



Statement of Community Involvement Addendum

Railway Pension Nominees Limited

The Redevelopment of the Beehive Centre

August 2024

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ACKNOWLEDGMENT

The Railway Pension Nominees Limited (the Applicant) would like to thank everyone who has worked in partnership and contributed to the formulation of the proposals being put forward for the proposed development.

The Applicant has met many individuals and organisations during the community consultation and engagement process who have shared their views on the emerging designs and proposals. They have played an invaluable role in helping to shape its future; as a result, a better scheme is being submitted for planning approval.

The Applicant looks forward to meeting, and working with, more people and communities as it continues to develop relationships and deliver the proposed development.

1. EXECUTIVE SUMMARY

- 1.1 Railpen (the Applicant) appointed Marengo Communications, an independent specialist public consultation company, to undertake the pre-application community, and stakeholder consultation for:

“The demolition and redevelopment of the Beehive Centre, including in Outline Application form for the demolition and redevelopment for a new local centre (E (a-f), F1(b-f), F2(b,d)), open space and employment (office and laboratory) floorspace (E(g)(i)(ii) to the ground floor and employment floorspace (office and laboratory) (E(g)(i)(ii) to the upper floors; along with supporting infrastructure, including pedestrian and cycle routes, vehicular access, car and cycle parking, servicing areas, landscaping and utilities.”

- 1.2 The Applicant has been committed to extensive on-going consultation and collaboration from the outset and has developed a comprehensive consultation and engagement programme for the scheme. It has sought throughout to create an engagement process that is thorough, honest and transparent and which fully accords with Cambridge Shared Planning’s Statement of Community Involvement.

- 1.3 The objective of this report is to provide an update on the consultation process undertaken to ensure that the community has an opportunity to understand and comment on the revised proposals for the redevelopment of the Beehive Centre.

- 1.4 This report provides an Addendum to the Statement of Community Involvement (SCI) (August 2023) which was submitted with the Outline Planning Application (23/03204/OUT). This Addendum should be read in conjunction with the SCI 2023.

- 1.5 The latest phase of community engagement follows extensive consultation with the Local Planning Authority and three phases of previous public consultation between June 2022 and July 2023. Views and comments expressed in response to information given and discussions about the proposals have been recorded and this Statement of Community Involvement provides a summary of the issues that have been raised.

- 1.6 The revised proposals for the Beehive Centre Redevelopment have been presented to several community stakeholders and residents organisations as well as the wider public. There have also been a number of discussions with the local Council through a series of pre-application meetings. In addition, there have been several briefings with local politicians and Ward Councillors and other key stakeholders.

- 1.7 A wide range of techniques has been used, including:

- Personal contact and briefings of key stakeholders (in-person and online through webinars, emails and phone calls).
- Public drop-in events and an online webinar.
- A near neighbour drop-in event.
- Printed communications and project website.
- Hosting an Abbey Business Networking breakfast (18 July 2024)
- Attendance at the Abbey Big Lunch (9 June 2024).
- Attendance at the Shaping Abbey event (19 June 2024).
- Continued engagement with community / interest groups including Abbey People, Romsey Mill, Indie Cambridge, Cam Skate, Cambridge Science Centre, Red2Green, Cams Youth Panel, Form the Future and Make Space for Girls.

- 1.8 The Applicant has a long-term interest in Cambridge, through the ownership and management of its properties. Engagement will continue throughout the planning process and into the future, during construction phases and management. The Applicant has established a number of community partnerships and initiatives with the intention of bringing long-term community benefit.

2. APPROACH TO CONSULTATION

- 2.1 The Applicant is committed to consultation and engagement with all neighbours and stakeholders prior to submitting the revised application for the proposed development to the local planning authority.
- 2.2 The Applicant has continued to maintain a high standard for an honest, transparent and meaningful consultation process. It has undertaken a comprehensive programme of engagement with residents, community stakeholders and local councillors starting in Summer 2022 and concluding with a final phase of engagement in Summer 2024.
- 2.3 The Applicant is also committed to an on-going process that continues throughout the planning process and into the long-term future of the development.
- 2.4 The Applicant was keen to ensure the consultation strategy put in place delivered a series of key aims to assist with the evolution and development of the proposals:
- To raise awareness of the revised proposals for the redevelopment of the site and discuss the public benefits.
 - To continue to build a relationship with the local community.
 - To enable constructive dialogue between local stakeholders, the community, the project team and The Applicant.
 - To ensure everyone who wanted to take part in the consultation was able to by being as accessible and inclusive as possible.
- 2.5 The programme outlined in this SCI reflects the principles for consultation in the Localism Act (November 2011) and in the revised National Planning Policy Framework (NPPF) (update published in June 2021). The NPPF states that early engagement has “significant potential to improve the efficiency and effectiveness of the planning application system for all parties.” It also indicates that good quality pre-application discussion “enables better coordination between public and private resources and improved outcomes for the community.”
- 2.6 It also embraces fully the Statement of Community Involvement (SCI) prepared by the Greater Cambridge Shared Planning Service on behalf of Cambridge City Council and South Cambridgeshire District Council, adopted in July 2019.
- 2.7 The consultation strategy and process that Marengo Communications has undertaken in relation to the proposed redevelopment has been developed with both local policy and the above aims in mind. Specifically, the consultation has been delivered through a number of activities, which can be summarised as:
- **Personal contact and briefings of stakeholders:** These ensure a full understanding of the aspirations behind, and the details of, the proposals.
 - **Public drop-ins and an online webinar:** Two in-person drop-in events and an online webinar were organised to share the revised proposals for the development. a separate near neighbour drop-in event was also advertised for residents of Silverwood Close, York Street, St Matthew’s Gardens and Sleaford Street. The in-person events were held on Cambridge Retail Park to ensure they were as accessible as possible for the local community.
 - **Printed communications.** Newsletters that provide information on the proposals, sent to 6,500 surrounding addresses in advance of each phase of the public consultation.

- **Website.** The Beehive Centre website (www.beehivecentreconsultation.co.uk) was updated to share the revised proposals. The website provides easy access to information about the project, much of which is downloadable. There was also the opportunity to give comment or contact the team with any questions. (Images of the website can be found in Appendix 1s.)
- **Attendance at community events:** Including the Abbey Big Lunch on Sunday 9 June 2024 and Shaping Abbey Workshop held by Cambridge City Council on Wednesday 19 July 2023 and Wednesday 19 June 2024.
- **Abbey Business Breakfast event:** The Applicant hosted a business breakfast organised by Abbey People. The event brought together local businesses from across the area and provided an opportunity to talk through and comment on the revised proposals.
- **Stakeholder / interest group engagement:** The Applicant has sought to engage with all sections of the community to ensure everyone's views are heard. Specific engagement sessions have therefore been held with Abbey People, Romsey Mill, Indie Cambridge, Cam Skate, Cambridge Science Centre, Red2Green, Cams Youth Panel, Form the Future and Make Space for Girls.
- **Social media engagement:** The Applicant encouraged local stakeholders to share details of the public consultation and revised proposals. (Copies of posts in appendix 1j.)
- **Media engagement:** extensive coverage of the revised proposals was secured in the Cambridge Independent and Cambridge News.

2.8 Throughout the process various methods of communication were open to members of the community and the wider area, providing further information to residents, businesses, and stakeholders on request. This included a telephone number (0800 689 5209) and e-mail address (info@beehivecentreconsultation.co.uk) managed by Marengo Communications.

3. SOCIAL LIFE RESEARCH

- 3.1 The independent social enterprise, Social Life, was asked by the Applicant to review existing community assets, amenities and local perceptions of the area to ensure that development plans meet local needs and build on what is already succeeding socially.
- 3.2 The project was based on primary research carried out in April and May 2022, including street surveys in and around the retail park, to capture local residents and users of the site's perception of the area. Key local stakeholders were also interviewed, including: community organisations; local resident network; councillors from the three wards the site touches on - Abbey ward, Romsey ward and Petersfield ward.

Key findings

1. The Beehive Centre is currently well used and valued in the area. Petersfield and Romsey ward residents depend on it to access affordable food options, as well as larger affordable shops such as TKMaxx and BNM.
2. Two in five street survey respondents use the Beehive once a week; a similar number use it more than once a week. The main reason for visiting the Beehive is to shop for everyday items and to buy clothing.
3. The physical divide between the wards is accentuated by the Beehive, which compounds the social divides that exist between communities. Abbey ward feels less connected to the retail park, with no easy access unless by car or other motor vehicle.
4. The congestion and traffic around the Beehive is a safety and health problem for people living in all three wards. There is poor pedestrian access and a lack of cycle routes through the site.
5. Different spaces and places are used by local residents in each ward. Many individual venues, facilities and sites are used. There is a common thread on churches and green spaces as places that bring people together but little overlap in use between people living in each ward.
6. The most frequently used places and spaces in the local area were green spaces, followed by health facilities and "other" places including cafes and hairdressers.
7. Green spaces were the place that was perceived to be most important for spending time with people you know, followed by the "other" category (mainly cafes), sports and exercise facilities and schools and nurseries.
8. When asked about spending time with people from different backgrounds, green spaces and "other" places and spaces were also important, and to a lesser extent sports and exercise facilities, schools and nurseries and community centres, community halls and local charities.
9. Among those who had a view about what is needed, the most common responses were more community spaces, more green spaces/trees and more children's facilities.
10. Sports facilities, places for teenagers and young people and independent shops, cafes and restaurants were also mentioned.
11. Stakeholders from the three different wards share the view that there is a lack of accessible green spaces and amenities for young people.

12. The lack of night-time economy in Abbey ward is associated with low perception of safety and there is no safe access from this area to the night-time amenities in Petersfield. Stakeholders report that these are not affordable for most Abbey residents.
 13. There is fatigue about consultation and engagement in development. This is linked to a perception that recent developments in the area have provided few community benefits.
- 3.3 The Applicant has used Social Life's detailed analysis of the site and area to better understand how the Beehive Redevelopment, including planned amenities, can help address identified shortfalls in social and community infrastructure.
 - 3.4 Further details of how the Applicant has sought to identify community partners to help address the identified issues is including overleaf.

4. CREATING A LASTING SOCIAL IMPACT

- 4.1 In the early stages of the pre-application consultation the Applicant has sought to understand how it can build relationships with charities, schools and local community organisations to ensure the community share in the benefits that the redevelopment of the site can bring – this includes addressing the findings from the Social Life research. The stakeholder groups that have been involved in detailed discussions so far include:

- Abbey People
- Indie Cambs
- Romsey Mill
- Cambridge Science Centre
- Cambs Youth Panel
- Form The Future
- Red2Green
- Cam Skate
- Make Space for Girls

- 4.2 The commitments and actions developed through the pre-submission public consultation are underpinned by the research undertaken by **independent social enterprise Social Life** and ongoing discussion with local charities, businesses, community organisations and political stakeholders.

- 4.3 The Applicant's approach to date focuses on the areas where it believes it can have the greatest positive impact. Progress to date includes:

Cambs Youth Panel / Abbey People / Romsey Mill – youth and community space

Railpen has continued to develop its concept for a youth and community space through engagement with Abbey People, Romsey Mill and Cambs Youth Panel. Two options have been developed through engagement with young people with a final design to be taken forward through detailed design.

Designed with local young people in mind, it is envisaged that the space will be able to host a variety of youth activities and workshops as well as offering an opportunity to supplement existing community spaces for example at the community centre on the Ironworks housing scheme.

It is proposed that the facility will be delivered in the first phase of the development and conversations are taking place between Abbey People, Romsey Mill, Cambs Youth Panel, Cambridge City Council's Communities team (Youth Liaison) and the Applicant to develop the proposal.

Cam Skate – street skating and roller blading

Railpen has partnered with Cam Skate to incorporate skateboarding and roller skating within the Beehive redevelopment through the integration of skateable features into the built environment. Consultation sessions with local skaters of all ages and abilities mean that architectural features and spaces are designed with the input of the people who will use them, ensuring the plans meet the needs of skaters and pedestrians.

