

Southern Expansion Land, Peterborough

WORKING PAPER 10: STAKEHOLDER CONSULTATION

Prepared on behalf of
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Working Paper 10: Stakeholder Consultation

Working Papers 8 and 9 (April 2007) set out an updated Development Concept and potential development capacity for the Southern Expansion Land (to be known as Great Haddon), revised to take account of changing government agendas on climate change and sustainability, and ongoing technical assessment work.

The revised Development Concept formed the basis of a stakeholder workshop held on 13 September 2007, the first of a series of consultations on the emerging proposals for the strategic development of the Southern Expansion Land. This Working Paper sets out the main issues and outcomes from this workshop, which in turn will inform further revisions to the Development Concept as part of the preparation of outline planning application material during 2008.

Introduction

Having completed a series of technical meetings with individual organisations during the summer of 2007, around 70 stakeholders with technical expertise and / or local interests in the site and its development were invited to participate in a one day workshop on 13 September 2007.

This Working Paper sets out the structure of the stakeholder workshop and reports on its outcomes, and explains how the conclusions reached at the workshop are informing the emerging development concept for the Southern Expansion Land.

Scope of the Workshop

The aim of the workshop was to elicit those key issues which stakeholders considered important to the future development of the Southern Expansion Land and to encourage people to think creatively about what sort of place it could be.

Invited stakeholders included representatives from Parish Councils, key service providers, government bodies such as the Environment Agency and Highways Agency, local Councillors, Council Officers and MPs.

Around 30 stakeholders attended the workshop, representing a wide range of organisations and interests.

Each group considered this challenge and the following key objectives emerged as the most important (in no particular order):

- **Sustainability**
This was deemed to be an overarching issue which should influence all elements of the development
- **Community Diversity and Cohesion**
This emerged as one of the key social considerations which should influence proposals: social mix was considered critical to avoid polarisation of communities or groups and to help create a sense of place
- **Transport Links**
Provision of both public transport networks and general transport links from the south of the city into Peterborough, and helping to create better links between the site and surrounding settlements, was considered a key part of the rationale for development here
- **Maintaining the Identity of Existing Settlements**
In particular, maintaining the separation of Stilton and Yaxley as distinct settlements was considered important
- **Green Issues**
Easy access to a variety of green spaces was considered an important element of any new development
- **Phasing and Interim Strategies**
It was considered vital to ensure that provision of services and facilities such as schools and healthcare is made throughout the development period – and responds to change over time – as well as ensuring that some facilities are there from the start
- **Yaxley Bypass**
The implementation of the already-planned bypass was considered to be important to divert traffic from the existing London Road
- **The Southern Development Edge**
The relationship between built development, the Scheduled Ancient Monument at Norman Cross and the skyline from the Fens to the south (in particular the Great Fen project) was identified as meriting careful consideration
- **Relationship with Existing Communities**
In particular, how Great Haddon would operate within the context of existing urban areas such as Hampton and Yaxley

- Type, Design, Mix and Phasing of Housing**
Delivering a range of housing was thought to be important, to avoid the domination of the buy-to-let market and to encourage a diverse and sustainable community
- Delivery Vehicle**
The question was raised as to whether a specific vehicle was required to secure delivery of a comprehensive development to meet the needs of the community
- Sustainable Management Trust**
Given the scale of development proposed, it was considered important to put in place measures to secure the long term maintenance and management of facilities at an early stage
- Provision of Social Facilities**
It was recognised that delivery of social facilities is necessary at the early stages of the development, including social housing and the provision of community facilities such as schools
- Physical Infrastructure**
Similarly, infrastructure such as public transport connections, street networks, landscaping and open space were all considered to be a vital element of the early stages of development
- Quality of Housing**
The need to make provision for larger housing and bigger gardens was judged to be a contributory factor for the success of development at Great Haddon and achieving a balanced and successful community
- Education**
A need for a new secondary school at Great Haddon was identified to serve both Yaxley and a new community, given the success of Hampton school and the likely demographic profile of any future population
- Health Provision**
Services such as medical centres are needed to ensure proper provision for the new community. This could take the form of a “one stop” facility which serves both future and existing needs

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Site Visit

Following the morning session, the stakeholders were taken on a coach tour of the site, and informal discussions between stakeholders and with the consultant team took place on a number of the key principles identified earlier in the day.

Key structuring features on site were shown to stakeholders during the tour, together with an explanation of how these were being incorporated into the emerging development concept. Back at the venue, stakeholders were then free to talk amongst themselves over a buffet lunch.



Afternoon Session: Design Workshop

The afternoon session began with a short presentation of the design work undertaken so far, including the identification of key parameters which had influenced the emerging development concept.



Parameters Plan

Each table of stakeholders was then provided with a large scale 'parameters plan', and asked to draw up their own proposals for a 'master plan' of the site. Stakeholders were encouraged to put pen to paper, and to use 'counters' representing different land uses to create their own vision of what the development might look like and how it might operate.

