

Mill Road Depot SPD

Consultation Workshop Events Record – November 2015 and January 2016

17th February 2016

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1. INTRODUCTION

1.1. Background

Allies and Morrison Urban Practitioners was commissioned by Cambridge City Council in July 2015 to prepare a Supplementary Planning Document (SPD) for the Mill Road Depot site.

The site is 1.7ha in area and has been identified a draft site allocation (Site R10) in the emerging Cambridge Local Plan (2014) as a potential site for housing for 167 dwellings.

During the Proposed Submission consultation period, the City Council consulted with a number of stakeholders concerning the depot site. The following issues were identified:

- The need for open space and community facilities in the locality.
- Building heights and density to reflect the existing character of the area.
- Access to the site which should be from Mill Road only.
- Consideration of the wider impacts of new residential development on the surrounding area and communities, specifically social infrastructure and traffic flows.

The Schedule of Proposed Changes document (March 2014) sets out a description of the site and key requirements. This includes a requirement for the site promoters to prepare a planning and development brief for the site, which addresses the constraints and opportunities of the site, and which demonstrates how development will successfully integrate with the existing residential area.

The purpose of the SPD is to provide planning and design guidance to future developers, and to help guide the preparation and assessment of future applications on the Mill Road Depot site.

1.2. Purpose and scope

As part of the SPD preparation process, the consultant team, in partnership with Cambridge City Council, held two consultation events to provide an opportunity for local stakeholders to provide feedback on the emerging proposals for the site.

The purpose of this report is to outline the methodology and programme of the community engagement process so far, and to summarise the feedback and responses received at both consultation events.

1.3. Consultation process

There are three stages to the consultation process in preparation of the SPD.

- Stage 1: local people were provided with an overview of the project and site and asked to identify key issues and priorities in relation to its potential redevelopment.
- Stage 2: to gather feedback from local people on the planning and design principles identified, and the emerging preferred option for the development of the site.
- Stage 3: a formal six-week consultation process following the approval of the draft SPD, intended to gather feedback on the draft SPD and to inform the final document.

2. WHO AND HOW WE CONSULTED

This section outlines the methodology of the consultation process, who was consulted, and the structure of the stakeholder workshops.

2.1. Stakeholders

At the beginning of the consultation process, a number of key stakeholders were identified. These included local interest groups that were invited directly to attend, along with Councillor members (both City and County) for Romsey and Petersfield wards. The local interest groups are listed below:

- Mill Road Society
- PACT – Petersfield Area Community Trust
- Mill Road Co-ordinator
- Romsey Garden Club
- Romsey Garden Project
- Cam Cycle
- Cambridge Past, Present & Future
- Glisson Road and Tenison Road Area Residents Association (GTARA)
- South Petersfield Residents Association (SoPRA)
- Cambridge Association of Architects
- Cambridge Ethnic Community Forum (CECF)
- Argyle Street Housing Co-operative (ASH co-op)

2.2. Promotional tools

In addition to this, leaflets were hand delivered for both events, publicising the events to residents in the surrounding streets. The streets included Gwydir Street, Kingston Street,

Hooper Street, Ainsworth Street and Sturton Street. These flyers can be viewed in Appendix 1.

For the second workshop, further invitations were sent to the known leaseholders of the garages located to the north of the site as well as those businesses that currently lease premises on the site.

2.3. Stage 1

The first stakeholder workshop was held on the 10th November 2015 at St. Philip's Church Centre on Mill Road. The purpose of the event was to:

- raise awareness of the preparation of the SPD and provide background information to the depot site;
- to inform community members of the challenges and opportunities of the site; and
- to identify and understand the issues and priorities relating to the site from the point of view of those living and working there.

It was attended by 36 participants, many of whom were local residents or representing organisations in the local area. The workshop session was facilitated by members of the consultant team and began with a presentation, introducing the depot site and the key opportunities and constraints that had been identified. The consultees then had the opportunity to participate in a discussion in groups of about 10 people, and were asked to comment on questions around the following themes (see Appendix 2):

- Land-uses;
- Accessibility and movement;
- Design; and
- Open space, public realm and landscaping.

Comments made were recorded by the facilitators on worksheets. Towards the end of the workshop, a participant from each group was nominated to summarise the discussion to the rest of the participants.

2.4. Stage 2

The second workshop was held on the 26th January 2016 on-site at the Bharat Bhavan Free Library building, and 46 participants attended, many of whom had attended the first workshop. The format for the first consultation workshop was replicated for Stage 2 to ensure consistency.

Following the first stakeholder workshop, a number of planning and design principles were developed to help inform an emerging preferred design option for the site.

The purpose of the second consultation event was to test the planning and design principles with stakeholders to confirm key priorities and to gather views to assist in developing the emerged preferred option as a basis for guidance in the SPD.

A presentation was given by the consultant team, followed by an opportunity for group discussion, facilitated by members of the consultant team and structured around the following themes:

- Constraints and opportunities – are there any issues that have not been identified?
- Planning and design principles – do you agree with the emerging principles for the site, relating to:
 - Access and Permeability?
 - Housing-led mix of uses?
 - Open spaces / environment?
 - Design?
- Review of preferred approach

The next section summaries the comments made by community members at the consultation events.

3. FEEDBACK SUMMARY AND RESPONSE

3.1. First stakeholder event (November 2015)

Key issues and priorities

Those who attended the event identified a number of key issues and priorities which have been summarised below:

- The need for community facilities;
- Open space provision;
- Building height;
- Car-free development;
- Access only from Mill Road;
- Pressure on local primary schools from increased development;
- The amount of affordable housing;
- Sustainable design; and
- The future of the existing garages (leaseholders).

