Beche Rd/River Lane properties. | <ul style="list-style-type: none"> Agree. Given the finer grain context of the Conservation Area to the north, it is considered appropriate to reduce the recommended upper storey height. The plan will be amended to suggest a range of 2.5-3.5 storeys. For clarity an indicated half storey is defined as rooms accommodated within the roof structure (as outlined on page 44 of the Visioning Document). |
| R27 | <ul style="list-style-type: none"> Concerns that the Travelodge application is too high and does not accord with the surrounding area. | <ul style="list-style-type: none"> Noted. |
| R28 | <ul style="list-style-type: none"> Keep a human scale to buildings, varied vistas and new developments should be sympathetic to those existing. A higher building at the corner of Young Street/St Matthews Street junction should not be allowed, suggest a maximum height of 3 storeys. Increase building height in this location would be very intrusive and destructive to peoples privacy | <ul style="list-style-type: none"> Noted. Disagree. The corner of the site has a difficult role to play in terms of managing a change in scale between the Crown Court and the predominantly residential area to the south. As such, there is an opportunity to respond to this through a localised increase in height. |
| R29 | <ul style="list-style-type: none"> Concerns that the Travelodge application is too high and does not accord with the surrounding area. | <ul style="list-style-type: none"> Noted. |
| OC4_January's (CityLife) | <ul style="list-style-type: none"> The methodology for assessing the massing strategy set out within this section is not clearly defined. It is considered inappropriate to impose blanket-massing limitations. Secondly even if additional detail on the methodology were to be provided it is not appropriate to impose specific and maximum storey heights for different sites. Assumptions made have not been supported by essential supporting information. | <ul style="list-style-type: none"> Disagree. The range of storey heights recommended on figure 40 (page 46) have been informed by the JUDT's own digital 3D model, and we therefore believe this forms a robust starting point for the consideration of development proposals. Any proposals that seek to break this guidance will need to be tested in a robust way, and applicants will need to demonstrate through 3D computer modelling that their proposals will not unduly impact upon the surrounding context in line with saved Policy 3/4 (as required on page 44 of the draft Visioning Document. It must also be noted that figure 49 should be read in conjunction with the supporting text on pages 44-45, which together are seeking to achieve well designed buildings that fit into their context and respond to key views across the conservation area. |
| OC8_January's (Travelodge) | <ul style="list-style-type: none"> Page 46 Fig 49: issues regarding the provision of pedestrian links through blocks – this is unviable. Given the topography of the area – we question whether meaningful glimpses of the Church of St Andrew-the-less can be made from the gap in the block structure. This comment also applies to views of Godesdone Road. Objection to notational storey heights – should be a guide rather than an absolute. Any application should have the opportunity to be considered against a detailed visual impact assessment, when scale and massing | <ul style="list-style-type: none"> Noted. Disagree to both remaining points. The range of storey heights recommended on figure 40 (page 46) have been informed by the JUDT's own digital 3D model, and we therefore believe this forms a robust starting point for the consideration of development proposals. Any proposals that seek to break this guidance will need to be tested in a robust way, and applicants will need to demonstrate through 3D computer modelling that their proposals will not unduly impact upon the surrounding context in line with saved Policy 3/4 (as required on page 44 of the |

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| | <p>issues can be properly tested.</p> <ul style="list-style-type: none"> Concerns of the localised increase of height on the east corner of Coldham's Lane to 5.5 storeys, due to views across from Elizabeth Way Bridge. | <p>draft Visioning Document. It must also be noted that figure 49 should be read in conjunction with the supporting text on pages 44-45, which together are seeking to achieve well designed buildings that fit into their context and respond to key views across the conservation area.</p> <ul style="list-style-type: none"> Disagree. Given the corner nature of the site it could be entirely appropriate to 'mark' the corner, which is an accepted good urban design principle. However as outlined in the Visioning Document (refer to page 44), applicants will need to demonstrate through 3D computer modelling that their proposals will not unduly impact upon the surrounding context and in particular, key views from across the conservation area. |
| OC13_ RARA, PACT, BRUNK | <p>Support the proposal for:</p> <ul style="list-style-type: none"> Setting high parameters for development in the area – would like to see heights spelled out fully in the text – including the important point that height includes any roof plant (not just presented informally in fig 47) Support that any development should have a variation of heights – hope that this variation will be enforced from now. | <ul style="list-style-type: none"> Disagree. It is not considered necessary for the supporting text to repeat guidance illustrated on figure 47 - both the plans and supporting text should be read in conjunction. Noted. |
| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> When considering block structure, consideration should also be given to the role of orientation and urban morphology in enabling climate change adaptation strategies for managing higher temperatures, such as passive solar design, increased natural ventilation etc, as well as maximising roof space for photovoltaic panels and solar hot water systems. Reference to unacceptable overshadowing of neighbouring properties is welcomed, and this should also include proposals that overshadow existing renewable energy technologies, notably solar panels. | <ul style="list-style-type: none"> Agree. Text to be added to section 4.4 to refer to the importance of building and block orientation. |