Abbey People – Focus on Abbey

Railpen has established a new long-term partnership with local community charity Abbey People to support some of the most vulnerable and excluded groups in Cambridge, with a particular focus on the Abbey and East Barnwell area of Cambridge. The overall aim of the partnership will be to ensure local residents benefit from the investment coming forward in the area through the proposed Beehive development. Key activities include: providing core funds for the Abbey Food

Hub; working with Abbey People to inspire people from underrepresented backgrounds to consider careers in Life Sciences; creating opportunities and reducing barriers to work, and developing a community volunteering programme for Railpen and its partners.

Cambridge Science Centre – STEM Educational Space

The Applicant and Cambridge Science Centre have worked together to design a STEM educational space at the Beehive. This will provide an energetic hub of youth engagement and activity throughout the day, providing an exceptional and distinctive STEM educational resource nestled in the heart of a vibrant Beehive community.

It proposed that this educational space will be delivered in the first phase of development.

The Applicant also worked with Cambridge Science Centre to deliver the 'Cardboard Cambridge – Craft the future' project as a Meanwhile initiative. The project, which took place on Autumn 2023, created a hands-on family maker space, themed around city building.

Make Space for Girls – co-designing external public space

The Applicant has partnered with Make Space for Girls and Julia King Associates (JKA) to work with local people to co-design part of the external public space in the Beehive redevelopment.

A first phase of engagement has been completed with the insights and experiences gathered helping to influence the outline designs of the public open spaces.

Indie Cambridge – supporting local businesses

The Applicant has partnered with Indie Cambridge (a membership organisation for independent businesses in Cambridge) to help support small and medium-sized businesses through targeting opportunities during the development and operation of the Beehive Redevelopment.

Form the Future – employment and skills

The Applicant has partnered with Form the Future to establish innovative new connections between the local young people of Cambridge and the future tenants of the Beehive Redevelopment. This progressive partnership will establish diverse and inclusive programmes for young people to engage with a wide range of businesses, expose them to an array of careers, and develop their social and science capital.

Employer engagement projects, work placements, summer programmes and internships will give young people from all backgrounds valuable and inspirational experiences to work inside exciting new companies and provide those young people with the opportunities to start building the critical soft skills required for a successful career.

5. RESPONSE TO FEEDBACK

- 5.1 The following represents a summary of the key issues that have been raised through the consultation process and the Applicant's response. Answers to frequent questions have been given at regular intervals during consultation, on the website and in email communication.

Question	Applicant's response
RETAILERS	
Will you relocate all the retailers from the Beehive Centre?	We can't relocate all the retailers, but we are working hard to move the retailers that the majority of people would like to see retained. We also shared our initial thoughts for Cambridge Retail Park last month which included a plan outlining plans for new, extended and refurbished stores.
I don't want you to move my supermarket further away from us, what are you going to do about this?	It is correct that we will be re-locating retailers to Cambridge Retail Park. However, we will also be including at least one small format supermarket in the Beehive. Meaning in the future you can buy your day-to-day essentials from the Beehive and do a larger weekly / fortnightly shop at Cambridge Retail Park – our plans to introduce a direct pedestrian route through the Beehive and upgrade Coldham's Lane roundabout will also make it much easier and more pleasant journey.
Do you need to lose more retailers from Cambridge Retail Park to make way for the Beehive Centre retailers?	We don't think so, but any decision will need to be made based on whether a retailer wishes to remain and on what terms. As you may know, there are already some empty units and some of the existing retailers would like to relocate to smaller spaces. We also shared our initial thoughts for Cambridge Retail Park last month which included a plan outlining plans for new, extended and refurbished stores.
Why have you chosen to change the use of the Beehive Centre and not Cambridge Retail Park?	Railpen has undertaken a strategic assessment of Cambridge Retail Park and believe that its location, access and age make it the best site to consolidate a mix of larger shops, food, drink, and leisure spaces.
Will you keep the Everlast gym	No, we don't think this will be possible. The existing gym operator is currently on a low rent on the Beehive, and we understand they would not want to renew based on a fair market rent. We will be including a new gym on the Beehive, but it will not include a swimming pool – swimming pools are very costly to run and very few gym operators now include a pool facility in their offer.
What will happen to the existing jobs?	The successful relocation of several retailers to Cambridge Retail Park will mean the retention of many of these jobs. In addition, the Beehive Centre Redevelopment will create over 5,000 new jobs, with 2,130 entry-level to mid-level jobs that will require no specialist qualification and would provide on the job training
Will your retail plans not impact Mill Road?	We don't believe so and we have partnered with Indie Cambridge (a membership organisation for independent businesses in Cambridge) to create a vibrant and popular destination for local people that caters for all budgets, provides independent retail to complement existing facilities and contributes to the success of the city.

How can you promise that the local centre will be as vibrant as you say and full of shops local people want - will there be free rents for early occupiers; will there be low rents for local providers, so it is not a standard anywhere nationals?	We want to prioritise local retailers and service providers that will add to the vibrancy of the area – and we are looking at discounted rents to help support smaller retailers and service providers. We are also looking to take advice on this from our partner Indie Cambridge.
Introducing a night-time economy on the site will increase noise and disturbance to nearby residents. How will you manage this?	There will be a dedicated on-site management team along with 24-hour securing and CCTV. There will also be obligations placed on the retailers / cafes / restaurants etc to specific operating hours and noise
HOUSING	
Cambridge has a housing crisis. So why are you not proposing to build any homes here?	We understand the housing challenge that Cambridge is facing; but the city requires a range of development, such as the commercial one we are proposing, and we believe the facilities and jobs coming forward through the Beehive Centre redevelopment will help ensure the right infrastructure is in place to support current and future housing delivery on other sites. The site is currently an employment site, and our proposals meet the Council's own policies, which require development other than housing.
Where will all the new employees live?	This is an important question, and we have looked closely at this to improve accessibility and add capacity to the transport network. The Beehive Site is well located in relation to existing and future population. Major housing growth in the Greater Cambridge area is centred around key locations that are well connected, including: • Cambridge Urban Area, with developments such as Orchard Park • Cambridge Fringe, such as Darwin Green and Cherry Hinton • New Settlements, such as Northstowe, Waterbeach and plans for Marshall Airfield. The Council is also forming a new Local Plan for the period up to 2040 which allocates other sites to deliver housing, and in January last year the Council identified that further additional housing-need would be catered for across three sites– Cambridge East, Addenbrooke's South Expansion and North East Cambridge. We are proposing major improvements to sustainable transport infrastructure, alongside other infrastructure committed by the County Council and Greater Cambridgeshire Partnership, including a much-increased bus provision.

LAB SPACE	
Why do we need more lab space in the city?	The demand for this kind of research space in Cambridge outstrips the supply available. The innovation sector is one of Cambridge's strengths, contributing to the growth of the local economy and jobs across a range of levels – from entry-level to senior positions. The knowledge-intensive sector is one of the city's great strengths, growing year after year. This makes the city's whole economy more resilient than other areas of the country. Life-changing treatments, research and innovations are happening day in day out in these buildings, but we do understand that these new spaces must support Cambridge as a whole.
There are lots of empty office buildings in the city, why can't you use these?	The proposals are to deliver office / lab space of a quality that is not commonly available in Cambridge currently. Occupiers are seeking high quality design, with outdoor space, and good access to amenities to assist in attracting and retaining talent.
Should we not locate lab uses on the edge of the city centre, like in Cambridge Science Park?	Life Science and innovation businesses do not exist in isolation and a new generation of researchers and scientists is emerging, who wish to work in city centre locations and be surrounded by places offering a range of things to see and do.
Is it right to have lab use in a residential area and are the fumes from the flumes dangerous?	It is not uncommon to have commercial science buildings local to residential areas. As part of the early design there are several aspects that will be considered carefully, including: • Fume extract exhausts will be compliant with BS 14175, terminating 1.25 times the highest point of the building with a discharge velocity of 10m/s to ensure adequate fume dispersion from the site and surrounding area. • A computational fluid dynamics site model will be carried out as part of the detailed design to ensure adequate fume dispersion from the site and surrounding area. • Tenants will be required to carry out COSHH risk assessments on all exhausted fumes and provide additional scrubbing systems for abatement of fumes prior to exhaust. • Fume extract COSHH risk assessments that determines exhaust fumes to be excessively hazardous will not be permitted on the site. • Acoustic assessment and attenuation will be provided to ensure required background noise levels are achieved. Air quality would not exceed WHO (World Health Organisation) limits on air quality cleanliness. This would take into consideration adjacency of residential buildings, prevailing weather, and fume extract discharge.
Have you had any interest from tenants?	The feedback from the market has been extremely positive to the redevelopment of the Beehive Centre.

HEIGHT	
Your proposal is still significantly higher than surrounding buildings, why can you reduce the height further?	We appreciate that some people will still find the proposals too big, this was clear to us through the consultation feedback we have had. Equally a lot of people are excited about the creation of a new high-quality place, with open space, shops, cafes, jobs and safe routes through. We have sought to balance the comments received. To make this transformative change the scheme needs to be of scale. We have made the scheme as small as possible while still committing to the quality, inclusivity and community provision.
How is a development of this size appropriate in the conservation area characterised by 2+1 storey houses?	Changes in scale such as those proposed here are not unusual within cities and similar examples can be found within Cambridge (CB1, Iron / Timberworks, Devonshire Gardens to name a few). The important thing is that the scale is managed so that a suitable transition between old and new can be created and that taller buildings are distanced from site boundaries to create a sensible condition with neighbours and the wider city.
Have you considered the impact of the flues on near and distant views?	The flues may be up to 25% of the maximum height of the parameters and the flues can sit within the zones as designated on the parameter plans. These zones have been tested within the LVIA for both distant and local views, showing the illustrative design and the maximum parameter model. The impact of the flues has been managed by grouping flues together and centering the mass to create a rise and fall along the skyline.
How will you prevent this development looking like a single mass from distant views?	The parameter plans control the massing to ensure that the development does not appear as a single mass in the townscape views. This includes setbacks, reduced length of visible facades and refinements of the upper levels for a roofscape that has variation and minimises horizontality. The Design Code further implements controls over articulation and materiality to reduce the appearance of a single mass. The site-wide codes ensure that buildings must introduce variation in height and form between each other and employ diverse roofscape solutions to create a sense of variety. The plot codes also include, but not limited to, contrasting materiality for plots that align with one another in certain views and central massing breaks that use differing articulation and /or materiality and/or height.
SILVERWOOD CLOSE & ST MATTHEW'S GARDENS	
Can you introduce a design code to reduce the overlooking condition from Building 3?	The distance between Silverwood Close and Plot 3 is 51m which includes a green buffer and tree planting. Section 4.0 of the Design Code states that a diverse and resilient green buffer zone, planted with trees, must be created to act as a green screen to the neighbours of Silverwood Close. This will reduce the overlooking condition between the residential properties and Plot 3.
You have removed a storey from other buildings, why can't you do the same to Building 1?	Building 1 had already been reduced to 2+1 storeys at the point of submission last year. The site of the building is very heavily constrained with existing trees and the relationship with both Coldham's Lane and Silverwood Close.