The next section summarises the findings, structured around key themes that emerged during the discussion.

Housing and tenure

- There was strong consensus for affordable, social/co-operative housing.
- Many consultees agreed that any new development should be of mixed tenure, to ensure it meets the needs of a diverse population.
- Some suggested housing provision for elderly residents. There were mixed views, both within and between groups, as to whether the site was suitable for student housing.

Existing buildings

- A number of attendees stated a preference that the existing garages should be retained.
- The Gatehouse building should be kept.
- Many of the existing depot buildings are more likely to be suitable for demolition.

Community / other uses

- Participants considered other uses for the site as part of a housing-led approach. There was strong agreement for new community space – a primary school/nursery school and LGBT centre were suggestions.
- The space should have at least two rooms.
- Provision for small businesses e.g. low cost workshops was also suggested.
- Some groups noted that the Women's Resource Centre should be reprovided.

Access and movement

- There was clear consensus that access should only be from Mill Road and not from the north of the site. Various options exist for internal access routes. For example, streets could run along the railway line, parallel to a linear park with houses in an east-west direction. Existing road restrictions should be maintained.
- There were concerns over basement parking – whether it would bring too much traffic to the surrounding area and how cost-prohibitive it is. Some felt a basement car park could be located by the areas of contamination.
- There was strong support for car-free development, although some were concerned that people would park cars in surrounding streets if car-free and it would be difficult to police. Access should be for refuse and emergency use only. Others felt that there should be limited parking, at least, for visitors and disabled residents.
- There were many ideas regarding provision for cars and cyclists. These were:
 - Car-charging spaces;

- Hidden cars – within “orchards” at the edges;
- Car share schemes;
- Rental schemes for car parking and
- Plenty of cycle storage which is really accessible and close to housing.
- There was general support for the Chisholm cycle route to be extended and for it to move through the site. There should be a lot of access points to the trail from the site.

Key questions raised include the following:

- How many cars will there actually be?
- Has a traffic audit been done?
- How does access plug into wider network/movement patterns?
- Is Mill Road access to depot safe?

Design

- A number of participants mentioned the need for sustainable-led design. There was also consensus that the architecture and layout of any proposed development should respond to the existing character and form of the local area.
- Different options exist in terms of the orientation of housing. Future developments in the vicinity such as the Travis Perkins site should be considered when making decisions on building height and density.
- There is potential for buildings to increase in height closer to the railway line.
- Many supported two-storey development although some felt it was unrealistic and noted that taller scale might be appropriate subject to design.
- Sustainable design (i.e. solar design, passive gain) should be a priority.
- Non-habitable rooms should overlook the railway.
- It was suggested that the grain should be extended from Ainsworth Street in keeping with the local character – terraced houses were also an idea.
- Others said they did not want any “pretend Victorian houses” or “Cromwell Road aesthetic”.
- Local brick should be used to reflect the character of Mill Road.
- There should be a sense of space.

Open space

- Many suggested the need for open space, including a plaza/square which could be a central community hub for Mill Road residents.
- New open space should not be isolated from public view and open space should be accessible to everyone.
- Green spaces for community growing/products e.g. on roofs or allotments and a ‘please kick a ball and run around space’ were also suggested.
- Play area provision should be for different age groups and be designed based on what young people really want. A linear park was suggested that would run parallel to the railway line to the east of the site.

- There was strong support for more trees, wider pavements and improved bin storage solutions.

The feedback from the Stage 1 consultation event helped to inform the planning and design principles and the options development process.

3.2 Second stakeholder event (January 2016)

The next section summarises the comments made by community members at the second consultation event, in response to the planning and design principles and the emerging preferred approach.

Housing and tenure

- There was broad support for the balance of housing and typologies shown, although there was much discussion around more detailed design issues which would need to be developed beyond the SPD process.
- Very strong endorsement for affordable housing, particularly an element of co-operative housing / supported housing. Consultees agreed there should be plenty of social housing which is affordable for people who need homes. Cooperative housing would be good for community and may save the Council money.
- Social housing should be balanced with market-rent housing and housing should be of tenure-blind design.
- There is a need for long-term tenancies.
- Discussion surrounding who the housing should be for. Some participants would like to see family housing and housing for elderly people. A couple of groups said they did not want housing for students, although housing for young people may be appropriate. Some consultees mentioned a strong local need for one and two bed flats.
- Preference that the Council would retain freehold ownership of the site and pursue a range of different affordable housing models which would exceed the City-wide policy target.

Existing buildings

- Broad support for the retention of garages for the purposes of the plan period but acceptance that a long-term strategy of redevelopment should be future-proofed in the plan.
- The redevelopment of garages into individual housing was not very popular among some groups but there were suggestions that a second storey for garages could be constructed and used as a community facility.

- There was support for retention of the listed Free Library building and the Gatehouse, but general agreement that there is greater flexibility around the other buildings at the southern entrance to the site.
- Support for the retention and adaptation of the old coach house buildings.