Once each plan was complete, then a spokesperson from each group gave a five minute presentation of their own master plan to the rest of the attendees.

The different master plans that were created by each group are shown overleaf¹.

¹ Further details of these proposals (and a short video of each stakeholder presentation) were recorded on a CD of the event, available on request.

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GROUP 1

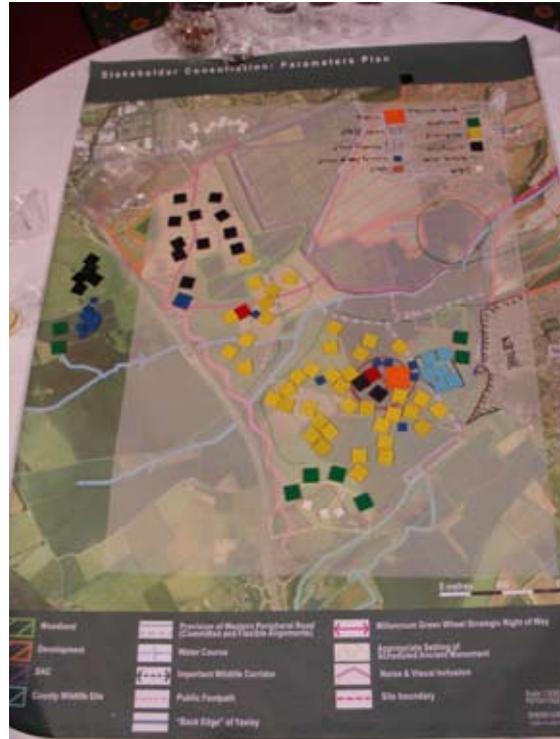


Plan included:

- Connections for all users (wildlife corridors, direct strategic N-S link, Green Wheel diversion through existing woodland)
- Development split into 'quarters' (4 neighbourhoods each with primary school)
- Through routes, not culs de sac
- Buffer to A1 to include low density executive housing along Lode corridor
- Higher density mixed use neighbourhood in north of site (west of SAC)
- Offices associated with park and ride on the A15
- Public transport loop within site



GROUP 2



Plan included:

- Importance of green infrastructure (SAC/Lode corridor) as a structuring feature
- Strategic road around edge of the site (S of Haddon Lake)
- District centre close to Yaxley and Stilton to serve these needs too
- Opportunity to redress lack of Peterborough-wide facilities south of the river (DIY retail, ice rink, cinema)
- Concentration of employment in N of site but some local employment in core area
- SAM should have a green buffer but with high quality housing fronting it
- Opportunities for waste/CHP within employment area



GROUP 3



Plan included:

- District centre to serve Yaxley as well as new community (focused around recreation and schooling)
- Strategic route realigned through site to join Yaxley crossroads in the east
- SAM surrounded with public open space and high quality housing fronting it
- Protection of Fen views to south, with nature reserve south of A15 opened up
- Traffic link through site to the old A1 in west
- Park and Ride site in N as well as in the S of the development
- Green spaces maintained (link through to Yaxley)
- Cemetery provision adjacent to A15/edge of Yaxley
- Main employment area in N of site
- A15 to be bus-only through Yaxley to discourage through traffic



GROUP 4



Plan included:

- “Transitional buffer” between Hampton and new community (including open space, community and education uses)
- Concept based on 2 “villages” within the development, separated by an E-W link through the centre of the site to the old A1 for N and S movement to avoid the A15
- Community uses in each village (one with retirement complex also)
- Look to Hampton for higher order services (especially medical facilities)
- Integrated bus system to link with surrounding areas
- Higher density development in central area along tree-lined boulevards
- Light industry creating a buffer between residential development and the A1(M)



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GROUP 5



Plan included:

- Facilities in a new 'town centre' centre close to Yaxley
- Development based around 3 "villages" with smaller centres, including a mix of housing and employment in the N of the site
- High density residential close to town centre, with green corridors (N-S and E-W) to provide green setting for town centre
- Unique feature (possibly cultural or sporting venue) in centre of site to create a destination for Peterborough and the region
- Landmark building in core area to set the standard for the quality of the built environment
- Accessible woodland, and a green buffer to the SAM
- Links through the site to the A15 and old A1



GROUP 6



Plan included:

- Option (a) looked at a 'green transport'-led development:
 - o local car journeys being discouraged by routes on the periphery
 - o less traffic in the heart of the development and the district centre/central medical and community facilities
 - o preserve Yaxley by including a bypass and accessing the site from the old A1
 - o New cycle link across A1(M) to the west
 - o Green Wheel realigned through the woodland and northern area
- Options (a) and (b) had the same disposition of land uses – housing throughout the development area with employment as a buffer to the A1(M) and a central district centre



Key Outcomes of the Stakeholder Consultation

(i) Adoption of Eight Key Principles

From the discussion of key issues and the ideas that underpinned each of the stakeholder 'master plans', the consultant team compiled a series of key principles to inform the proposals from this stage onwards.

The aim is to adopt these key principles - stakeholders' ideas about how to make a successful community - as a basis for drawing together a comprehensive development proposal for the site.