	Changing our previous design principles for this building has created a building with a much-improved relationship to Silverwood Close because of a very well set-back upper floor and plant. The massing changes greatly enhance the retained sense of openness over the submission scheme, and we will retain the same design code controls that will limit outward views from the upper floor for the building.
You have re-located some buildings on the masterplan, why can't you do the same to Building 1?	Options for relocation are limited as the site is very heavily constrained with existing trees and the relationship with the site access, Coldham's Lane and Silverwood Close.
Why do we have to have a new building (Building 1) at all in this location?	The continued use of this plot and the wider Beehive Site for retail is not assured and therefore we need to look holistically at how we can reimagine the whole site – which includes this building.
Why can't you reduce the height of building 10 further?	Plot 10 has already been reduced in height by 3.6m with a much-reduced footprint and change in use to one which will greatly reduce overlooking. With this building plot now being used for car parking, there is a certain quantum of parking needed to support the proposals. We are proposing an extremely efficient car park within the available footprint to ensure that the proposed building is as low as we can reasonably make it.
You haven't visited my property so how can your sunlight and daylight findings be accurate?	There has been a survey undertaken from within the Beehive Centre boundary where all visible windows and elevations were measured. These were combined with a 3D topographical model, which includes buildings, to build up a detailed test model. Where elevations were obscured at time of survey, the daylight and sunlight advisory team have taken reasonable assumptions based on the best available information. Testing has been undertaken by an expert who has modelled the impact to all surrounding properties. This is done to a British Standard. It is a report that is part of the planning application to be reviewed and verified.
I want you to provide me with a full survey with accurate modelling of the impact of the development upon our light, will you do this?	The full report will be submitted with the planning application. We would be happy to put you in touch with our specialist consultant if you have any specific questions.
How much daylight will I lose in my back garden?	In summer we are expecting very little shadowing with any shadowing at the nearest part of gardens being limited to the morning. This change is not out of keeping with an urban area.
How much daylight would I lose in my back garden during winter months?	In spring and winter, we do expect some shading to occur, but this will be limited to the morning due to the location of the new buildings relative to the gardens. This change is not out of keeping with an urban area.
Can we see diagrams of shadows created by the buildings?	INSERT HERE

The height and bulk of these proposals will still cause overshadowing and overlooking, what are you going to do about this?	The new proposals have been reduced in scale, in particular along the boundary with our residential neighbours: - Plot 1 has been reshaped to increase the retained sense of openness - Plot 2 has been reduced in height by 1 storey - Plot 3 has been reduced in height by 1m - Plot 10 has been reduced in height by 3.6m, the footprint has been reduced and the use has been changed to one with a lower likelihood of overlooking. The proposals have been subject to a British Standard daylight assessment, which it passes. The buildings will be seen, of course, and some shadows will be cast, but these are modest and well within what would be considered acceptable in an urban area. We are volunteering a Design Code into the application. This will 'lock down' various matters, one of these is to control the overlooking to the neighbouring properties and so ensure this is a recognised matter and one that the LPA will control through detailed design
Do all the delivers, busses and car traffic still go behind our boundary wall?	The proposed access road remains adjacent to the boundary with Silverwood Close, much like the existing centre. It should be noted that there will be c. 7,400 fewer vehicle movements along this road every weekday and c. 9,200 fewer vehicle movements along this road every Saturday as a result of the proposed change of use at the site.
Can you add a taller wall along Silverwood Close to better filter out views to / from Building 3?	The Applicant is happy to look at this detail during the Reserved Matters stage.
YORK STREET / ROPE WALK	
Why can't you reduce the height of Buildings 7 and 8?	Whilst plots 7 & 8 are fundamentally different from those in the 2023 submission, it is true that the tallest elements have not been reduced in height. Through 3D testing using Vu City, it was determined that the distance between houses and the taller elements of these buildings (c.34m for plot 7 and c.38m for plot 8) achieved suitable visual separation between these buildings and gardens, an effect that will be enhanced by the improved green boundary proposed in the latest scheme.
How much daylight will I lose in my back garden?	We anticipate this to be largely in line with original findings. As the proposals sit to the north-east of York Street, any change in light levels will be limited to the morning hours.
How much daylight would I lose in my back garden during winter months?	We anticipate this to be largely in line with original findings. As the proposals sit to the north-east of York Street, any change in light levels will be limited to the morning hours.
The height and bulk of these proposals will still cause overshadowing and overlooking, what are you going to do about this?	The new proposals have been reduced in scale, in particular along the boundary with our residential neighbours. The proposals have been subject to a British Standard daylight assessment, which it passes. The buildings will be seen, of course,

	and some shadows will be cast, but these are modest and well within what would be considered acceptable. We are volunteering a Design Code into the application. This will 'lock down' various matters, one of these is to control the overlooking to the neighbouring properties and so ensure this is a recognised matter and one that the LPA will control through detailed design.
TREES	
How many trees will be lost?	In total, there are 113 existing trees. These have been surveyed and recorded by an appointed Arboriculturist. 3 were awarded a high A grade, 15 a moderate B grade and 95 were awarded a low C grade. There are also 6 groups of trees recorded to the site boundaries. All of these are to be retained and enhanced. Of the existing individual trees, it is proposed to retain 53 trees and to remove 60 trees. Of those to be removed, none were awarded a high A grade, 10 were awarded a moderate B grade and the majority (50) were awarded a low C grade.
Why do you have to lose any trees at all?	The majority of the arboricultural features proposed for removal have been categorised as low C grade trees due to poor past management or the reduced vigour as a result of growing in a carpark. To mitigate for the loss of these trees, landscape proposals have been developed that include the planting 290 (shown on plan) new trees across the site. As the majority of the trees being removed are low C trees, the new tree planting provides the opportunity to ensure the long-term value of the tree stock on the site through improvements in tree quality, species diversity and planting environment.
Can you transplant these trees to elsewhere on the site?	Where appropriate, we will consider transplantation of trees elsewhere on the site. For example, some of the smaller trees to the north of the site could be suitable for transplanting to the proposed new park to the south of the site.
How many of your new trees will be saplings?	No trees are currently proposed to be planted as small saplings. Larger specimens will be planted to ensure they have the best possible chance of establishment and also contribute to visual amenity value for visitors. All new trees will be planted as 'Extra Heavy Standards' or larger, with a typical minimum height of 4-6m. The exact sizes are subject to final species selection, which will be reviewed with the Council's Tree Officer as the project progresses.
Are you removing any 'veteran' trees or TPO trees?	10 of the existing individual trees have TPOs. These trees are all located to the north of the site, near Coldham's Lane and the Porselanosa building. There are no trees which are classified as 'veteran'. It is proposed to remove 2 of the trees with a TPO. These are both London planes that are between 10-12m in height, and have been classified as Category B.
URBAN HEAT ISLAND EFFECT	

Have you properly modelled the Urban Heat Island Effect, if not, what not?	No. There is not a recognised approach to quantifying the impact of new development – assessments are typically undertaken at the macro city level. The project is increasing green space, a key indicator of urban heat island effect risk.
What specific measures are you going to take to reduce urban temperatures?	Section 2.1 of the Design Code includes details on strategies to mitigate urban heat, including but not to be limited to: • Maximising soft landscape area. • Maximising tree canopy cover to create shade. • Maximising green roof area. • The use of light-toned or high-albedo roofing materials to create cool roofs. • The minimising of area of hard landscape materials for vehicle movement. • Water sensitive design that allows for open water • Self-shading façades. • Shading devices incorporated into buildings designs to shade the landscape. • The use of light-toned or high-albedo landscape materials. • The use of light-toned or high-albedo landscape materials.
The height and bulk of these proposals will continue to disrupt wind and airflow patterns in both Petersfield and Romsey, have you modelled this, if not, why not?	Modelling has not been undertaken at this stage. The project team have drawn upon their experience in delivering similar schemes when considering massing and microclimate. The design will be modelled at the reserved matters stage.
LOCAL COMMUNITY	
Your plans lack any amenities for elderly people.	We want everyone, including elderly people, to feel comfortable in the Beehive redevelopment. Our proposal will deliver a range of different community amenities from new cafes and restaurants to our community and youth space. These spaces, together with the large areas of new public realm, will create an inclusive and accessible place for all.
Could you create some artist studio space?	The Applicant is happy to look at this detail during the Reserved Matters stage.
Can you consider using Maple Square for events?	Yes. Maple Square has been designed to accommodate a range of different events.
Could you look at providing day care / nursery facilities on site?	Yes, this is one of the use classes that we would like to provide in the development.
Who will use the ground floor spaces during the evening and weekends?	The Beehive redevelopment is open for all, and a diverse range of amenities will cater for residents, on site staff and visitors alike.
How will you control noise and light from the ground floor uses?	Lighting design and control will be developed in Reserved Matters, noise potential from ground floor use will be managed as part of the design development in Reserved Matters and as part of an Estate Management strategy.

TRANSPORT	
Why can't you include a new entrance to the site adjacent to Coldham's Lane bridge?	Level differences between the bridge and site and third-party land ownership issues prevent the provision of a new site access adjacent to the Coldham's Lane bridge.
The Milton Road CYCLOPS junction isn't working, why are you proposing one?	We feel that the CYCLOPS junction layout presents the best possible option for prioritising the directness and safety of crossing Coldham's Lane by pedestrians and cyclists, without causing significant delays to vehicles. As the site access design is developed, lessons learned from the existing CYCLOPS junctions will be incorporated into the design to ensure the access provided offers the very best option for all users.
Why haven't you looked to improve the walking and cycling space across Coldham's Lane bridge?	Improvements to the walking and cycling space across Coldham's Lane bridge have been investigated at length as part of the off-site improvement measures considered as part of the development. Unfortunately, significant improvement to the bridge is unrealistic given the likely cost and existing constraints at this location – it is considered that significant improvements would require a new structure which would likely cost upwards of £10m. All efforts will be made to enhance the existing provision, through better lighting, improved visibility and enhancements to the signage and surface across the bridge. In addition to this, the reduction to vehicle trip generation as a result of the Beehive redevelopment would result in fewer cars, vans and HGVs on the bridge, which in turn would provide a less heavily trafficked environment for cyclists on the carriageway.
Does the cycle route comply with LTN-120?	Yes.
How will you stop speeding cyclists and conflict with other users?	A number of methods will be utilised to slow cyclists in heavily pedestrianised areas and limit potential for conflict between site users, these include: - Highly visible and legible signage; - Localised narrowing in pedestrian dominated areas; - Use of landscaping and trees/vegetation to provide natural barriers between pedestrian and cycle areas; - Dedicated, segregated cycle lanes on approach to the central pedestrianised area; - Changes to surface treatment and colouring to demarcate cycle routes through pedestrian areas; and - Clearly identified crossing locations across the cycle routes for pedestrians and disabled users.
Coldham's Lane is an existing traffic bottleneck, what are you going to do about this?	The proposed development will result in significant reductions to vehicle trips on the local highway network, particularly at weekends, as such traffic levels are anticipated to drop on Coldham's Lane.

Newmarket Road is an existing traffic bottleneck, what are you going to do about this?	The proposed development will result in significant reductions to vehicle trips on the local highway network, particularly at weekends, as such traffic levels are anticipated to drop on Newmarket Road.
There is no clear plan for busses, what are you going to do: what bus routes are you adding, and which are you improving?	A new public bus service to Milton Park & Ride – 2 buses operating every 15 minutes (potential increase from 300 seats per hour to 375 seat per hour in peak hours one-way). Increased frequency of Newmarket Road Park & Ride services – 2 additional buses (increase from 450 seats per hour to 600 seats per hour in peak hours one-way). Extension of Newmarket Park & Ride service to Cambridge Station. Dedicated bus services to local towns including St Neots, Huntingdon, St Ives and Ely - 6 vehicles, providing two journeys on three routes at occupation rising to 9 vehicles and three journeys on three routes (total increase of 675 seats per hour in each direction). The bus improvements above would result in a net increase of 225 Park & Ride bus seat an hour in each direction from the Milton Road/Newmarket Road Park & Rides and an additional 675 bus seats for out-of-town bus services.
Who will fund these new busses, and will this funding be ongoing?	The final form of contribution and funding for the bus enhancements is not yet agreed and would be subject to specific planning conditions and s106 commitments. However, it is anticipated that the Developer funding will facilitate the set up and operation of the new buses and new services across a set number of years, until the bus service builds up a level of patronage where it can become self-sufficient, at which point funding by the developer will reduce.
Will you have new bus routes from Babraham Road, Trumpington, and Madingley Road Park and Rides?	At present the bus improvement package includes additional buses on the Milton Road and Newmarket Park and Ride services only, with three new services to destinations outside of Cambridge.
Will you really reduce vehicle movements if many of the retailers (in particular Asda) are moving to Cambridge Retail Park?	A combined trip generation assessment exercise has been undertaken which considers the potential relocation of a number of retailers from Beehive to CRP. The assessment indicates that, following the redevelopment of both sites, an overall net reduction in vehicle movements is expected on the local highway network. Based on the anticipated level of vehicle trips generated by the Beehive development and initial estimates for the Cambridge Retail Park redevelopment (including the relocation of large retailers from the existing Beehive), it is predicted that there will be a combined overall net reduction in vehicle trips on the local highway network.
Why are you not prosing a light rail solution / light rail station?	Consideration has been given to a light rail solution but has been determined not to be a viable option. The constraints that prevent the provision of a light rail solution for the site include:

	- Proximity to Cambridge Railway Station; - This location has significant issues in terms of the existing railway assets that would make a station virtually impossible to deliver without major changes to the wider rail infrastructure; - The operational railway is bounded by the development site and Greater Anglia trains Light Maintenance Depot which restricts space to accommodate such a provision; and - Cost of installation/implementation.
The pavement widths and residential roads between Cambridge Station and the site are very narrow, how will they cope with the level of additional pedestrians / cyclists?	Off-site improvements are proposed where possible to enhance and increase capacity for pedestrians and cyclists – pedestrian comfort level assessments have been undertaken for these routes and it is considered that the proposed development would not have a detrimental impact on the operation and capacity of these routes.
How many additional pedestrians / cyclists do you anticipate using the streets between Cambridge Station and the site?	It is anticipated that on routes including Devonshire Road, Kingston Street and Ainsworth Street, peak hour pedestrian trips will experience uplifts from existing levels of use by up to 26 movements per hour in each direction. Similarly, cycle movements are anticipated to increase in peak hours by 48 additional arrivals and 50 additional departures during peak hours on the roads between the site and Cambridge Station.
How will you stop displacement parking in residential streets?	Car driving, and associated car parking, will be actively discouraged for future employees at the site - in advance of beginning employment at the site, staff will be aware that parking is highly limited and would not expect to obtain a parking space. Alternative modes of travel will be heavily incentivised, through discounted Park & Ride, bus and rail tickets, cycle to work and walking to work schemes, for example. It is anticipated a level of monitoring for off-site parking will be included within the Travel Plan monitoring measures to ensure off-site parking is eliminated. The existing and potential car parking restrictions in the area provide a deterrent for off-site parking, and in the areas where parking restrictions aren't in place, the existing streets are heavily parked which leaves few opportunities for any parking associated with the office development – additionally, it is considered that these locations are already pushing the limits for what is considered a distance that drivers would be willing to walk.
Will you support a modal filter to prevent traffic to and from the site using Coldham's Lane?	A modal filter on Coldham's Lane would be supported, as long as access is not restricted for employees who have no alternative other than private car use (blue badge holders) and the filter does not restrict necessary servicing and delivery movements.
Can you move service from between 4 and 3 to between 3 and 2?	To accommodate a service access between buildings 2 and 3, the service area with turning head at the north of the service area would have to be removed. Buildings 2 and 3 will then have to be serviced from the service yard access road.

	A service route between buildings 2 and 3 would also present a tighter turn for service vehicles located nearer the site access junction, therefore reducing the opportunity for observation of cyclists on the proposed cycle route that runs parallel to the access road, with service and delivery vehicle drivers having to turn left a short distance after entering the site.
How will you separate pedestrians and cyclists on your cycle route?	The main cycle route through the site will run from the southern Sleaford Street entry point to the northern Coldham's Lane entry point, making up the Beehive Greenway. Cyclists and pedestrians will be segregated upon entering the site which is controlled within the Design Code. The pedestrian environment will be designed such that pedestrian movement zones are always the preferential choice for pedestrian journeys so as to minimise the potential misuse of cycleways by pedestrians. Vice versa for cycle routes, they will be designed to a high-quality to ensure cyclists use their designated route. The routes will be clearly defined as separate routes using differing materiality and planting separation zones.
How will you accommodate provision for e-bike storage and scooters?	The Design Code will ensure there is provision for charging e-bikes and on-plot cycle parking. Additional parking provision for other active travel modes such as scooters is encouraged.
Does your pedestrian / cycle route cross over delivery / bus routes?	Significant efforts have been made to reduce the number of crossings between vehicles and cyclists and pedestrians. Along the Beehive Greenway primary route there is a single crossing at the north. The design will prioritise pedestrians and the continuous flow of public realm through surface treatments, suitable traffic calming measures and legible signage.
Can you increase the width of the cycle / pedestrian route so it is 4m wide throughout?	It is anticipated that the cycle route would predominantly be 4m wide across the site, with localised narrowing to an absolute minimum of 3m in particularly pedestrian heavy locations as a form of speed reduction and pedestrian protection.
Can you provide a bus stop outside the site opposite Building 1?	A bus stop in the area outside Buildings 1 and 2 has been investigated, however, it has been discounted at this time due to the likely impact on the proposed public realm, cycle route and operation of the access junction (due to its proximity at this location).
Can you re-locate the proposed bus stop to between Building 10 and 5 to better serve the whole development?	Several options for the location of the bus stop were considered during the 2024 pre-app process. The proposed location seeks to balance several factors including: impact on the quality of public realm, maximising vehicle-free space, travel distance to buildings, pedestrian safety and the spatial requirements for bus movements.
Can you refine the CYLOPS junction to allow a 'turn right' on the bi-directional cycle lane as you come across Coldham's Lane bridge.	This is an outline planning submission, and we will provide the most suitable design solution in conjunction with stakeholders in detailed design/reserved matters.

Where is the cycle storage on site?	There will be cycle storage across the site within the buildings and within the landscape. The number of cycle parking spaces will be in accordance with current adopted cycle parking standards requirements.
Will traffic lights on Coldham's Lane roundabout not add to congestion?	The proposed development would result in a significant reduction in vehicle trips on the local highway network, so this alone would help to reduce congestion on Coldham's Lane and the nearby area. The proposed access signals would be designed and timed to minimise the impact on congestion and queuing, whilst delivering tangible improvements to pedestrian and cycle connections across Coldham's Lane.
Will the bus to Addenbrooke's stop on the site?	The existing bus service which provides connections to Addenbrookes would continue to stop on the site, although, at present, there are no plans to provide additional services on-site to this destination.
Will you improve the Coldham's Lane roundabout near Sainsburys?	Improvements to the Sainsburys / Brooks Road roundabout on Coldham's Lane have been investigated, with options for improvement presented to the local authority with a commitment to contribute towards any enhancements as part of the off-site mitigation measures – subject to s106 negotiations.
CONSTRUCTION	
Seven years of construction is untenable, what are you going to do about it?	As the project progresses, we will work with the local community on the construction management plan, keep you regularly updated and have a dedicated point of contact throughout. We understand that those living or working closest to the development may have specific concerns or wishes in relation to the construction period, and we will work to ensure these are understood.
Will you compensate me for seven years of disruption?	We understand disruption from building works can be stressful, but we work closely with you and the local authority to ensure that construction is undertaken in the most considerate way possible.
I am concerned about the foundations of my house and your construction activities, what can you do to reassure me?	Construction, and in particular piling techniques, have moved on considerably and we are confident that know disruption will be caused. We will have a variety of environmental monitoring stations located around the site boundary that are engineered to record noise, dust, and vibration from construction activity.
What will you do if your construction activities damage my house?	Construction, and in particular piling techniques, have moved on considerably and we are confident that know disruption will be caused. We will have a variety of environmental monitoring stations located around the site boundary that are engineered to record noise, dust, and vibration from construction activity.

Will you commit that construction traffic will use the ring road, and not use Coldham's Lane?	A Construction Management Plan will be developed which will include logistics and this will reflect an appropriate traffic management strategy.
ECOLOGY	
Will you create space for bird boxes, bat bricks, log piles etc?	Faunal enhancements are to be delivered across the site. These will include new opportunities for nesting birds (incl. local priority species) and roosting bats, which will be integrated into the new buildings. Equally, the proposal is to install bat and bird boxes on the retained, mature trees along the site boundaries where there is minimal exposure to artificial lighting and adequate shelter. Invertebrate features (such as invertebrate hotels and bee posts) will also be delivered across the site. Long-term management objectives, such as areas of relaxed management, will also ensure that the proposals will deliver dynamic environments which will be of benefit to a range of faunal groups. Specific measures such as reptile basking areas and hibernacula will also cater for local priority species such as common lizard and common toad.
Are you encouraging use of local species of flora and species native to the area to be specified?	The emerging proposals retain and enhance existing features of value. Improvements on the Beehive Centre boundary condition will be undertaken to preserve and protect the existing green areas. Non-native amenity species will be kept to a minimum, and native berry or nut bearing species – particularly those of local provenance – will be favoured wherever possible. This will create new and improved opportunities for faunal species and significantly improve the ecological value of the site compared to the existing situation.
What impact will tall buildings have on the success of your landscape / wildlife areas?	It is proposed to retain and enhance existing features of value. In particular, the boundary features such as hedgerows and treelines which currently provide the greatest ecological value are to be retained and enhanced. New areas of species-rich grassland and wild flower meadow planting, tree and scrub planting, as well as significant areas of green and blue roof space, will also be provided to support biodiversity. On green roofs, vulnerable species can be protected from animal or human interference on the ground. The type of vegetation and features of the roof can also be tailored specifically to the area or selected floral or faunal species. This is particularly important in inner-city areas where habitats are lost. At ground level, tall buildings can cast shade on the landscape and increase wind levels, and proposals will be tailored to respond to

	these conditions e.g. shade tolerant planting, evergreen trees and shrubs, habitat installations for shelter.
GREEN / OPEN SPACE	
Who will manage the green space?	Railpen as long-term owners of the site will maintain the green spaces and wider public realm.
Can you provide funding to improve the existing Sleaford Street play area? <i>[This will help create a play corridor between the two areas]</i>	The Applicant is happy to look at this detail during the Reserved Matters stage.
Have you looked at a lighting strategy and how will you light your publicly accessible areas?	The lighting strategy is part of the Wayfinding Strategy which is submitted as part of the application. The public areas will be appropriately lit to balance safety and consideration of impact on adjacent properties. There are site-wide codes for lighting to ensure the creation, and operation of, a safe, welcoming and enjoyable place.
The spaces in between buildings look narrow, will these feel claustrophobic?	The spaces between buildings will be a minimum of 10m as shown in the parameter plans. This allows for, as a minimum, a comfortable 3m footpath at either side of the buildings and a 4m planting bed which may include space to dwell off the main route.
Is it a good idea to have the cycle route running through Hive Park?	The cycle route runs through Hive Park and will provide a direct route for cyclists passing through the site towards the north. The cycle route will be segregated and designed to minimise conflict between cyclists and pedestrians, the strategies for this are outlined in the Design Code.
ENERGY	
How will you generate energy on site and how will this impact the site in terms of location and size of plant?	Solar irradiance analysis of the site indicates that there is a good opportunity to generate renewable electricity via photovoltaic (PV) panels. Therefore, extensive PV arrays are planned for the roofs of each building at the Beehive redevelopment. These will be maximised as far as possible, balancing other factors such as green roofs and building services equipment.
Will solar energy be sufficient to power the site?	Whilst solar energy will be maximised as far as possible, it will not be sufficient to power the site. Science and technology buildings are typically quite energy intensive and for safety reasons, certain systems must be run 24/7. Therefore, the energy strategy for the Beehive redevelopment has aimed to understand the specific opportunities to make the buildings perform better across categories that will become more salient over time. This includes utilising air source heat pumps for highly efficient heating and cooling, as well as allowing for the tenants to install demand-controlled ventilation systems.
CARBON	
Have you undertaken a whole life carbon assessment?	A whole life carbon application will be undertaken for each building when they come to reserved matters. At the outline stage,

	we have set carbon targets for each building type to be constructed.
What is the carbon impact of demolishing the existing buildings?	A pre-demolition audit will be undertaken for each building. This will identify materials and products that can be re-used and recycled, as well as the embodied carbon associated demolition.
WATER CONSERVATION	
You have not addressed the water shortage, what are you going to do about it?	The team recognise the water scarcity issue and so the technical design includes for progressive measures to reduce water consumption within the proposal and it will achieve the full five WAT 01 credits within the national BREEAM accreditation.
Have you considered issues with excess surface water, particularly in the large paved/concreted areas?	Public realm areas will utilise permeable paving and rain gardens to store and treat rainwater and then discharge into the strategic drainage network to outfall into the existing public sewer connections (at a considerably lower rate). The SuDS strategy provides the required attenuation volume for the development to meet greenfield (predeveloped) runoff rates. It also ensures surface water run-off is treated via a sufficient treatment train using source control features and end treatment.
Could you include living roofs with storage tanks and rain gardens?	Runoff will be captured by blue and green roofs on selected buildings. Public realm areas at ground level will utilise permeable paving and rain gardens to store and treat rainwater.