Community/other uses

- Agreed support for good quality community spaces.
- Discussion within groups regarding the position of the community space and the exact nature of the space provided. Some consultees felt there should be a community facility further north of the site – e.g. a community cafe near Sturton Street and Hooper Street. This may be a more suitable location as it would be more accessible to St. Matthew residents. Some felt the ideal position of a community building is on Mill Road next to the Language School rather than further into the site.
- There was discussion about the co-location of a community hall, offices, nursery etc in a single building. There was some agreement that there should be a community centre, not just a hall.
- There was recognition that a clear strategy for the Women's Resource Centre is required. There is a desire to re-provide on-site, including a suggestion to give part of the coach houses to the facility. It might be more appropriate as a standalone facility.
- Any community building should be a place for young people and minority groups, including LGBT groups, to meet and be safe.
- Other uses such as a doctor's surgery or nursery should be considered. There was concern around the potential closure of the Anglia Ruskin Nursery and whether more nursery facilities need to be provided. There was a suggestion that a toddler group could meet in the Free Library building, which should be integrated and open to the site. Another suggestion was a day centre for young mothers and the elderly.
- Research should be carried out to fully understand the current pre-school and school provision in the area.
- Supported housing group (CHS) keen to relocate from Mill Road to the site.
- There needs to be good communication between different local community groups to discuss the best use for a new community space.
- Some groups agreed that shared office/studio space for self-employed people could be beneficial. Could coach houses be an affordable space for start-ups and workshops?
- Community space must be properly used.
- Further consideration required to refine the brief for community uses.

Access and movement

- General endorsement of access strategy in principle – the current proposed routes make a lot of sense.
- There is a desire to understand traffic impact and understand how the Mill Road junction would work alongside agreement from the County Council.
- Concerns about junctions / interface with Mill Road and the existing congestion along Mill Road.
- Broad acceptance that pedestrian / cycle and emergency vehicles would be able to access from the north, but query over refuse vehicles. Some consultees are concerned with the noise pollution from refuse vehicles along Sturton Street, and therefore do not agree that refuse vehicles should access the site from Hooper Street.
- Must consider disabled access to the site early on in the design stage.
- Street widths are important.
- Consider connecting the space more by introducing stairs by the railway bridge to make the space more accessible.
- Approach to Chisholm Trail broadly supported.
- Need to consider cyclists' desire lines – will cyclists follow the trail or will they cut through the site? Concerns that cyclists from Sturton Street will go diagonally through the site and cut through rather than along trail.
- Create a pedestrian and cycle link to Hooper Street in the north-west corner between garages.
- Ensure cycling routes are easy and safe for everyone - avoid blind spots and make it highly visible.
- Consider reducing access points from the trail to the rest of the site – concerns over the speed and number of cyclists and the impact this will have on safety.
- Consider a potential cycle bridge linking Cavendish Road with the depot site.
- How will moped and bike access be balanced?
- Ensure good bike storage facilities e.g. Dutch bike storage.

Parking

- Illustrative parking layout showed a capacity of 0.6 spaces per unit as a potential approach. General feedback is that this is too high – car free was popular but some emerging consensus that a "realistic" level of parking is needed with an appropriate management regime to avoid impact on adjacent streets.
- There is significant support for car-free or low car development but need to manage impact on the surrounding streets.
- A few participants felt there should be more car parking than the 0.6 spaces per unit initially suggested as a potential approach.
- Look at Argyle Street coop as an example of low car development.

- Some comments made about the use of basement car parking and whether this could be provided under the proposed larger open space or under the garages. There was also a suggestion to provide warehouse space underground too. Access to an underground car park could be from outside of the site. Some participants felt that any underground space would be sterile and not appropriate for the site.
- Consider the possibility of a car park for residents in the space by the bridge towards the south of the site.
- Encourage car clubs and electric car points.
- There needs to be clear guidance from the County Council regarding access and capacity. Will the Council keep control or parking? E.g. resident permits.

Design

- Approach to scale and a mix of heights broadly supported.
- Agreement that height should increase nearer the railway.
- One group encouraged consideration of a taller element in the south eastern corner.
- Support for illustrative materials and contemporary approach. General understanding that the exact approach would evolve through a more detailed design process / planning application.
- One group noted opportunity to consider an "industrial vernacular" for the apartment buildings as this is a feature of the existing site and other buildings in the Conservation Area (e.g. Dale's Brewery).
- Buildings should form a core identity that incorporates the history of the site.
- The development should be a model of sustainable development – carbon neutral, low carbon footprint etc. Significant agreement for sustainable design, incorporating the following aspects:
 - sustainable urban drainage;
 - flood/water management (grey-water recycling, shared water facility);
 - sustainable energy (e.g. solar panels on every house);
 - high levels of insulation (e.g. window glazing);
 - encouraging biodiversity and tree planting;
 - green roofs;
 - shading, ventilation etc.; and
 - recycling facilities for bulbs/batteries etc.
- Consider a shared surface across whole site.
- Concern over protection of views and the skyline.
- The grid-like layout could be more creative.

- Consider front gardens outside the coach houses.
- Issues of overlooking on the gardens need to be addressed.
- Disabled access must be thought of throughout the design process. Ensure ground floor flats are accessible for disabled.

Open space

- There was general support for the proportion of open space and the principle for two main spaces.
- Discussion surrounding the position of the southern space in the context of its relationship with the elevated road. It is currently unpleasant and therefore makes it unlikely to be a successful open space. There is also concern as to whether it will really benefit residents. Other more suitable uses could be housing or parking. Presence of trees and Chisholm Trail work in its favour but careful consideration of design and function needed.
- Ideas for this open space to the south included a food growing forest garden, vertical gardens, space for tree houses, nature trails and a community orchard.
- Broad agreement that there should be a link between the open spaces and the community facilities, both in terms of geography and use.
- Some discussion about the position of the northern space and whether this could move south or more towards Hooper Street.
- Concern that the large open space in the middle of the site would give rise to anti-social behaviour. Must ensure appropriate design responses and management to mitigate against this.
- Open spaces need to be visible to be used, specifically from Hooper Street.
- The orientation of gardens need to maximise south, east and west facing spaces.
- Concern that the green strip along the railway line has little use, and that a more efficient use of space could be to set the flats further back towards the railway line and create a larger green space in the middle of the site.
- Discussion surrounding the possibility of a shared allotment space and roof gardens.
- One group discussed the need for a higher provision of open space.
- Ensure protection of trees and allow for major tree growth in the area.
- Maintenance of the spaces must be considered too.