4.5 Public Art Strategy

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| R16 | <ul style="list-style-type: none"> Page 48, 3rd Paragraph should read 'The Eastern Gate Study Area' | <ul style="list-style-type: none"> Noted. Text be amended accordingly. |
| R28 | <ul style="list-style-type: none"> Public art should not be allowed to intrude on areas of public open space. | <ul style="list-style-type: none"> Noted. |
| OC8_Januarys (Travelodge) | <ul style="list-style-type: none"> Principal of pooling S106 contributions is supported, although flexibility must be retained to allow standalone public art schemes so that they can be satisfactorily integrated into a development. | <ul style="list-style-type: none"> Noted. |

5.0 Key Projects

5.1 Introduction/General Comments

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| R07 | <ul style="list-style-type: none"> Add Petworth Street to the study area. | <ul style="list-style-type: none"> Disagree. Petworth Street does not contain any potential development sites. The |
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study area has been drawn to include areas, which contain potential development sites, both allocated in the 2006 Cambridge Local Plan and unallocated, as well as areas where the quality of the public realm has been significantly undermined by 'standard' highway solutions.

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| R24 | <ul style="list-style-type: none"> Supportive of making the area pedestrian friendly | <ul style="list-style-type: none"> Noted. |
| R25 | <ul style="list-style-type: none"> Supports all key projects outlined in the Visioning document. Better pedestrian crossings could be provided towards the top of River Lane | <ul style="list-style-type: none"> Noted. Noted. This could be considered as part of possible gateway/entry point improvements as suggested on Figure 44 Movement and Circulation Strategy, page 39 of the draft Visioning Document. |
| R26 | <ul style="list-style-type: none"> Concerns over the amount of money required for the delivery of the key projects. | <ul style="list-style-type: none"> Noted. The Key Projects identified within Chapter 5 begin to develop some of the aspirations identified earlier in the Visioning Document, into a series of potential public realm and infrastructure projects. However, these are complex major infrastructure projects, which require multiple funding streams. It is beyond the scope of the Visioning Document to outline in detail the funding mechanisms to secure investment for these projects, however it can be noted that two funding sources are expected to be used to collect monies for the proposed projects: contributions from Section 106 Agreements from development sites and contributions made to the Eastern Corridor Area Transport Plan (ECATP). It is recognised however, that these funding mechanisms alone will not likely generate the required level of investment, so other sources of funding will be considered at the SPD stage e.g. Tax Increment Financing (subject to legislation being in place). The Development Framework, when adopted as an SPD, will provide the formal mechanism for securing developer contributions to specific projects and prioritise projects where monies should be targeted. Detailed project funding requirements will need to be set out in the Eastern Gate Development Framework SPD and will have to be consistent with the requirements set out in section 3.5 of the Planning Obligations Strategy (SPD) (Other Potential Development-Specific Planning Obligation Requirements). |
| R27 | <ul style="list-style-type: none"> Supports all key projects within the Visioning document, but sees Coldham's lane and Newmarket Road frontage as a priority. | <ul style="list-style-type: none"> Noted. |
| R29 | <ul style="list-style-type: none"> Supports all key projects – particularly project 1 | <ul style="list-style-type: none"> Noted. |
| OC12_CountyHigh ways | <ul style="list-style-type: none"> ALL key projects will need close working between the City and the County to ensure that proposals would not worsen air quality. | <ul style="list-style-type: none"> Noted and agreed. |
| OC14_D&C Panel | <ul style="list-style-type: none"> How realistic are these proposals, information on possible timescales would be helpful, would less ambitious short-term improvements be more deliverable. | <ul style="list-style-type: none"> Noted. The key projects suggested in the draft Visioning Document are not intended to be fully detailed and tested proposals. When the draft Visioning Document was issued for consultation the potential key projects offered were intended to stimulate ideas and discussion about options for possible improvements. Crucially, the document was intended as a tool for engagement with the community and key stakeholders such as the County Council and landowners. However the County Council have indicated that they support the key projects in principle, and have outlined that they would like to engage further with the City Council to progress and test some of the key projects. It is envisaged that a working group will be established to progress a 'joined up' approach to public realm/highway improvements in the area. Disagree regarding the inclusion of |