6. STAKEHOLDER ENGAGEMENT

- 6.1 This section sets out the stakeholders that have been consulted throughout the consultation process.

2023		
Stakeholder	Date	Type
Abbey People	6 Feb 2023	In-person
Cambridgeshire Chamber of Commerce	7 Feb 2023	In-person
Abbey Ward Members	8 Feb 2023	In-person
Onside Youth Charity	13 Feb 2023	Virtual
Cambridge Youth Panel	21 Feb 2023	In-person
Petersfield Ward Members	21 Feb 2023	In-person
Make Space For Girls	28 Feb 2023	In-person
Red2Green	6 Mar 2023	Virtual
Cambridgeshire Chamber of Commerce	7 Mar 2023	In-person
Robert Pollock (Cambs Chief Executive)	7 Mar 2023	In-person
Indie Cambridge	13 Mar 2023	In-person
Abbey People	13 Mar 2023	In-person
Cambridgeshire Community Foundation	27 Mar 2023	Virtual
Marshall Skills Academy (Dan Edwards)	29 Mar 2023	In-person
Cllr Alex Bulat, Abbey Division	29 Mar 2023	In-person
Form the Future	29 Mar 2023	In-person
Make Space For Girls	4 Apr 2023	In-person
Cambridge Science Centre	12 Apr 2023	In-person
Indie Cambridge	13 Apr 2023	Virtual
Cambridge Youth Panel workshop	13 Apr 2023	In-person
Red2Green	17 Apr 2023	Virtual
CamCycle / Living Streets / Cambridge Area Bus Users	17 Apr 2023	Virtual
Cambridge Science Centre	3 May 2023	In-person
Indie Cambridge	3 May 2023	In-person
FutureIN	10 May 2023	Virtual
Abbey People	11 May 2023	In-person
Abbey Ward Members	11 May 2023	In-person

CamSkate	11 May 2023	In-person
Innovate Cambridge	24 May 2023	Virtual
Cambridge&	25 May 2023	Virtual
Indie Cambridge	25 May 2023	
CamCycle workshop	30 May 2023	In-person
Cambridge Science Centre	31 May 2023	Virtual
Red2Green workshop	6 Jun 2023	In-person
Cambridge&	8 Jun 2023	In-person
Innovate Cambridge	8 Jun 2023	In-person
Petersfield Ward Members	29 Jun 2023	In-person
Focus on Abbey workshop	19 Jul 2023	In-person
Marshall Skills Academy Consortium	29 Jul 2023	In-person

2024		
Stakeholder	Date	Type
Cambridge Science Centre	26 Feb 2024	Virtual
Marshall (Cambridge East)	19 Mar 2024	Virtual
Romsey Mill /Abbey People / Cambs Youth Panel / Communities team (Youth Liaison)	29 Apr 2024	Virtual
Abbey People	2 Apr 2024	Virtual
Romsey Mill /Abbey People / Cambs Youth Panel / Communities team (Youth Liaison)	13 May 2024	Virtual
Petersfield Ward Members	30 May 2024	In-person
CamSkate	12 Jun 2024	Virtual
Cambridge Science Centre	19 Jun 2024	Virtual
Indie Cambridge	20 Jun 2024	Virtual
Abbey Ward Members	20 Jun 2024	Virtual
Cam Cycle	25 Jun 2024	Virtual
Abbey People	1 July 2024	Virtual
Petersfield Ward Members	16 July 2024	Virtual
Cllr Alex Bulat, Abbey Division	TBC	Virtual

- 6.2 The overall response to the revised proposals from stakeholders has been positive. Most stakeholders welcome the principle of development. That being said, there have been concerns raised through the consultation, which the Applicant has sought to proactively address and where

possible, fed into the final proposals. Key themes emerging from the consultation stakeholder engagement process were:

AN OPPORTUNITY SITE. Everyone recognises that this is a key opportunity site.

GREEN SPACES. Support and interest in the inclusion of a larger park in the revised proposals.

APPROACH TO HEIGHT. Recognition that the revised proposal has improved the relationship between the site, immediate neighbours and wider city views. Some concerns remain about how best to minimise impacts on immediate neighbours, particularly in relation to Building 10.

FLUES. Specific reference to high quality design and the importance of ensuring the flues are celebrated.

SUSTAINABILITY. Importance of sustainability in its broadest sense.

PARKING AND TRAFFIC. Tension between reducing car use vs. realistic worker needs and impact on parking pressure and local roads in particular Newmarket Road and Coldham's Lane.

GROUND FLOOR. Support for a more focused active ground floor to the south of the site – but it needs to work into the evenings and at weekends.

CYCLE / PEDESTRIAN CONNECTIVITY. Support for a direct cycle / pedestrian route through the site. Some questions raised about how to provide sufficient capacity whilst also ensuring considerate use through the busier parts of the site.

COMMUNITY SPACE. Need for a new community space or equivalent functionality in this part of Abbey Ward.

YOUTH FACILITIES. Requirement for 7-18 yrs amenities.

SAFETY. Safer, more attractive access points and routes through the site.

HIGH STANDARDS. There was appreciation that the development would be of a high standard architecturally and in terms of landscaping.

THEM VS US. There was concern about how well it will knit in with the surrounding area and whether it would cater for residents or solely for the workers on site.

7. PHASE 4 PUBLIC CONSULTATION (REVISED PROPOSAL)

- 7.1 A range of different communication materials were shared to increase the reach of the consultation and therefore the number of people who were fully informed of the proposals and had the opportunity to contribute to the consultation.

These included:

Activity	Detail
Stakeholder correspondence	Stakeholders were corresponded with at various points in the consultation process. They were invited to consultation events and specific briefings.
Tenant communications	Tenants were written to by the managing agent of The Beehive Centre JLL.
Direct mail to residents	A newsletter was distributed to 6,500 residential and business addresses around the site. This informed local people about the development, the website and of consultation events. A copy of the newsletter is included in Appendix 1b.
Press release	A press release was issued. See news articles in Appendix 1m.
Third-party communication	Social media advertising from Abbey People and Indie Cambridge. See Appendix 1g.

- 7.2 Stakeholders and residents took part in consultation events, engaged with the project website and submitted their feedback via the contact centre. These included:

- Cllr Naomi Bennett (Abbey Ward)
- Cllr Elliott Tong (Abbey Ward)
- Cllr Robert Dryden (Cherry Hinton Ward)
- Cllr Alex Bulat (Abbey Division)
- Sarah Nicmanis (Green Party Parliamentary Candidate for Cambridge)
- Abbey People
- CamSkate
- Friends of St Matthew's Piece
- Cambridge News
- Living Streets
- Cambridge Past Present and Future
- Cambs Youth Panel
- Indie Cambridge
- Cambridge Science Centre
- Greater Cambridge Shared Planning Service

7.3 **Public consultation events**

Final phase public consultation events took place during July 2024.

7.4 **Public Exhibition –17 & 18 July 2024**

As part of the consultation phase the Applicant hosted a public exhibition on the proposals for the Beehive development. The exhibition took place across two dates at:

- **Wednesday 17 July 2023, 12 (noon) - 4pm at ScS - Unit 11, Cambridge Retail Park, Newmarket Road, CB5 8JG**
- **Thursday 18 July 2023, 4pm – 7.30pm at ScS - Unit 11, Cambridge Retail Park, Newmarket Road, CB5 8JG**

221 people attended the event across the two days. The outline of the public exhibition is summarised in the table below:

	Detail
Public Exhibition	Where • ScS - Unit 11, Cambridge Retail Park, Newmarket Road, CB5 8JG When The exhibition was held over two days: • Wednesday 17 July 2023, 12 (noon) - 4pm • Thursday 18 July 2023, 4pm – 7.30pm
Purpose	• Share the details of the final masterplan with the community. • Understand how people feel about the proposed scheme. • Gather ideas for what people would like to see in any future development.
Format	The exhibition included boards around the perimeter of the exhibition venue for attendees to learn more of the proposals. Members of the project team were on hand to answer questions. Attendees were invited to feedback to the project team in a range of ways: • A4 feedback forms with a selection of open and closed feedback on the proposals. • Conversations with the project team
Attendance	221 people attended the exhibition days, including the stakeholders listed above.

7.5 **Consultation Webinar – 19 July 2024**

A webinar was hosted by the project team on Livestorm.

- **Friday 19 July 2024**

The webinars ran for c.1hr and included a presentation from the team with an opportunity for attendees to ask questions. There were 24 attendees to this event. A copy of the presentation can be found in Appendix 1i. and the recordings of each webinar can be viewed here:

- **Friday 19 July 2024 at 12 (noon)**

7.6 **Public Exhibition Feedback**

Stakeholders, residents and members of the wider community who took part in the third phase public consultation events were encouraged to complete a feedback form, to record their views on key aspects of the proposals, in order to obtain structured feedback.

The form contained a demographic question, a question about involvement in earlier rounds of consultation, and ten questions on the latest proposals. These ten questions included a mix of 'closed response' and open response opportunities, to allow for individual comments and feedback (see Appendix 1d for a copy of the feedback form).

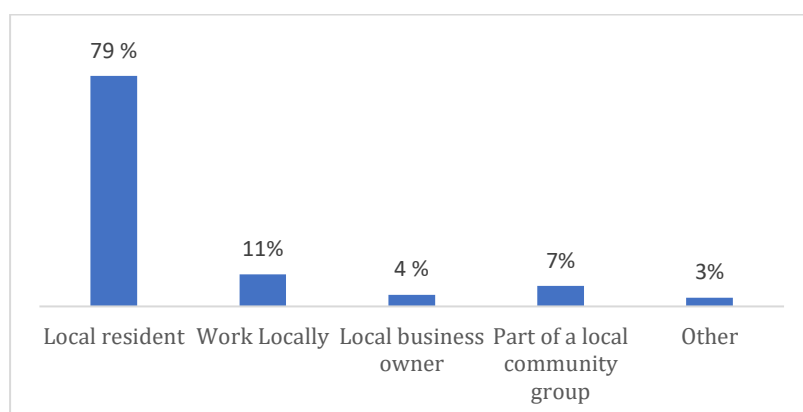
The feedback set out in this section is drawn from 117 sets of feedback collected during the public consultation period, through all feedback mechanisms:

- 35 responses received through feedback forms completed at the in-person public exhibitions.
- 15 responses received through postal submission of completed feedback form.
- 33 responses received through feedback form submission via the project website.
- 7 emailed comments and questions on the proposals received through the project email address: info@beehivecentreconsultation.co.uk.
- 27 questions received during the webinars (see webinar questions Appendix 1j).

7.7 **Feedback Form responses**

Data presented below in the graphs below is from responses to the questions on the feedback form (all formats), unless otherwise indicated.

Q1. What is your connection to the local area?