Summary

To summarise the feedback from the second consultation workshop, the following points are made:

- Support for the balance of housing and typologies shown, and very strong support for a significant amount of affordable housing, including cooperative and social.
- Support for the retention of garages for the purposes of the plan period.
- Support for good quality community spaces, although discussion regarding the position of the community space and the exact uses.
- General support for the access strategy although further work needs to be undertaken to understand how Mill Road junction will work.
- Car free or low car development is widely supported.
- Approach to scale and a mix of heights broadly supported and an agreement that height should increase nearer the railway.
- The development should be a model of sustainable development.
- Buildings should reflect and build upon the historic identity of the site.
- The proportion of open space was broadly supported although there were concerns surrounding the position of the southern space.

4. Conclusion

It was evident from the consultation events that community members are excited and optimistic about the potential redevelopment of the Mill Road Depot site. Broadly speaking, local residents and interest groups feel the site presents a real opportunity to build an exemplary housing-led development which reflects Cambridge's identity as a city of conscience and vision.

The consultation events provided a valuable opportunity to hear the priorities and concerns of local stakeholders in relation to the redevelopment of the Mill Road Depot site. The feedback received has helped to inform the planning and design principles and guidance for the draft SPD.

The next stage of consultation is a formal six-week consultation period, whereby community members will have the opportunity to comment on, and give feedback on the draft SPD. The comments made will help inform the final version of the document.

Thank you for the engagement and contribution made by all those who have attended the consultation events so far.

APPENDICES

Appendix 1: Invitation material

MILL ROAD DEPOT SPD CONSULTATION WORKSHOP

Cambridge City Council is preparing a Supplementary Planning Document (SPD) for the Mill Road Depot site.

You are invited to attend a workshop to discuss initial thoughts about how the depot could be developed. Feedback will help to inform the preparation of the SPD.

There will be further opportunities to find out more as the project moves forward.



Date and time: Tuesday 10 November, 5.30 to 7.00pm

Venue: St Philip's Church Centre, 185 Mill Road, Cambridge CB1 3AN

Places are limited and will be allocated on a first come first serve basis. Please contact Anna McGinty to register your attendance:

Anna.McGinty@cambridge.gov.uk or 01223 457942

MILL ROAD DEPOT SPD SECOND STAKEHOLDER WORKSHOP

Cambridge City Council is preparing a Supplementary Planning Document (SPD) for the Mill Road Depot site.

You are invited to attend a workshop to review the emerging options about how the depot could be developed. Feedback will help to inform the preparation of the SPD.

There will be further opportunities to find out more as the project moves forward including formal consultation on the SPD in the Spring.

Date and time: Tuesday 26 January, 5.30 to 7.50pm

Venue: Bharat Bhavan (former Old Library) off Mill Road, Cambridge CB1 2AZ

Places are limited by venue capacity and will be allocated on a first come first serve basis. Please contact Anna McGinty to register your attendance:

Anna.McGinty@cambridge.gov.uk or 01223 457942



Appendix 2: First stakeholder workshop worksheet

MILL ROAD DEPOT SPD CONSULTATION WORKSHOP

1. Key issues and priorities

Have we identified all the key issues that need to be considered? Are there any other issues that need to be reviewed? What are the most important issues? What is your top priority for the future of Mill Road Depot?

2. Land uses

The Local Plan proposes the site is allocated for housing. What type of housing (tenure / size / design) is needed here? Should any other uses be considered as part of a housing-led approach?

Group:

MILL ROAD DEPOT SPD CONSULTATION WORKSHOP

3. Access and movement

How should access to the site work most effectively? Do you have any concerns about impacts on the wider area? How could these be managed? Could this be a low car / car free development? What provision for cyclists, pedestrians and cars would you want to see? Do you have any views about the proposed extension of the Chisholm cycle route?

4. Design

How can we sustain or enhance the conservation area? Are there opportunities to re-use buildings? Which areas are suitable for demolition? Do you have a view on the height and scale of buildings across the site? What sort of building types would be appropriate? What kind of character should we promote?

Group:

MILL ROAD DEPOT SPD CONSULTATION WORKSHOP

5. Open space, public realm and landscape

What approach should we take to open space including landscape and trees? Are there opportunities to create new spaces? Should these be "hard" spaces or "softer", green spaces?

6. Other comments

Do you have any other comments?