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| | | timescales as this is considered is beyond the scope of the Visioning Document. |
| OC12_CountyHigh ways | <p>Strategic Context</p> <ul style="list-style-type: none"> Proposals to the transport network conform to national and local policy context Newmarket Rd/Coldham’s Lane/Elizabeth Way/East Road form key links to the wider transport network – changes may have a knock on effect beyond the local context. Further work would be required to understand if solutions proposed will work in terms of transport operation inc. consideration for planned growth in a and around the city will impact on transport patterns in the area. Some options may only be deliverable if changes to the transport network further a field are implemented. The Cambridge/South Cambs/County Joint Transport Forum are leading the work to consider options for a New Cambridge Transport Strategy – Eastern Gate should respond to this. More opportunities – Do all the permitted movements at junctions needed, could we be bolder – limit access/ban the right turn from Coldham’s Lane. <p>Transport Modelling</p> <ul style="list-style-type: none"> Cambridge Sub-Region Model (SCRM) and SATURN transport modelling system. Both maybe useful in considering how proposals impact on the wider highway network. <p>Design Concepts</p> <ul style="list-style-type: none"> Some design elements should be relatively easy to embrace (on road safety to support the removal or barriers). Recognised that some infrastructure (guardrails) have been introduced for safety – their removal or replacement must be handled with care. Maintenance – costs of on going maintenance for the area should be identified as part of the planning of the area. Avoid/use sparingly heritage lighting Adequate transport capacity should be retained – and do not negatively effect other parts of the city. County Council is happy to engage further to progress consideration of the detailed transport and traffic issues in the immediate vicinity of the site, and to work up option for the roads and junctions in the area Useful for members of the joint transport forum to consider the options at either a JFT meeting or one of the ongoing series of workshop sessions. | <ul style="list-style-type: none"> All points noted. The Key Projects identified within the Visioning Document begin to articulate an urban design led approach to resolving some of the conflicts at key junctions. The Joint Transport Forum (County Council and City Council) is leading the work in a ‘Cambridge Area Transport Strategy’ (CATs) and the Visioning Document will feed into this work. To assist with this, once finalised the Visioning Document will be presented to the Joint Transport Forum and a working group established to progress a ‘joined up’ approach to public realm/highway improvements in the area. With regards to transport modelling, the County Council will need to lead on such work and the City Council will support the analysis, option development and detailed design solutions. |