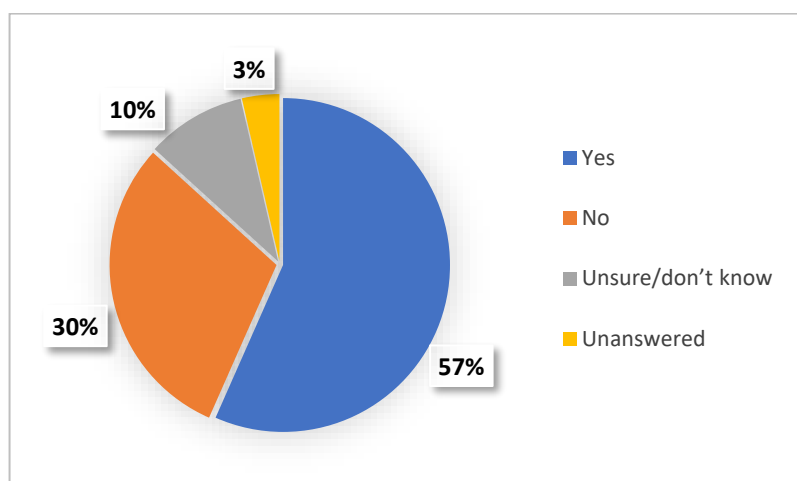
Several respondents selected multiple options to indicate the different connections they had to the local area. 'Other' included local charities, local property ownership and having family in the area.

Q2. If you are part of a local community group, please tell us which group you belong to?

The groups below were identified by respondents to this question:

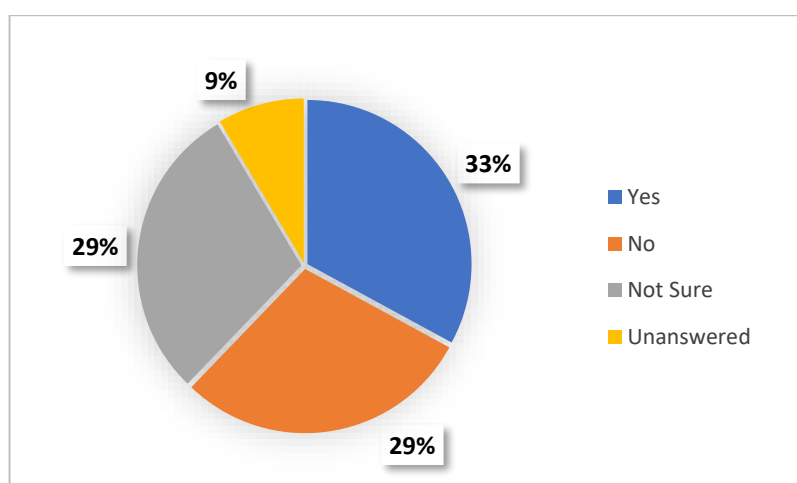
- Camcycle
- Silverwood Close Community Group
- Abbey People (2)
- Form the Future & Growth works
- Petersfield Area Community Trust
- Friends of St Matthew's Piece (3)
- Coldham's Lane Residents
- Coldham's Lane Romsey Residents Association

Q3. Have you contributed to our previous consultations?



A majority of those who provided feedback indicated that they had contributed to previous consultations on the Beehive Centre.

Q4. Do you think the changes we have made have improved the proposals?



The answer to this question was a fairly even split across those who indicated Yes, No and Not Sure, with slight majority indicating that the changes made have improved the proposals. Only 9% didn't answer.

Reason for answer:

Below is a sample of responses, grouped by their answer.

Those answered YES:

Step back from boundary, reduced height of buildings. Change of use of buildings.

The open spaces, if they turn out as illustrated, will be attractive & welcome. But how long will they last in that state?

lower-level buildings and generally improved space.

Yes the changes are an improvement as far as I can see for the residents of Silverwood Close.

I love the park and the cycle ways

Coherent & positive combination of shops, community provision, housing & green/art concepts/deign/layout.

*Good reduction in height of buildings. Improved cycle way & incorporation of green spaces.
Seems like you have really listened to people."*

Better access via bike and bus

Less Height, more trees, more distance between new buildings & local residents areas. Good community hub facilities.

It is good to see spacing b/w York St and Rope Walk and proposed buildings on the Beehive site will be increased. The Hive Park is a welcome addition as It means houses at the very end of York Street will retain a clear view.

I am a big supporter! Well Done!

Bigger park area and better landscaping, some buildings a little smaller.

like the addition of a larger square to provide a venue for events like the addition of the Makers Lab as this really chimes with the city's science roots

Improved cycle access, safety, ease of traversing site; Reduced height & Massing; responses to concerns about traffic at least partially addressed; great solution for site lines; addition of park.

More space between buildings, more trees, buildings marginally lower. Stupid water feature has gone!

Better more natural through route for cyclists & pedestrians and less imposing in places on local residents.

*The cycle route works better through the site and links better with the surroundings.
I'm glad Railpen have listened and changed the wetland concept to a park which is much more functional and encourages a variety of potential uses. Location seems sensible due to south facing orientation.*

The roundabout improvement looks like a CYCLOPs layout - is there a broader explanation as to why this specific type has been chosen? That said, I do agree with improving the roundabout so it is more friendly to both pedestrians and cyclists so any improvements are welcome.

It's good to see input from Spaces for Girls and the provision of toilets- will the community hub be open at weekends and evenings to allow access? Is there disabled access and provision eg Changing Places?

The redistribution of the building heights, as well as lowering of heights in some buildings is a step in the right direction.

I like the addition of the park and the cycle provision looks a little better.

Less density, fewer buildings, more greenery, more restricted street space and use on site, greening the multistorey car park and moving it to different location.

More greenery, less traffic pollution,

Those who answered NO:

Buildings are still too high for the site in the middle of a dense residential area. There is still insufficient car parking - 5000 people 460 car parking spaces - this is just not realistic. You can provide as much public transport etc as you like, people will still use their cars.

Still not enough parking for retail/work access. This needs to be addressed.

Consider water licensing for park - facing venues as this in effect becomes a form of ""community self-policing"" for the park.

Some buildings are still quite high and are visible to residents.

Some very popular and well used shops (Asda, B&M, M&S) will be moved away to the retail park. A very popular gym facility (Everlast) with a very well used swimming pool specially designed for exercising (Constant depth of 4 feet) will be lost with no guarantee of replacement.

We have experience of planned 'improvements"" to Cambridge with wonderful artists impressions that bear no relation to finished structures (e.g. Cambridge railway station)."

The slight reduction in height of buildings is good but could go further, especially in Garden Walk and on one side of Maple Square.

No Consideration to retaining swimming facilities for older people - we can't afford David Lloyd on a pension.

"Proposed buildings are still too high & too close to residential area.

Plants are still on top of building close to residential area. (Noise).

Issues with water not resolved.

Still do not understand why this development of the beehive been taken into consideration.

"We back on to the site and the multi storey car park will be at the bottom of our garden.

Although some minor improvements have been made, we will still lose a lot of light and sunlight which will affect our mental health.

The buildings remain far too high. Ruin the skyline. Two-storey high buildings are the maximum height to fit in with the local area. It still means losing local facilities and for one with bad eyesight and can only walk anywhere this is devastating. I am sad to lose the pool which I use several times a week for aqua classes.

The changes are not an improvement because the northern building 3 has a frontage that has not been moved back (away) from the gardens in Silverwood Close so there remains overlooking of the properties in Silverwood Close.

The road that leads to the service road between buildings 3 and 4 for HGVs continues to pass the back of the gardens of the properties on Silverwood Close leading to noise, traffic, pollution and overlooking of the properties in Silverwood Close by HGVs and buses."

Just the same, don't want the existing buildings to be demolished. Don't want the Porceloansa building to be replaced with something that's going to overlook my garden and block my light out.

The changes are purely cosmetic, and don't address the fundamental issue that this type and intensity of development is totally inappropriate for this off-centre location.

The Beehive Centre is the only commercial hub where residents can meet their basic daily needs without having to travel miles, which would otherwise incur significant environmental costs. It simply does not make sense to change a well-functioning and essential part of our community.

This zone does not need to be reformed. Instead, there are numerous other areas in Cambridge that lack community value and could be utilized for development without causing such disruption. The current plan appears driven by the developers' greed and will result in a strong negative impact on our city.

While some efforts have been made to address the height issue relative to Silverwood close, St Matthew's gardens, York Street, and Sleaford street, little has been done to decrease the overpowering appearance that the new site will have from the other side of the railway line: ie, Pym court, Hampden gardens, Winstanley court and Cromwell road.

There are more parking spaces and shops/restaurants, which will cause more traffic on Coldham's Lane. In particular, people will use Coldham's Lane to access parking in the Retail Park to then access the shops/restaurants in the new Beehive Centre. The additional shops/restaurants are only acceptable if they are coupled with a reduction in the size of the new car park proposed for access from Coldham's Lane (i.e. the one on Henley Road), or if access to this new car park is moved to be via Newmarket Road only (e.g. by a passage somewhere around where Boots currently is, closing off the access from Coldham's Lane).

The scale and density is still big. There are still concerns for us residents about the changes in being overlooked in our homes and gardens, height of the buildings (blocking light), noise and being overlooked from roads with vehicles where there are currently only cycle paths.

This shouldn't be happening; we have no transport down Coldhams Lane.

Rope Walk is currently a quiet cycle and walk way. Inhabited by hedgehogs, birds, squirrels, cats etc making it a beautiful quiet space in nature for people living there.

This will be totally destroyed by adding a road. Increasing air pollution by having over 80 buses over a single day travelling along the bottom of our gardens. This is a massive volume for such a small residential area to hold. As well as cars, taxis, service trucks and HGVs. Immediately decreasing air quality, increasing air pollution and noise. Increasing noise pollution in an area which currently has no car access and destroying the natural habitats currently there. If you walk in that area it will be immediately obvious what you are destroying.

The noise pollution will also increase by adding shopfronts grocery and convenience retail shops on a facade that currently has no constant public access. This is only a through path not a place people stop.

Those who answered UNSURE:

Whilst a reduction in height and less buildings is welcome, it still has buildings that, with roof chimneys, are equivalent to an 11 storey residential building. Still too tall for location in residential area. I do think the layout was better in general.

The greenspace became bigger which is good. The height got lower which is good. However, there are no parking and would potentially cause big congestion.

The service road is designed to go between buildings 3 and 4 which takes the light and heavy vehicles past the back of my property.

The service roads should be moved to the east to go between 3 and 2, or better, to the east of 2.

Wasn't involved with previous proposal. But from what was presented looks like improvement.

You mention 20 new shops, cafes and restaurants. What we're losing is many wonderful shops. What shops will we be getting back and will they actually serve the local residents?

There are too many cafes and fast food places already. What we need is large shops selling a variety of products so we don't have to order everything online.

The buildings are still too high and will block light from our homes. I am particularly worried about Building 1 which is to the south of our property.

Proposal 2024: The newly located cycle path is much better placed, it makes sense. To relocate the cycle path, building 8 has been placed closer to the boundary with Silverwood Close at a height of 25.1m tall. As an overall proposal I feel that buildings are too tall. The redevelopment of the Beehive Centre will be welcomed, but not at the scale of the current proposal.

Coldhams Lane: I think any form of traffic light system would not work and a roundabout would still be a better option. A roundabout would flow better and keep Coldhams Lane free from standstill traffic, apart from pinch points largely over the weekend. "

I still consider the proposals represent significant over-development of the site

I'm lucky I can walk or cycle there (except for larger items) but this isn't true of everybody

What exactly is the driving force for more labs/offices in (almost) the town center (rather than shops) - they could be in the real outskirts of Cambridge

The car park is taller on one side and still extremely close. I still think the buildings are too tall.

My primary concern is the amount of traffic down Coldhams Lane.

I would strongly support the implementation of a modal filter at the railway bridge to ensure that Coldhams Lane does not become a perpetual tailback of cars crossing through the ring road.

I understand you need the buildings to generate revenue, but can their bulk be mitigated by setbacks for more open space?

You seem to assume improved bus connections will maintain footfall, but out-of-towners, after a big shop, aren't likely to take busses. Its great key tenants will remain, but elderly residents may struggle to access the retail park on the other side.