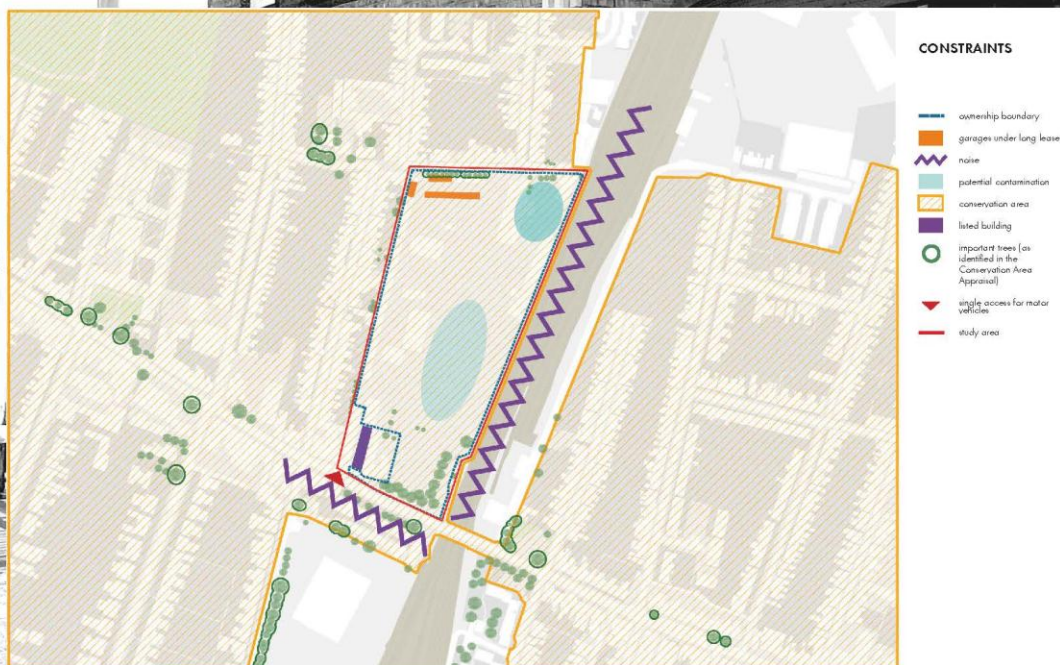
Group:

Appendix 3: Second stakeholder workshop worksheet

MILL ROAD DEPOT SPD CONSULTATION WORKSHOP

1. Constraints and opportunities

Are there issues that have not been identified? Are there any topics from the previous consultation which have not been addressed? Are there any other areas that need to be reflected in the masterplan?



Group:

MILL ROAD DEPOT SPD CONSULTATION WORKSHOP

2. Planning and design principles

Do you agree with the emerging principles for the site? Please comment under each of the headings.

01 Access and Permeability - Do you have comments about vehicular / pedestrian / cycle access or the approach to parking? Do you agree with the principal access being from Mill Road and emergency access from Hooper St.? What do you think of the internal circulation routes and approaches to parking?

02 Housing-led mix of uses - Do you have any comments about the approach to housing on the site? What are the priorities for community uses?

Group:

MILL ROAD DEPOT SPD CONSULTATION WORKSHOP

2. Planning and design principles (continued)

Do you agree with the emerging principles for the site? Please comment under each of the headings.

03 Open spaces / environment - do you agree with the size and positioning of the proposed open spaces? Do you have any comments on the proposed function and character of the different open spaces?

04 Design - do you agree with the emerging approach to design in terms of layout, streets, potential housing types and massing? What do you think of the proposed building heights?

Group:

MILL ROAD DEPOT SPD CONSULTATION WORKSHOP

3. Review of preferred approach

Please use this sheet to record any comments about the emerging preferred approach

4. Other comments

Do you have any other comments on the emerging ideas? Have we missed anything you consider important?

Group:

Appendix 4: Full workshop feedback

First consultation workshop comments

Group	Comments
1	<p>Key issues & priorities</p> <ul style="list-style-type: none"> • Community provision...open space • Access, vehicular provision, wider context traffic plan • Access to amenities and community facilities • Building heights • Open to the community • School catchment areas • Developer led or city led – affordable provision <p>Land uses</p> <ul style="list-style-type: none"> • Cooperative housing • Not necessarily Victorian terrace model? • Sustainable buildings • Pioneering design/innovative – passive house/geothermal • 2 storeys and pitched roof • St Matthews Garden development density? Too much. • Accordia precedent. • Houses/density – on site opposite <p>Access and movement</p> <ul style="list-style-type: none"> • North access points not existing • Car free development! • Sturton Street one way system proposal • Separate site access into two • Basement car park will bring too much traffic – Mill Road junction – delivery vehicles etc. <p>Design</p> <ul style="list-style-type: none"> • Industrial buildings potential demolition? • What is potential for refurbishment? • Woman resources centre - provision should remain somewhere. • Residential only. No retail/too much traffic. • Flexible community space. • Live work spaces • Working hot desks • Not commuter or student housing • Provision for elderly • Less traffic <p>Open space, public realm and landscape</p> <ul style="list-style-type: none"> • View/openness from houses – not isolated from public view <p>Other comments</p> <ul style="list-style-type: none"> • Appreciate adjacent developments and densities

	<ul style="list-style-type: none"> • Pioneering design/2-3 storeys -- height potentially increase toward track • Sustainability - overall approach/exemplar • Car free - traffic appraisal - singular south access point. Refuse and emergency only. • Flexible community use spaces. • Visible play area/public realm • Mixed housing types/not commuter or student but cooperative housing/elderly provision • Access to amenities for the community • Live-work units • Wider consultation process strategy? - wider publicity.
2	<p>Key issues & priorities</p> <ul style="list-style-type: none"> • Open space - long walk to open space currently • Should you build family houses if there are no schools? • Who will develop? <p>Land uses</p> <ul style="list-style-type: none"> • How big is a "family house?" • Some PX downscaling - want to stay in area • Ageing population • Students? • Affordable to heat also • Mixed – no students or “old” ghettos • Flats by train? • Genuine social housing • More cooperative? Management structure good and Mill Road has a community feel. Council owned land – make possible? <p>Access and movement</p> <ul style="list-style-type: none"> • Car charging spaces • Underground parking? • Hidden cars – orchards at edges? Not in centre. • Low car emissions? How possible? • Traffic needs reconsidering • How many cars will come? • Chisholm Trail = terrific access • Manage congestion - how to enforce? • Mill Road thoroughfare? Can parts close? • Mill Rd entrance - danger? Complex highways • Are cars here to stay? • Don't like visitor parking? • Has a traffic audit been done? <p>Design</p> <ul style="list-style-type: none"> • Dormers • 2 storey seems unrealistic • Height and character • Careful architecture! • No “pretend” Victorian • Not Cromwell Rd aesthetic?