5.2 Project 1 - Elizabeth Way Roundabout

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| R01 | <ul style="list-style-type: none"> Concerned that if the underpass is closed it could become dangerous for the blind and disabled users – would this scheme discriminate under the DDA Act? A crossing would result in more pedestrian crossings compared to zero for | <ul style="list-style-type: none"> Disagree. The principals of inclusive design underpin the aspirations and potential key projects suggested in the draft Visioning Document. DDA requirements would be fully taken into account in any detailed redesign of the Elizabeth Way roundabout. |
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| | <ul style="list-style-type: none"> the subway network. Some of the space could be used for community uses. | <ul style="list-style-type: none"> Noted. Noted. |
| R07 | <ul style="list-style-type: none"> The ground level pedestrian crossing would be unsafe, and intimidating for users. Retain the subway and address the intimidating perception with design/lighting/security changes. | <ul style="list-style-type: none"> Disagree. Key project 1 promotes filling in the subways, and the replacement of the roundabout with a signalised junction, to allow convenient pedestrian and cycle movement above ground and ultimately help to overcome the barrier effect of this junction and Newmarket Road. One of many measures suggested as part of this project is the inclusion of 5m wide direct pedestrian/cycle crossings, which are located close to intersections. These crossings pick up on key desire lines, and will help to restore a direct visual and psychological link across the road. Disagree. Over the years the subway has been subject to many attempts to improve users perception of security, such as public art works and improved lighting. However, despite these interventions the subway still feels unwelcoming and dangerous (especially at night), which renders the underpasses unusable for many. The existing situation flies in the face of inclusive design, which is about making places everyone can use. |
| R11 | <ul style="list-style-type: none"> In favor of removing the roundabout, although vegetation that has developed there (due to neglect) is varied, in consideration of new design consideration needs to be made for the biodiversity of the area. | <ul style="list-style-type: none"> Noted. |
| R12 | <ul style="list-style-type: none"> Supports the proposal for the redevelopment of the roundabout. | <ul style="list-style-type: none"> Noted. |
| R14 | <ul style="list-style-type: none"> Supports the proposal for the redevelopment of the roundabout. | <ul style="list-style-type: none"> Noted. |
| R15 | <ul style="list-style-type: none"> Supports the proposal for the redevelopment of the roundabout. Avoids using the area at night | <ul style="list-style-type: none"> Noted. |
| R16 | <ul style="list-style-type: none"> Support option 1, is there any merit in keeping the underground space for car parking? Fig 64 caption should read Ashford not 'Asford'. | <ul style="list-style-type: none"> Noted. Agree. Text to be amended accordingly. |
| R18 | <ul style="list-style-type: none"> Does not support project 1: crossing at the same level will cause conflicts between pedestrians and cyclists, concerns about children using crossings – would prefer the subway. Traffic lights on the roundabout are often ignored by motorists – making the subway safer to use The subway could be improved: make use of the flower beds/clearing rubbish/replacing paving slabs with a smoother surface/placing mirrors on the corners of entry points/increase frequency of police patrols The current crossings should have cameras to identify the motorists who skip the lights | <ul style="list-style-type: none"> Disagree. Key project 1 promotes filling in the subways, and the replacement of the roundabout with a signalised junction, to allow convenient pedestrian and cycle movement above ground and ultimately help to overcome the barrier effect of this junction and Newmarket Road. One of the measures suggested as part of this project, is the inclusion of 5m wide, direct pedestrian/cycle crossings, which are located close to intersections. These crossings are generous in width to help avoid conflicts between users, are located to pick up on key desire lines, and will help to restore a direct visual and psychological link across the road. Noted. Disagree. Over the years the subway has been subject to many attempts to improve users perception of security, such as public art works and improved lighting. However, despite these interventions the subway still feels unwelcoming and dangerous (especially at night), which renders the underpasses unusable for many. The existing situation flies in the face of inclusive design, which is about making places everyone can use. Noted. |
| R19 | <ul style="list-style-type: none"> The changes to Elizabeth Way roundabout are not a priority, since the current arrangement works well. | <ul style="list-style-type: none"> Noted. |