Not enough parking. Frankly, I don't want there to be lots of parking, but if there are going to be 5000 jobs provided within the next 10 years there, we simply need more parking than the ~450 spaces that are offered in the plan. It's unrealistic to expect that car use will drop that much that fast. Cambridge local plan 2018 suggests 1 parking space per 100sqm of GFA for office use - assuming the proposals are retaining a similar area to the previous plan, this suggests there should be 1000-1500 spaces for this site (and I know from experience that the Cambridge Plan's limits already fall short of what my own company needs in terms of parking spaces - we regularly spill over into the Local Park and Ride car park...)

The addition of a roadway for buses and service vehicles behind Rope Walk is unacceptable. There will be noise and pollution at all hours given 24 hour access and we cannot assume that all vehicles will be electric in the future. It is important that there is a redesign that moves this road further from all existing residential buildings and towards Coldham's Lane. This may involve redesign of the delivery access points of proposed buildings.

Q5. Do you feel anything is missing from the revised proposals?

Responses listed as themes with examples of comments received:

Local traffic and car parking

Mitigation for construction traffic / noise impacting local residents for several years.

More car parking space! Without residents' parking, York Street is very vulnerable to being used as a free car park for the development, which will really impact local residents.

What about parking? Will people have to pay for multistorey? Will there be enough cycle spaces?

Disabled parking is also necessary at the site, and this should be more than the legal minimum. Not everyone can walk or cycle!

The proposals include a move of the main supermarket (ASDA) from the Beehive Centre to Cambridge Retail Park. The traffic modelling for the Beehive Centre does not seem to be representative as this compares to the current state of ASDA being in the current location. The traffic modelling should be showing that this is in addition the current traffic load on Coldhams Lane and other routes and therefore increases traffic considerably, especially at rush hours.

The roundabout really does not need traffic lights to add to the current congestion, which they will.

It would be preferable for the Beehive to be as traffic free as possible. Perhaps a carpark could be placed where the hotel??? is planned, opposite on the retail park.

A MAJOR concern is the displaced traffic-10,500 movements a day and 12,000 at weekend- to the Beehive. This cannot be accommodated on Newmarket Rd (often stationary at peak times and weekends) and will be queueing there and on Coldham's Lane making life impossible for residents and their visitors - without considering the proposed development of the Elizabeth Road roundabout, with fewer lanes, and of the rest of Newmarket Rd. There will be gridlock and road rage.

As a resident on a nearby street (albeit the other side of the railway line) the proposed redevelopment has very limited car parking - this means that people working at the site (both during development and once complete) are likely to park on my road as it is close enough to be highly convenient. We have never need controlled parking on the street but sadly I think this will need to happen. Therefore, as part of the overall planning decision consideration of controlled parking should be included. Given this is a direct result of the Beehive redevelopment I would expect the developer to pay any annual charge for a resident's permit and cover the cost of some visitor permits for a significant time period - 10 years?

Coldham's Lane roundabout

Regarding changes to the main roundabout, has there been any modelling on how this will impact entry and exit for the close which can already be tricky when traffic is heavy?

Coldham's Lane is already a busy through road. Is there any assessment of the potential impact of a lighted junction on congestion?

Coldham's Lane

The present Coldham's Lane Bridge is narrow, steep and as not straight has no good sight - lines, so any future re-constructed bridge requires present consideration of the location/aspect of the proposed 4/way junction instead of the current roundabout.

There needs to be an explicit commitment that construction traffic will use the ring road, and not use Coldham's Lane in Romsey (i.e. will not go over the bridge).

There needs to be an explicit commitment that tenants will be required to use the ring road for deliveries too, not Coldham's Lane in Romsey.

It also needs to be enforced on the redeveloped site that retail leaseholders deliveries are made via the Newmarket Road ring road and the on-site parking is for the exclusive use of those working there and not for general traffic (with the exception of Blue Badge holders).

There also needs to be clear mechanisms, such as a model filter, put in place to prevent traffic to and from the redeveloped site using the residential C-road that is Coldham's Lane.

Ensure main routes such as Newmarket Road are used rather than residential streets such as Coldhams Lane.

Re-instate the bollard or restriction to prevent car access at the junction of Henley Road and Coldhams Lane.

Internal vehicle movements

Move service road to at least from between 4 and 3 to between 3 and 2.

I have a question concerning the proposed bus route at the B Centre. After stopping at the only bus stop (at the front of building 8) the buses then journey around the building. I live directly behind this route and I want to know a) how many buses per day will be using this new road? b) on your map it says the road will also be used for "secondary vehicles". What exactly are secondary vehicles? And how many per day will be using this new road?

Public transport

With proposed bus services only from Milton P&R and Newmarket Road P&R....This leaves the other three P&Rs (Babraham Rd, Trumpington, and Madingley Rd). Not served - and your flow analysis shows a 40+% & 30+% from the south and east quarters of the city.

Most of those hundreds of extra workers will come by car and create more traffic and pollution and yet you are reducing the number of parking spaces. You can't force people out of their cars so this plan will just create traffic chaos and huge frustration from those unable to park. Why not guarantee a free pass for public transport for every worker? That might help a bit.

Trying to replace a very intensively used carpark with increased bus services ignores the fact that the bus services are at present controlled by private companies and run to make a profit. Also, people who already have a car prefer to drive to shops and put their shopping straight into their own car.

Bus services have been cancelled or greatly reduced in frequency at a minute's notice from private companies.

Please make the bus stops buggy friendly with drop kerbs on the approaches. Huge raised kerbs are not helpful when running for a bus.

Will the bus to Addenbrooke's stop on the site? Local people, particularly older people, rely on this for access to the hospital for care and visiting. (The alternative is a longer walk to the station).

While the revised plans would improve the local bus provision, it is unlikely to be enough. This part of Cambridge is very poorly served by public transport and needs significant improvement rather than piecemeal additions to some services. The site needs also needs bus stops that are very close by. We know how few people use the stop at the retail park because it is too far away - and not a pleasant walk either - from the site. You should also consider public transport options for people coming in to the city from the Fulbourn/Cherry Hinton and Haverhill sides. The Coldham's Lane roundabout near Sainsburys is a source of congestion for these people and your current proposals do not address that in any way.

Existing Beehive retailers

Where is M&S going?

More details re. Wrens kitchens and Pets R Us + Hobby Craft/Negotiations/Moving? More details re shopping for essentials on Beehive site for local residents without cars/ on foot. More details re. Homesense etc?

Need to keep - M&S Food Hall, Asda Food Supermarket, TK Maxx family store. Basic local stores not just offices.

I know that you say Asda and other retailers are being 'retained', but for some older residents, the retail park means a much longer walk.

Future retail provision

It would be nice to see more details on how local shops and businesses will be supported. I'm concerned the proposed café/restaurant spaces will be occupied by chains instead.

No detail on what sorts of businesses will occupy the spaces. Big chains? Support for independents?

Some type of supermarket/food retail facility should be made available in the retail spaces available.

I would still like a large supermarket (Asda)

The inclusion of bars and cafes/restaurants seems at odds with a business park development. Who is going to go there in the evening when there are so many pubs and good restaurants locally already?

A small supermarket/convenience store is proposed for the site. This is a good idea however the location should be more central to the development.

Provision for cyclists and pedestrians

Not sure how the flows of pedestrians and cyclists will work. It would be really good if you could keep them apart, so as to reduce the risk of cyclists running into pedestrians (a big problem all over Cambridge)

What is not clear is where all the cycle storage is going to be placed on the site and whether this fits on the site. Where are these going to be placed for both general public and workers? How are you going to accommodate provision for e-bike storage and scooters?

Cycle routes on the Beehive Centre still seem to cross over delivery vehicle and bus routes. CamCycle should approve all junction designs for the site, both internally and at the junction with Coldham's Lane to ensure these are safe and efficient for cyclists.

Pedestrian access is poor now alongside roads eg Kingston Street, with bins cycles and cars on the pavements. The additional pedestrian and cyclists to and from the station seems a low estimate and doesn't take this into consideration.

The cycle path is better than the original proposal but appears narrower than originally planned. This is not ideal. As someone who regularly cycles in Cambridge (and London) I am aware that wider cycle paths are much safer than the narrower ones. It feels like the proposal has compromised on cycling safety as presented in the revised scheme.

Local community provision

How will the plans help local culture vs just making the area more expensive for current residents?

How about some artist studio spaces?

There seems to be no community / hub engagement for older people.

Needs to be more cross disciplinary engagement between ""STEM/IT/ARTS. Important to encourage as this is how innovation happens.

Consider using plaza and park for other events (Sunday Market/Car Boot sales etc...) during "Down Time.

Given that the development aims to increase jobs, plans for a daycare would be nice to see.

The proposals are, unfortunately, sorely lacking in any kind of tangible benefit for immediately local residents. The inclusion of a small park is a minor bonus, but it's still very small! Meanwhile the increase in massing of buildings doesn't bring with it a substantial increase in the space dedicated to local residents use.

Approach to height

A sufficient reduction in building height is still missing.

The density and height of the proposal continues to be overpowering and does not integrate with the surroundings. There are buildings 30-40 meters high, in very close vicinity to houses less than 10 m high. The view from Coldham's Common puts in perspective the magnitude of the development.

One of the "cut through views" from St Matthew's Gardens is where there is no buildings currently (just parking) would be useful to include a "cut through" view example where the current pets at home store is so that we can see what the scale is, and how much taller than the current building to the new one will be.

The height of those buildings is epic you would not want those buildings next to your own house. Such a depressing aesthetic of high-rise buildings blocking natural light, increasing noise and air pollution.

You still haven't presented us with a CGI view of what the redevelopment will look like from Silverwood Close, the residential area most affected by this proposal. Your board for Silverwood Close shows the outline of what Building 1 will look like from our garden, but what will the rest of the site look like?

Ecology / Sustainability

How will you be creating spaces for wildlife? - Bird boxes, bat bricks, log piles, what will the management of green spaces be? Wildflower areas.

I think it's worth understanding how the energy generation will be broadly achieved and how this will broadly impact site in terms of location / size of plant. I doubt solar panels will be sufficient for such energy intensive building uses such as labs etc or overall energy demands of site.

Are you encouraging use of local species of flora and species native to the area to be specified?

Proposed green Space

Enlarge green areas for the Abbey Grove the lanes in between the buildings are narrow felt claustrophobic

How are the garden spaces going to be maintained and by whom?

I think the need for a garden area is unnecessary there are numerous other green spaces nearby (Coldham's Common, Stourbridge Common, St Matthew's Piece, Midsummer Common) - I would prefer to see heights of buildings reduced overall and the buildings spread across the site.

Lighting strategy, particularly in the public green areas and cycle paths.

The main thing I am concerned about is the existing Sleaford Play Area on York St. This is already falling apart and if a better play area is built near it, I am concerned it will fall into further disrepair. Can some of your money pay to have this play area rejuvenated? Then I imagine there would be a nice "play corridor" with kids playing between the two areas.

Sunlight, daylight and overshadowing

There are no diagrams of shadows created by buildings 7 or 8 at different times of the year. These would be extremely useful.

The boundary between the back of the gardens of Silverwood Close and the main service road that runs in front of Building 3 is currently a wall. Having talked to neighbours in Silverwood Close, we request that there should be a taller physical barrier along the boundary to protect the Silverwood Close properties from overlooking buses and buildings, noise and light pollution. The trees planned along this boundary are necessary, but not sufficient, as they lose their leaves in winter.

It still feels like the developers just want to make too much money at the expense of the local area and the development will have a very detrimental effect on right to light for local houses and privacy.

Gym and swimming pool

Sports Gym with pool.

The gym with a pool.

The Pool.

Construction

We need more details of how the demolition and building activities are going to affect us in terms of traffic and noise.

There needs to be clear indication that the site traffic, during redevelopment, will not be permitted to use Coldham's Lane.

Water

You have not addressed the issues I raised of the known water shortage, increased demand and contaminated wastewater.

No housing

There was nothing on the boards to indicate that there is any provision for housing the increased numbers of employees on the site. While stressing the improved access for cyclists & pedestrians, the campaign against car use ignores those members of society for whom this is an essential mode of transport.