	<ul style="list-style-type: none"> • Accordia = nice? Bit high though. • Good social housing. • Sustainability affects material. • Height must be a way to create open space, not cram. • Views <p>Open space, public realm and landscape</p> <ul style="list-style-type: none"> • Not enough • Allotments? • Community gardens! • Some play equipment? • One big central space? • How compatible with cars? • Green open space belongs to everyone • Trade off - height, density and open space <p>Other comments</p> <ul style="list-style-type: none"> • Pre release questions - online survey or postal form • What about Travis Perkins site? • Council owned! Can this be an opportunity to be an example?
3	<p>Key issues & priorities</p> <ul style="list-style-type: none"> • Access - cars/cyclists (devpt phase and operational) • Potential for car-free? - Deliveries, disabled access, car club, how do you police? Council owned site – opportunity • Chisholm Trail safeguard - does this have an impact? • Mill Road access only • Retain garages? Leaseholders need provision or consider relocation. (who are they?? Up-to-date info) • Library is a Listed Building - is it being looked after? • Can we broaden its use for community? • Environment - landmark zero carbon passive gain? Tax breaks? • Open space - larger space than normal and what use? • There is currently a deficiency of open space. <p>Land uses</p> <ul style="list-style-type: none"> • Social housing? Co-op? • Intermediate housing (private rented) 40% affordable needs to be delivered • Different models? • How will it be delivered? • Traditional terraces • Family housing? • 2 storey on edges (overshadowing/overlooking to be avoided) • Play areas for families under 7 yrs. • Series of others of varying use elsewhere • 2 halls - viable? Funding - dual use? • Public open space <p>Access and movement</p> <ul style="list-style-type: none"> • Safe access to Mill Road? • Direct, should it be segregated? Consider existing routes.

	<ul style="list-style-type: none"> • How does it plug into wider network/movement patterns? • Keep existing road closures. <p>Design</p> <ul style="list-style-type: none"> • 2 storey edges • Set backs • Overshadowing • Relationship with railway – non habitable rooms overlooking railway • Green space – should be a community asset not a private space • Sustainable design – solar design, passive gain • Continue the grain? Extend from Ainsworth Street • Consider some stepped heights 2+ • Terraced streets • Landscape strategy • Security (back gardens) – Kingston Road • Local residents should get involved.
4	<p>Key issues & priorities</p> <ul style="list-style-type: none"> • Access and parking - not from Hooper Street for vehicles (restrict to pedestrians and cycles) • Aim should be to make whole site car free • Reduce car use, but where do residents park? • Can covenants restrict car parking? • Seek ways to limit additional car parking on nearby streets • Housing - affordable housing for locals • Consider cooperative housing - mix of housing types • Low energy construction • Housing for the elderly • Mixed age groups <p>Land uses</p> <ul style="list-style-type: none"> • Consultation - consider other forms of consultation - 3D interactive model, how to reach out to other community groups (eg ethnic?) • Consider retaining womens centre on site • Petersfield lacks community centre - LGBT centre? In addition to general community centre? • Consider retaining brick offices along Kingston Street • Balance • Consider open space and / or play area • Maximise opportunities for green amenity and for community growing/products eg roofs etc. • Is there a need for a school? • Consider live work units, need for low cost workspaces/studios • Exemplar model for rest of Cambridge? • Design should be distinctive to local area • Higher quality design than CBI • Scale- in keeping with local area but scope for taller buildings around the railway
5	<p>Key issues & priorities</p> <ul style="list-style-type: none"> • Affordable housing is essential

	<ul style="list-style-type: none"> • Sustainable housing – needs to be built to a high spec • Poor playground provision? Mixed reviews. • Currently no plaza square /space for events <p>Land uses</p> <ul style="list-style-type: none"> • Petersfield has no community centre - there must be one (nursery day/other uses at night) and at least 2 rooms at the front of the site. • Can't block light from Kingston Street • Modern terracing to mirror the area around/retain Victorian feel • Taller building as you go towards the railway line • Passive solar heating, south facing windows • East-west direction for housing • Education - primary school and nursery school needed. Lots of primary students being sent to Abbey Meadows • Open space - 'please kick a ball space', 'please run, please play space' • Plaza/square – right in the centre of Mill Road • Social housing/cooperative housing • Support mixed tenure housing for those who need it • Family homes welcome • Pressure for 1 or 2 bed houses • Has to be commercially viable – mix of affordable/intermediate • There are a lot of small businesses - provision for small workshops • 4/5 storey buildings encouraged • Improve frontage of Women's Refuge <p>Access and movement</p> <ul style="list-style-type: none"> • Road access along railway line - houses away from railway east to west • Underground parking but cost prohibitive? • Chisholm Trail access through the site welcomed. Need lots of access to the trail. • Will people park their cars in surrounding streets if car-free? Have to consider people in • Romsey - can't shove their cars into surrounding streets. • Rental scheme - you can rent your car parking. • Cycle storage should be really accessible and close to the houses, lots of cycle space. • Car storage out of the way - contaminated areas to become car parks? • Vehicle access must be from Mill Road (not Sturton Street) • Car share schemes encouraged - more zip cars. • Some consideration for car provision. • Example - Vauban - buy a car park space scheme. <p>Design</p> <ul style="list-style-type: none"> • BIMBY - beauty in your backyard. Sets an example to developers as to what is important to residents. Residents should develop their own plan. • Aesthetics are often overlooked • Lack of trees • Bin storage is a problem • Local brick to reflect character • Keep The Gatehouse – beautiful building
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	<p>Open space, public realm and landscaping</p> <ul style="list-style-type: none"> • Linear park along the edge of the railway line • More trees • Plaza • Older teens play space - heavy duty trampolines/outdoor gym/giant swings - Liverpool is an example • Age segregated play spaces encouraged • Research into what young people really want should be useful, shouldn't second guess. • Space to kick a ball • Wider pavements • Vinery Road park is a good example - climbing walls, open space for ball games, 3 or 4 play spaces and a trail <p>Other comments</p> <ul style="list-style-type: none"> • Redevelopment of Travis Perkins? • Concern over school spaces - ensure that there are enough? • All buildings need to be consistent with each other. • Is there another site for a primary school?
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Second consultation workshop comments