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| R20 | <ul style="list-style-type: none"> Has an attachment to the roundabout – likes the painted murals in the subways, but rationally speaking the replacement with crossroads would be an improvement. The proposed junction replacement has been designed to accommodate HGVs – is there a safety issues with cycle lanes and advance stop lines – as HGV drivers cannot see cyclists in front of them, Avoid tempting cyclists into this dangerous position. Strongly support the removal or barriers and dog-leg crossing. | <ul style="list-style-type: none"> Noted. Noted. Noted. |
| R22 | <ul style="list-style-type: none"> Supports project 1 – allowing pedestrians to cross at street level, the underpass is too dangerous to use at night. | <ul style="list-style-type: none"> Noted. |
| R23 | <ul style="list-style-type: none"> Unfeasible to channel pedestrian over the proposed junction. Would a reduction in road level be enough to allow a public space to be generated above the junction with park area/sculpture park/or public building in the centre. | <ul style="list-style-type: none"> Disagree. Key project 1 promotes filling in the subways, and the replacement of the roundabout with a signalised junction, to allow convenient pedestrian and cycle movement above ground and ultimately help to overcome the barrier effect of this junction and Newmarket Road. One of the measures suggested as part of this project, is the inclusion of 5m wide, direct pedestrian/cycle crossings, which are located close to intersections. These crossings are generous in width to help avoid conflicts between users, are located to pick up on key desire lines, and will help to restore a direct visual and psychological link across the road. |
| R24 | <ul style="list-style-type: none"> Supports project 1, uses subway often and considers it to be a 'concrete jungle', the walls of the ramps leading down to the subway are in poor state of repair. The area doesn't feel safe and attracts drunks. Would like to see the murals preserved. | <ul style="list-style-type: none"> Noted. Noted. Noted. |
| R25 | <ul style="list-style-type: none"> Supports project 1: this will reconnect the area and increase safety and provide much need public open space. | <ul style="list-style-type: none"> Noted. |
| R26 | <ul style="list-style-type: none"> Supports Project 1 and 2. Could the space underneath Elizabeth way roundabout be used as a community wide car park. | <ul style="list-style-type: none"> Noted. Noted. |
| R28 | <ul style="list-style-type: none"> Supports the proposal for the redevelopment of the roundabout. | <ul style="list-style-type: none"> Noted. |
| R32 | <ul style="list-style-type: none"> Supports the proposal for the redevelopment of the roundabout – we have to use the subways to get to the city centre, opening up this area and making access points to Abbey and Petersfield areas is very welcome. | <ul style="list-style-type: none"> Noted. |
| OC9_Sustrans | <ul style="list-style-type: none"> Support the proposal for the removal of the roundabout and subway with a pedestrian and cycle friendly junction - should have a single stage crossing close the line of demand. Suppressed cycle and pedestrian demand at this junction- due to the layout which forces deviation from main desire lines, or forces decent into the subways. | <ul style="list-style-type: none"> Noted. Noted. |
| OC3_NLP_Planning (Mackay's Site) | <ul style="list-style-type: none"> Mackay's generally support the remodeling of Elizabeth Way roundabout and removal or barriers and railings. | <ul style="list-style-type: none"> Noted. |
| OC6_CCC_Cycle Team | <ul style="list-style-type: none"> The Elizabeth Way roundabout forms a significant barrier to pedestrian and cycle movement, particularly at night when concerns about personal security render the underpasses unusable for many. The proposals for this junction are extremely positive and address many of the existing problems for more | <ul style="list-style-type: none"> Noted. Agree. Figure 59 will be amended accordingly. Noted. |

vulnerable users.

- Enlarge 'Existing situation' drawing (fig 59) to include the Abbey Street crossing and whether or not this would remain in addition to the proposed crossing at Occupation Road – It is unlikely that both crossings in such proximity would be possible, the proposed crossing would be preferable at meeting desire lines and space.
- The southern side of Newmarket Road could be widened as part of the redevelopment of the area to allow for cycle and pedestrian between the crossing and Abbey St. and Harvest Way.
- Options 1 or 2 are preferable; queuing cars could block the crossing on option 1. The configuration of traffic lanes, cycle lanes and advanced stop lines needs further consideration with cycle officers and signal engineers.

- Noted.

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| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> • Needs to be assessed in detail in terms of impact to traffic flow along this and other routes. • Agree to the plans to remove clutter (railings, signs etc) where possible and safe to do so. | <ul style="list-style-type: none"> • Disagree. It is considered beyond the scope of the Visioning Document to include a detailed assessment of impact upon traffic flow. However, the County Council support key projects in principal. The Joint Transport Forum (County Council and City Council) is leading the work on a 'Cambridge Area Transport Strategy' (CAT's) and the Visioning Document will feed into this work. To assist with this, it is suggested that once finalised, the Visioning Document is presented to the Joint Transport Forum and a working group established to progress a 'joined up' approach to public realm/highway improvements in the area. • Noted. |
| OC2_CCC_Access | <ul style="list-style-type: none"> • When using Ashford as an example it should be said what a vastly different context this was. | <ul style="list-style-type: none"> • Agree. Text will be amended accordingly. |
| OC11_BRUNK | <ul style="list-style-type: none"> • Supports the remodelling of Elizabeth Way roundabout | <ul style="list-style-type: none"> • Noted. |
| OC12_CountyHigh ways | <ul style="list-style-type: none"> • Proposal to remove the subway and replace with a roundabout has much to commend – important to understand how the proposals work in the context of existing traffic situation and with planned growth in the city | <ul style="list-style-type: none"> • Noted. |
| OC5_CCC_Landsc ape | <ul style="list-style-type: none"> • Project 1, Option 1 Plan: Add north arrow for orientation, and maybe street names. Possibility to add more trees to wrap around building on southwest corner of roundabout, add one trees to each of the northern corners of the roundabout. | <ul style="list-style-type: none"> • Agree. Amend plans accordingly. |