Q6. Is there anything else you would like to say about the Revised proposals?

Responses listed as themes with examples of comments received:

Improvement on last proposals

Improvement from original plan with relocation of lab buildings, cycle way. The green/open/social proposal is visually more pleasing and I would imagine more useable. I still have concerns about the heat island potential and increased noise from the expanded bus services (although needed).

Definitely better than previous submission in my opinion.

Very attractive & a positive redevelopment of the area with plenty of community provision.

I like the revised proposals and think they will provide positive benefit to the area.

Public transport

It's not just a matter of improving transport links, where will the increased work force want to live - presumably not at the end of a long commute. And what do people in the surrounding villages think?

I think that it is a great pity that in no plans for the future of Cambridge is any consideration given to provision of space for a light rail public transport system. Such a system operated at great frequency and at low cost is very common in the rest of Europe in many towns and cities smaller than Cambridge.

How are you going to ensure the promised bus services? Right now, the bus companies are finding it difficult to produce drivers for existing routes.

Perhaps a bus from Cambridge North Station would be good too

Proposed ground floor active uses

I really like the community space & shops on the ground floor. I'm pleased to see the potential job creation.

Building height

While the lowering of the height of some of the buildings is to be welcomed, some are still far too high. No building should be more than 3 storeys high. None are in any way attractive - concrete boxes piled up.

The height of the buildings is a concern as we have solar panels. Understandably we do not want them to be blocked.

The revision is minimal, and the height of the buildings is still totally unacceptable.

No consideration of the impact those high looming buildings will have on the day-to-day mental health of local residents that have lived in the area for so many years. Such a depressing height with complete disregard for locals.

Existing Beehive Centre retailers

I want to make sure M&S is not going anywhere.

As long as we have the local shops we are used to. M&S, Asda Pharmacy and free parking up to 4 hours, we have no problem. If there is a charge for parking we live in Brampton Road, and people will just park there.

PLEASE KEEP HOBBYCRAFT and move it to the retail park site

Please keep the Asda

I've seen concerns expressed that elderly/infirm people living in the Sturton area will be adversely impacted by the move of ASDA from the Beehive site to further away. Moving it to the other site could keep it closer than Tesco - I don't know where exactly on that site it will go, but the location of the closing-down Homebase store would be more convenient for them than up the other end near PC World.

Night- time noise

My two concerns are increased night noise from cafes etcetera, and the urban heat effect.

Rooftop public space

Public access rooftop space would be a great addition & very popular with young people, as it's away from traffic & more secluded. Very popular in other parts of the world as space for street-food & skate parks.

Everlast Gym

One particularly valuable facility is the Everlast gym and pool. The swimming pool is used (by mainly middle-aged and old people aquarobics classes that are essential for many older people who would otherwise have difficulty exercising. It is also used by all ages for swimming lessons etc, But the pool, which is just over a metre drop, is particularly valuable for rehab exercise

Construction

We are very concerned about the building process. In particular the building of Building 1. This will be incredibly disruptive to our lives. I very much hope any work will only be carried out during sociable hours, in particular only Monday to Friday and during usual working hours. We are also concerned that the building process will structurally damage our home. Maybe it would be best to leave the Porcelanosa building, which people like.

If the work starts, will we be compensated for the inconvenience and mess, i.e. blocked gutters and damage caused to buildings.

A condition of planning permission should prevent Beehive Centre and Cambridge Retail Park construction vehicles using Coldham's Lane, alternative routes such as Newmarket Road (A-road) should be used.

Overlooking

We request that building codes are defined to reduce the overlooking condition from the windows in Building 3 that would overlook the back of the properties in Silverwood Close. For example, this could include a physical barrier such as slats on the windows that would prevent the overlooking condition.

This is particularly important on the upper floors of Building 3 as these windows will overlook the trees and barriers on the boundary at the back of the properties and gardens in Silverwood Close.

Provision for cyclists and pedestrians

please make the link between the retail park and the Beehive centre more bike and pedestrian friendly with more pedestrian crossings in the retail car park. Will there be enough parking spaces, if all the Asda (and other) shoppers relocate?

Please keep Pedestrian & Cyclists separate.

Need for office space

I don't agree that there is a need for so much office space in the city centre. There are always 'to let' notices at the business Park and on Station Road.

Internal vehicle movements

Proposed bus route around site behind houses in York Street - noise - pollution! It has not addressed the concerns raised regarding heights + density of buildings, water requirements.

Concerned about buses being on this route as the buses will look into / overlook properties along St Matthew's Gardens (these are upside down houses so there is no option to increase the height of fences to block the view). Let alone the increased noise that will come from all the "light vehicle" traffic - there are currently only bicycles going past. Sound barriers should be considered.

Coldham's Lane

Coldham's Lane is a residential street, not an A-road and the homes shake every time a lorry passes by. We have seen an increase in lorries along Coldham's Lane in the last couple of years and the road surface has deteriorated considerably as a consequence, leading to further noise and vibration.

A condition of planning permission that tenant leases require delivery vehicles to Beehive Centre and Cambridge Retail Park use Newmarket Road to access the sites, not Coldham's Lane.

Support and funding for a modal filter on Coldham's Lane bridge along with an evening and weekend weight restriction along the Romsey section of Coldham's Lane.

Coldham's Lane is an unclassified residential street, not an A-road and the homes are lives are horribly impacted by the extreme levels of traffic, which will increase due to the Beehive proposals and relocation across the road of ASDA.

Building flues

As a neighbour of Cromwell Road, I am really concerned by the number of chimneys present across the development: 5 buildings have chimneys on their roofs (indicated by asterisks).

Firstly, because of their immense height and visibility from everywhere around: Coldham's common, Pym court, Hampden gardens, Winstanley court, Cromwell Road, York Street, St Matthew's gardens, Silverwood close and Sleaford Street; all of them residential areas.

Secondly, because of the gases that are going to be expelled from them. Are commercial chimneys allowed within a residential area? What sort of gases are going to be coming out from them?

If this site was supposed to have chimneys from the early onset of the design, why not place these labs on the other side of the retail area, i.e. Cambridge Retail Park, where only commercial units are present."

Surface water

Have you considered issues with excess surface water, particularly in the large paved/concreted areas? Perhaps living roofs with storage tanks and rain gardens in the strip planting?

It would be good to see a high-level strategy of how the SUDS will be achieved and how this will be integrated with landscape and building design.

Housing

Please reconsider the whole basis of the proposals. The Beehive site would be a fantastic location for a medium density residential-led development. I think that you are wasting your time on trying to push through this type of development here, and even if you are successful (which would have to be after an expensive appeal and public inquiry because I can't see the local planning authority supporting this scheme) I suspect that its poor location would make it a white elephant anyway - there are plenty of laboratory schemes in the pipeline that are much better located.

Environment and sustainability

Please push for the highest bio-diversity gain.

The carbon emissions arising from knocking down and re-building are massive. They never will be regained.

"Refurbishing" the Beehive site by means of its total demolition is at great environmental cost with a high carbon cost.

Proposed green space

Who will provide the upkeep of these gardens?

The park is a positive though I'm not sure having the main cycle route run through the middle is the best layout as fast cyclists can change the feel/freedom for children to roam etc.

They look rather enticing but what will be the reality? Do people really want to sit in a small park surrounded by tall buildings rather than say go to the neighbouring midsummer/Stourbridge Common?

Local community

What consideration has been given to the needs of older people, many of whom live in the neighbourhood?

Beehive Centre and Cambridge Retail Park

There is nothing wrong with redeveloping the Beehive to be a better retail experience and you could even build a multistorey car park there to free up more space for retail and leisure. The Beehive is

more successful as a retail destination than the Retail Park, it is 100% occupied (apart from Carpetright's sudden demise) whereas the Retail Park has a number of empty units. The ex-Argos unit has been empty for months, if not years and the ex-HSS site on Coldham's Lane for a good many years. You've even abandoned the idea of putting a retail ground floor on 230 Newmarket Road. The idea of relocating Asda to be even closer to Tesco, Lidl and Aldi seems crazy.

No labs or offices

We still remain fundamentally opposed to the decision to put science labs and offices on this site rather than the Cambridge Retail Park site that you also own. It is more fitting to have the labs on that site as it has no immediate residential neighbours apart from the northern side of Newmarket Road, but even then, the space between where the new labs can go and the residences is much greater than with the Beehive. I know you're going to say that the two sites are separate in planning application terms and that you have some leasing issues with the businesses still on the Retail Park, but frankly these are not the problem of the affected residential neighbours of the Beehive so why should we suffer because of them?

The Centre for Computing History

The site needs redevelopment, and no one can argue that. But please consider ALL of your neighbours and not just those with the resources to reach out to you repeatedly to make involvement happen and to fight the negative consequences of the plans. The Centre for Computing History has a small staff team and little money. We're very saddened that Railpen would develop proposals that would compete with us and may have a considerable detrimental effect on our charity.

Parking

"private car use will be limited to essential use only" is rather vague. It needs to be explicitly stated that there will be no parking for the general public (apart from some Blue Badge spaces), and the criteria by which on-site workers will be permitted to use the car park need to be spelt out.

CYCLOPS junction

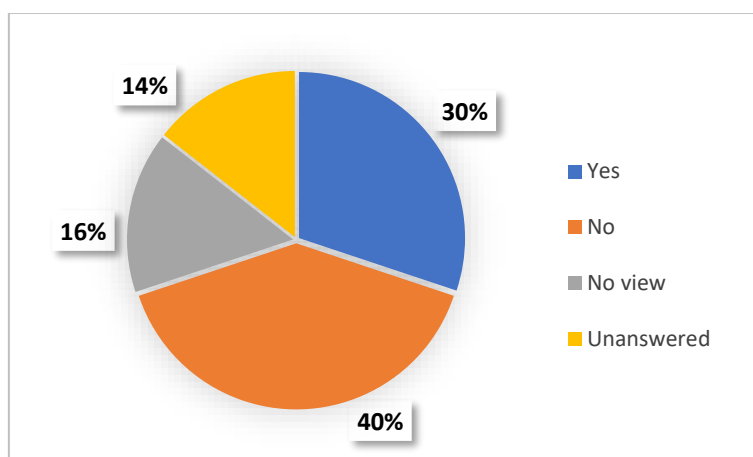
Not a fan of Cyclops roundabouts - too complex.

Future Beehive retailers

We need more independent local eateries and cafes that are family friendly, will this be a priority?

Please provide incentives and make it easy for retail businesses to move into units so that this development doesn't end up like Eddington and Northstowe, with no amenities and no sense of community years down the line.

Q.7 Do you think that the Beehive Centre redevelopment will be a positive addition to the area?



40% of those indicated they did not think the Beehive Centre redevelopment will be a positive addition to the area, compared to 30% who believed it would be a positive addition to the local area. A further 16% had no view.

Reason for answer:

Below is a sample of responses, grouped by their answer.

Those answered YES:

A generally improved space, providing a number of beneficial facilities. Will reduce car usage in the area and reduce traffic congestion and improve air quality.

So long as there's variation of the new vendors, and the key vendors are kept.

Its new things to do locally, youth space.

Feels quite drab & grey at the moment & just solely commercial space - really excited by the new community space, greenspaces, focus on active travel & making it easier & more enjoyable for people cycling.

It will be good for locals and help bring visitors to the area, where they normally head for town. With the 2 travel lodges being at the top of the road, it is perfect for drawing people in. Whereas now it's a pop in to shop - which is not offering much outside of that. The outside space will also encourage use.

The landscape planning and mix of shops, restaurants etc looks impressive. Generally yes, more modern, green sustainable facilities, clean energy water recycling etc.

More restaurants, somewhere that local residents can visit, and nice areas to sit.

Create more job opportunity.

Leisure facilities/ trees needed/ community hub needed.

Will add more types of spaces (hopefully) like retail, job opportunities and most importantly, green spaces.

It's more attractive than the current retail park in many ways. As with everywhere there is a need to consolidate retail into fewer areas and use the released land in ways that benefit the local economy and provide employment.