Group	Comments
1	<p>Plan comments</p> <ul style="list-style-type: none"> • Underground parking under large green open space? • Stairs by railway bridge to make space more accessible? • Need to think about cyclists' desire lines – will they follow the trail or will they cut through the site? • There shouldn't be too many access points from the site to the Chisholm Trail – unsafe <p>Constraints & Opportunities</p> <ul style="list-style-type: none"> • Chisholm Trail – different access not along railway edge? Too many cyclists? Too dangerous? • What is happening with the District Heating Centre? <p>01 Access and permeability</p> <ul style="list-style-type: none"> • Too low car parking? • Stairs by bridge to make space more connected? • Car parks under green spaces or underneath garages? • Provide warehouse space underground too • Place second storey for garages and use as community facility • Current proposed routes make a lot of sense – just need tweaking • Desire lines of Chisholm Trail? Make it easy, avoid blind spots, make it highly visible • Separate entrance to wheelchair users? • Concerns that cyclists from Sturton St will go diagonally through site/cut through rather than along trail • Reduce access from site to trail – too dangerous? <p>02 Housing-led mix of uses</p> <ul style="list-style-type: none"> • A nursery – the ARU nursery is closing down? • Talks about a toddler group in old library • Community centres rather than halls – offers jobs • Library space • Place for young people to meet and be safe – LGBT groups/minority groups

	<ul style="list-style-type: none"> • Ask community development department about potential uses for the site • Save Our Space Campaign/PACT charity • Another community site to north of site? • The Women's Resource Centre should be kept/relocated nearby –give part of the coach houses to WRC? • Community space must be properly used <p>03 Open spaces / environment</p> <ul style="list-style-type: none"> • New trees along railway line? • What use does the green bit along the railway line give? If you set the flats further back, you could put more green in the middle? • Would like to see a community garden – food growing • Green space too large in the middle? Older children might cause trouble – perhaps we need a number of smaller spaces • Could green space by bridge become a wasteland? Proper though needs to be given to making the best out of it • Car park by bridge where trees are to be kept – keeps the rest of the development car free <p>04 Design</p> <ul style="list-style-type: none"> • Supports higher storey building towards railway line • Could the coach houses have a small front garden? • Coach houses could work – depends on how well they can convert to a house? • Tiny houses not wheelchair accessible – need to think more about disabled people. Needs to be thought of throughout design. Make ground floor flats accessible for the disabled. • The development should be a model of sustainable development – low footprint. Need an imaginative approach – green roofs etc. • Water/sewage – climate change. Need to think about drainage from the ground up. • Solar panels on apartments, water run-off by railway – shared water facility? • Recycling facilities for bulbs/batteries etc. • Every house should have a solar panel – designed from the outset • Underground water storage facility needs to be considered • Cambridge is a city of conscience/vision – needs to reflect this • Need lots and lots of social housing – cooperatives/social – more than 40% - as much as possible <p>Review of preferred approach</p> <ul style="list-style-type: none"> • Green space at front – allotments? Too dark? Little benefit to Mill Road? Would people use that space? Trade trees for trees? Visitors car parking? Food growing forest garden? Vertical garden? Community orchard? Kids using community facilities can use the open space, tree houses/trails • Community centre – nursery, communication needed between Encompass and other local community groups as to best usage for community. Trumpington Pavilion building example. • Could you access an underground car park under the site from outside of the site?
2	Plan comments