5.3 Project 2 – Newmarket Road/East Road

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| R10 | Approve of bus lanes, but they could be redesigned at a fraction of the cost and disruption. | Noted. |
| R11 | Approve of setting back buildings on Newmarket Road to allow a varied frontage and trees. | Noted. |
| R15 | Approves of Newmarket Road proposals for greening. | Noted. |
| R16 | Supports the improvements to these approaches. | Noted. |

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| R25 | Supports project 2: this will create a sense of a high street to a road, which has been shamefully abused by highways and developers. Greening the street is also desperately needed. In general would like to see better cycle facilities along Newmarket Road, and a better pedestrian environment. Unclear about [County] Highways plans for the additional traffic land along Newmarket Road – heading west through current Eastern Gate applications. Would welcome better bus provision, but worried about Newmarket Road becoming a 5 lane highway | Noted. Noted. Noted. This issue will be discussed with the County Council as we progress work on the Development Framework. Noted. |
| R28 | What will the impacts of County Highways traffic plans be on Newmarket Road to the visioning document proposals? | Noted. The County Council support the key projects in principal. The Joint Transport Forum (County Council and City Council) is leading the work on a 'Cambridge Area Transport Strategy' (CAT's) and the Visioning Document will feed into this work. To assist with this, it is suggested that once finalised, the Visioning Document is presented to the Joint Transport Forum and a working group established to progress a 'joined up' approach to public realm/highway improvements in the area. |
| OC7_CCC_PolicyTeam | All projects within the ECATP are in the process of being updates and are waiting results form the Joint Transport Forum Workshops, Schemes within the ECATP may therefore alter. | <ul style="list-style-type: none"> • Noted. |
| OC11_BRUNK | Supports improving crossings on Newmarket Road | <ul style="list-style-type: none"> • Noted. |
| OC12_CountyHigh ways | Reassignment of some of the capacity on East Road/Newmarket Road/Elizabeth Way to public transport and cycle fits well with the current local and national transport policy context and is welcomed in principle. Relocation of road space does not have to be to the detriment of general vehicular traffic (e.g. Hills road bridge) – important to understand the ramifications of the process on the wider city infrastructure. | <ul style="list-style-type: none"> • Noted. • Noted. |
| OC13_RARA, PACT, BRUNK | Support proposals within Key Project 2 – making Newmarket Road and East Road more sympathetic to and safer for pedestrians by promoting active frontages at ground floor level of new buildings and by means of new tree planting along these roads. | <ul style="list-style-type: none"> • Noted. |
| OC6_CCC_Cycle Team | Widening footpath and providing cycle lanes is very much supported. P56 Point 2: the ECTAP is from 2002 and the schemes mentioned (bus priority and improvements) have already been completed. | <ul style="list-style-type: none"> • Noted. • Noted. |

5.4 Projects 3&4 – Remodelling traffic dominated junctions

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| R10 | <ul style="list-style-type: none"> • Is the extra public realm space created by tightening the junction needed – very few people walk within this area. | <ul style="list-style-type: none"> • Disagree. The need for improving the public realm in the area is clearly outlined throughout the document. |
| R11 | <ul style="list-style-type: none"> • The planting surrounding the magistrates' court is poor– it obstructs the route from the crossing and offers no visual or ecological interest. | <ul style="list-style-type: none"> • Noted. |
| R14 | <ul style="list-style-type: none"> • Supports option 2 for the Coldham's Lane Junction – this would remove a major current barrier to a cohesive neighbourhood. | <ul style="list-style-type: none"> • Noted. |
| R16 | <ul style="list-style-type: none"> • Supports option 2 – this is a very unfriendly junction for pedestrians. | <ul style="list-style-type: none"> • Noted. |

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- Should fig 71 and 72 show the location of the bus stops
- Page 57: there is a clear desire line from the Grafton centre to New Street [illustration supplied in comments] the removal of barriers acknowledges this but an additional crossing would also be beneficial especially given the proposals for the Mackays site.
- Agree. Figs 71 & 72 to be amended accordingly.
- Agree. Figure 68 to be amended accordingly.