	<ul style="list-style-type: none"> • Car park on other side of bridge is not a successful space – so same for other side? • Shared surface across whole site? • Shadow studies • Dutch bike storage • Mixture of heights • Straighten 'precedents': Jesus Green Cambridge, Comm Ave Boston • Gardens in front of Mews houses • Argyle Street coop as example of low car development and lots of bike parking <p>Constraints & Opportunities</p> <ul style="list-style-type: none"> • Car issue – is this an opportunity for a car-free scheme • Unpleasantness of the corner under the bridge makes it unlikely to be used as an open space. Would be better used as housing/parking • Open spaces need to be visible, specifically from Hooper St if they are to be used • Community centre would be better at the N. end because it would be more accessible to St M's residents • Orientation of gardens – need to maximise south, east and west facing spaces <p>01 Access and permeability</p> <ul style="list-style-type: none"> • Rented housing, car-free site preferred; half want car free, half 0.3. Compare the 17 spaces for 90 residents at Argyle St. Co-op • Most want access from Mill Rd but it is noted it's a dangerous junction. • Possibility of a car park for residents @ Mill Road end – possibility in the space by the bridge? • Garages for individual houses not very popular <p>02 Housing-led mix of uses</p> <ul style="list-style-type: none"> • Desire for cooperative housing – good for community and would save council money? • Mostly social house for rent • Need for housing for young people but not student housing • More homes for elderly people • Social housing needs to be balanced with market-rent housing. Need for long-term tenancies. • Need for family housing • Day centre for young mothers and elderly who can meet at some time • Locate it towards Hooper St • V important to have a community space • Shared office space for self-employed people <p>03 Open spaces / environment</p> <ul style="list-style-type: none"> • Space by bridge is a problem - a dead space • Space in front of flats should be straightened out – others liked the curves • Bigger gardens with better [??] • Is there a possibility of shared allotment space? Disagreement here. • Green space might be better moved towards Hooper St. • Roof gardens in the flats – is this possible?
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	<p>04 Design</p> <ul style="list-style-type: none"> • 7-8 floors by the railway in order to give more open space (proposed by one person – strong disagreement by others) • Strong need for 1&2 bed flats • Maybe 5 or 6? 4 is pushing it. Like a mixture of heights. Real disagreement over heights, but agree height should be towards railway • Issues of overlooking on the gardens need to be addressed. <p>Review of preferred approach</p> <ul style="list-style-type: none"> • Street widths are important • Would prefer pavements to shared surfaces! • Car free or restricted car development • Prefer shared surfaces! • Mews houses need a front garden • Think bike! Think buggy! Think storage! Dutch bikes + trouters[?] • Density - happy with the current proposal (4), want lower (3), don't know (1)
3	<p>Plan comments</p> <ul style="list-style-type: none"> • Consider a taller building at southern end • Draw on industrial character of area, such as Dale's Brewery on Gwydir Street ("industrial vernacular") for apartment buildings (also helps argument for higher massing). I think this was a good point and some wording to this effect should be included in the SPD • Consider locating main open space further south near entrance to site related to community uses • Consider other uses (live/work, artist studios, doctor's surgery) Supported housing group (CHS) keen to relocated from Mill Road to site http://www.chsgroup.org.uk/ • Make a pedestrian/cycle link to Hooper Street in NW corner between garages from day one. I believe the leasehold is for the individual garages NOT the space in-between (though leaseholder will of course have right of way over the space). Another good point and raised by a garage owner! • Consider community building next to language school rather than further in the site demolish 1980's building between library and gatehouse <p>Constraints & Opportunities</p> <ul style="list-style-type: none"> • Opportunity – has access under Railway Bridge been looked at? Constraint – concerns about junctions/interface with Mill Road
4	<p>Plan comments</p> <ul style="list-style-type: none"> • Could library be community open? Integrate + open to site • Opportunity for elderly locals to move to! • Anti-social behaviour in green space? Design responses – management/activity • Bigger gaps between apartment buildings • Resource centre – reprovide • No lorries down Sturton St – noisy • Sustainable urban drainage; flood/water management • Do we need the north access? • Where will garage cars end up?

	<ul style="list-style-type: none"> • More community cafe etc. near Sturton/Hooper St • How do we balance moped and bike access? <p>01 Access and permeability</p> <ul style="list-style-type: none"> • No access from Hooper Street – no bin lorries from Hooper St – needs to be emphasised more • Mill Road traffic! Gridlock • Disabled access <p>02 Housing-led mix of uses</p> <ul style="list-style-type: none"> • No student housing – elderly downsizing • If housing-led, how will people access? • Parking issues! Low car drive • Uses vs cars – who will use cars? • Exemplary scheme – opportunity – sustainable/exciting • A core identity + theme – links to history • Tenure-blind • Car clubs, electric car points <p>04 Design</p> <ul style="list-style-type: none"> • Open space – open air drinking designed out • Concern – skyline, gaps • Trees! Biodiversity • Play area and places for kids on site • Grid-like – layout could be more creative • Sustainable • Shading, ventilation etc., carbon neutral (reference Clay Farm) • Could coach houses be live/work, start-ups, workshop – cheap work + live on space • Quality important • Position of community centre? Ideal position on Mill Road • Shade from 3-4 storeys
5	<p>Plan comments</p> <ul style="list-style-type: none"> • Community use at north of the site • Boundary management to east of site • Local routes vs. strategic routes on either side of railway <p>01 Access and permeability</p> <ul style="list-style-type: none"> • Car parking: low or car free • Underground – St. Matthew's eg • Central car club • Manage construction phase impact + cumulative impact • Note Chisholm Trail alternative access from east • Refuse? How would this work? • Need to solve access and capacity re. parking • Will council keep control re. parking? Resident permits • Car free could work but need to manage impact on the surrounding streets • "Realistic" • Clear guidance from county re: access/capacity • Underground parking? Likely to be sterile • Cycle bridge – Cavendish

	<p>02 Housing led-mix of uses</p> <ul style="list-style-type: none"> • Affordable housing – cooperative, social housing, beyond 40%? • City council owned site – housing mix, sustainable design, council retain ownership of whole site • Traveller provision? • Future – clear corporate policy – ownership/tenure of units • Can we avoid commuters loop? • Maintenance and practical issues • Preference to retain with a spectrum of affordable units including co-op housing • Family housing not student • Need to be convinced about tenure/re ownership guarantees • Good balance • Women’s resource centre – reprovide critical facility • Nursery, civic space – 2 halls/office/ideally north? • Pre-school + school – additional places? Liaise with County • Keep garages <p>03 Open spaces/environment</p> <ul style="list-style-type: none"> • More open space • Mill Road space – need to work hard to make the space • Allow for major tree growth in the area • Real trees <p>04 Design</p> <ul style="list-style-type: none"> • Sustainable energy • Solar panels • Grey water recycling • High levels of insulation (not necessarily Passivhavs) • Window glazing • Orientation – could have an alternative • Emergency access to free library
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