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| R17 | <ul style="list-style-type: none"> • Better separation of transport modes where there is vehicular entrances and exits from the Grafton Centre – at present as a cyclist or pedestrian you are cast into a maelstrom of cars. | <ul style="list-style-type: none"> • Noted. |
| R19 | <ul style="list-style-type: none"> • Supports the options for new crossings along Newmarket Road – between Godesdone Road and Coldham’s Lane – this would allow the Beehive centre to be more accessible from Riverside. • The current River Lane/Coldham’s Lane/Newmarket Road Junction is dangerous as divers go through the first set of traffic lights thinking they repeated signals of those closer to Coldhams Lane. • The signal timings for the East Road junction near St Matthews Street are too short causing people to cross on red. • Centres of two stage crossings do not accommodate those with children or pushing a buggy. • A comprehensive solution for both sides of East Road would be welcome. | <ul style="list-style-type: none"> • Noted. • Noted. • Noted. • Noted. • Noted. |
| R20 | <ul style="list-style-type: none"> • East Road would benefit from a crossing south of the St Matthews Street Junction | <ul style="list-style-type: none"> • Agree. Figure 68 to be amended accordingly. |
| R22 | <ul style="list-style-type: none"> • Do not support the erection of landmark building – as this could mean erecting a 6-8 storey building – impacting context/character of the area. • A bus lane on East Road – travelling southwards – cause issues in blocking East Road when turning right into the Grafton Centre. | <ul style="list-style-type: none"> • Disagree. Figure 49, Built Form, Scale and Massing Strategy (refer to page 46) suggests a height of between 4-7 storeys (not 8 storeys) for the potential development site west of Elizabeth Way roundabout. The suggested range of storey heights have been informed by the JUDT’s own digital 3D model, and we therefore believe this forms a robust starting point for the consideration of development proposals. However, applicants will need to demonstrate through 3D computer modelling that their proposals will not unduly impact upon the key views across the Central Conservation Area and the surrounding context, in line with saved Policy 3/4 (as required on page 44 of the draft Visioning Document). It must also be noted that figure 49 should be read in conjunction with the supporting text on pages 44-45, which together are seeking to achieve well designed buildings that fit into their context and respond to key views across the conservation area. • Noted. |
| R24 | <ul style="list-style-type: none"> • Redesign the Tescos junction along the lines of the Coldham’s Lane junction. Provide improved access from Tescos to the retail park. | <ul style="list-style-type: none"> • Noted. |
| R25 | <ul style="list-style-type: none"> • Supports project 4: this will make Coldham’s Lane safer for pedestrians and cyclists • Strongly support retaining the existing Victorian buildings [to the north side of Newmarket Road] and linking this to the St Andrews [The-Less Church] architecture | <ul style="list-style-type: none"> • Noted. • Noted. |
| R28 | <ul style="list-style-type: none"> • Project 4 has no cycle lane [Coldham’s Lane?] | <ul style="list-style-type: none"> • Noted. This issue will be considered at the detailed design stage for a wider design for the whole streetscape. |
| OC11_BRUNK | <ul style="list-style-type: none"> • Supports project 4 – easing traffic flows at Coldham’s Lane junction | <ul style="list-style-type: none"> • Noted. |

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| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> Support projects 3&4 – measures to priorities cyclists and pedestrians at junctions are also badly needed in the area. | <ul style="list-style-type: none"> Noted. |
| OC6_CCC_Cycle Team | <ul style="list-style-type: none"> Principles are strongly supported for project 3: the existing junction at St Matthews St is unnecessarily wide to the detriment of pedestrians and cyclists and encourages unsuitable speeds, the existing route across the car park entrance and across Newmarket Road itself is very poor. Improvements to the cycle and pedestrian routes which comes from the back of the Grafton Centre are also needed – A raised table across the entrance of Severn Place, for example. Project 4: The configuration of traffic lanes, cycle lanes and advanced stop lines needs further consideration with cycle officers and signal engineers. | <ul style="list-style-type: none"> Noted. Noted. Noted. |
| OC8_Januaries (Travelodge) | <ul style="list-style-type: none"> Client has indicated that some additional land can be, and will be made available to facilitate future improvements, assuming the proposed hotel development proceeds. | <ul style="list-style-type: none"> Noted. |
| OC5_CCC_Landsc ape | <ul style="list-style-type: none"> Project 4, Option 2 plan: Add cross-hatched box top intersection of New Street and Coldham's Lane (to stop people blocking intersection). Is there any point having two lanes for such a short stretch (travelling east west) when the road narrows to one lane after Coldham's Lane? | <ul style="list-style-type: none"> Disagree. The hatched area indicated on plans does not represent 'keep clear areas'/boxed junctions - the hatching is illustrating the principle that 10 car queuing capacity at junctions has been considered. |

5.5 Project 5 – New Street and Harvest Way

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| R10 | <ul style="list-style-type: none"> Suggest do not reduce the amount of parking provision within New Street, reducing will displace the car parking elsewhere in the area, and is needed for residents. | <ul style="list-style-type: none"> Noted. |
| R16 | <ul style="list-style-type: none"> Support these improvements. Note the existing tree on the corner of Abbey Street is not shown; consider the use of on street parking in Abbey Street. | <ul style="list-style-type: none"> Noted. For clarity, Figure 73 only illustrates potential street trees. |
| R19 | <ul style="list-style-type: none"> Introduce traffic restrictions on Occupation road – currently cars park both sides forcing pedestrians to walk down the centre. | <ul style="list-style-type: none"> Disagree. The current pressure for parking in the area and the negative effect upon the quality of the public realm is acknowledged. However, it is considered beyond the scope of the Visioning Document to insist upon parking restrictions within the area. Any proposal for a controlled parking zone (CPZ) needs to be the subject of a comprehensive public consultation and is a matter for the County Council. |
| R28 | <ul style="list-style-type: none"> Concerns that the reintroduction of two-way traffic in New Street will create a loss of parking, and displace commuter parking elsewhere. | <ul style="list-style-type: none"> Disagree. The current pressure for parking in the area and the negative effect upon the quality of the public realm is acknowledged. However, it is considered beyond the scope of the Visioning Document to insist upon parking restrictions within the area. Any proposal for a controlled parking zone (CPZ) needs to be the subject of a comprehensive public consultation and is a matter for the County Council. |
| OC7_CCC_PolicyTeam | <ul style="list-style-type: none"> Page 61 Fig 73: shouldn't be too many trees surrounding the allotments – loss of light and moisture for plants within the allotment. | <ul style="list-style-type: none"> Noted. |
| OC6_CCC_Cycle Team | <ul style="list-style-type: none"> Concern the street could become a rat-run avoiding the Elizabeth Way and Coldham's Lane junctions. Consideration should be given to providing access only to the area with a closer point for motor vehicles. | <ul style="list-style-type: none"> Disagree. It is not suggested that a reinstatement of two-way traffic along Harvest Way and New Street should be carried out in isolation. Reintroducing two-way traffic flows should only be considered when part of a wider design for the whole of |

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| | <ul style="list-style-type: none"> Consider tightening the junction of New Street/St Matthews Street to further reduce speeds. | the streetscape (as identified in Key Project 5, page 60). |
| OC3_NLP_Planning (Mackay's Site) | <ul style="list-style-type: none"> Support New Street Proposal as they relate to there site, we have concerns in the short term, while the site remains in commercial use, regarding any impact on vehicular access, including commercial vehicles to their site. | <ul style="list-style-type: none"> Noted. |
| OC5_CCC_Landscape | <ul style="list-style-type: none"> Page 60 – Project 5: is there room to do proposed improvements with a 2-way street? Page 61: Trees at intersections will be vulnerable to being hit by vehicles. More explanation of 'parallel double kerbs' | <ul style="list-style-type: none"> Disagree. The suggested improvements to New Street and Harvest Way have been developed at a larger scale and in accordance with the principles and dimensions outlined in Manual For Streets. Disagree. The recommended measures for improving New Street and Harvest way together create the illusion that trees are located within the 'apparent' highway, which not only helps to frame the space, but will encourage drivers to slow down. Disagree. The draft Visioning Document adequately explains parallel double kerbs on pages 60 and 65 - figures 83 & 84. |

6.0 Conclusions and Next Steps

No consultation comments were received relating to chapter 6 - conclusions and next steps.

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