- Key Principle 1:** The creation of a place which has its own identity but which has a successful relationship with surrounding villages and settlements.
- Key Principle 2:** Ensuring proper phasing and the early delivery of facilities to serve the new community from the outset.
- Key Principle 3:** Delivering effective and efficient public transport from an early stage.
- Key Principle 4:** Removal of cross-border barriers to successful development and ensuring joint provision of accessible services for the surrounding population in both districts (particularly medical and school facilities).
- Key Principle 5:** The achievement of a sustainable, diverse and high quality development.
- Key Principle 6:** Addressing issues relating to the function and character of the A15, Yaxley Bypass and Western Peripheral Route.
- Key Principle 7:** The creation of vibrant neighbourhood and district centres; economically viable, complementary to existing centres, and benefiting the local community.
- Key Principle 8:** Creating a high quality environmental setting for development.

(iii) Consequent Changes to the Development Concept

A number of changes to the Development Concept have resulted from comments made at the workshop or as a result of further discussions and advice received from consultations with specific agencies.

These are listed below:

- 1 Relocation of secondary school further east to serve Yaxley as well as Great Haddon; school playing fields now form part of the 'Town Common'.
- 2 Relocated residential development south of District Centre helping to support a 'critical mass' of facilities.
- 3 Restructuring of development around the edge of the Scheduled Ancient Monument (SAM) with additional formal open space introduced as a setting for the SAM.
- 4 Confirmation of the extent of the landscape buffer along the A1(M) required.
- 5 Removal of proposed residential development east of Madam White's Covert.
- 6 Introduction of additional areas of woodland planting to reinforce existing woodland.
- 7 Introduction of wildlife corridor link between Jones Covert and Madam White's Covert.
- 8 Proposed lake for surface water attenuation is now off-line from the Stanground Lode.
- 9 New planting introduced between the Stanground Lode and SAC/Haddon Lake to the north.

Development Concept Plan December 2007



Strategic Distribution Employment



Residential



District / Neighbourhood Centre (Including employment)



Schools



Woodland



Landscape / Open Space



Lakes / Water bodies



Park & Ride Facility



Site Boundary

(iii) Identification of Elements for Further Investigation

From this point forward, the development concept for Great Haddon is to be structured around the eight principles adopted as a result of the stakeholder workshop.

As a result of adopting these principles, several areas were identified for further investigation by the consultant team prior to the submission of an application. These include:

Key Principle 1: Role of Great Haddon

- Investigate in more detail the relationship of the new community to Yaxley, Stilton, Hampton, and other villages west of the A1. What should be unique about Great Haddon?
- Ensure that the proposal delivers complementary not competing commercial centres, and that services and facilities within Great Haddon are integrated with other settlements.
- Aim to address some of the current deficiencies in community facilities through what is proposed at Great Haddon.
- Investigate ways of promoting community cohesion and diversity.

Key Principle 2: Delivery of Facilities

- Early discussions with the Council and other service providers to establish the means of securing early supporting facilities – community, education, retail and other services to support the new population. This should include discussions on securing/ringfencing funding for these facilities from day one, and drawing up a s106 agreement designed to be flexible over time.
- Investigate the potential for the first phases of development to include local centres or the central mixed use area.

Key Principle 3: Effective and Efficient Public Transport

- Further exploration of ways to make public transport, cycling and walking work both within the development and between the new community and surrounding parts of Peterborough and Hunts villages.

Key Principle 4: Removal of Cross-Border Barriers

- As part of the discussions with the Council and service providers, engaging with service providers from local authorities in both districts to identify cross border opportunities for joint working and joint provision of facilities.

Key Principle 5: Sustainable, Diverse and High Quality Development.

- Continuing our research on delivering the Code for Sustainable Homes, securing more than the minimum requirements, and ensuring that building standards are improved over the lifetime of the project;
- Discussions with the Council and developers to determine the best ways in which to provide a mix of housing to increase choice and community diversity;
- Researching how new employment here can contribute to the city-wide aspirations for improving skills and the quality of new jobs in Peterborough.

Key Principle 6: Design and role of Primary Infrastructure

- Explore further – in consultation with the transportation authorities and with reference to the Peterborough Traffic Model – the way in which each of the primary routes function and are designed to ensure that traffic has a real choice of routes and that the A15 becomes a route for bus priority and local traffic.

Key Principle 7: Successful District and Neighbourhood Centres

- Further investigation on what centres at Great Haddon should include, including identifying any duplication or deficiencies in existing and planned neighbourhood centres;
- Further design work on the creation of a “high street” rather than “shopping centre”, and how to integrate valuable community services as a key part of a district centre.

Key Principle 8: High Quality Environmental Setting for Development

- Further discussions with consultees on how best to incorporate landscape and ecological features and opportunities fully into the new community: including the setting of the Norman Cross SAM, Stanground Lode woodlands and Orton Pit SAC; enhancing wildlife corridors; building in play space within open spaces; and considering options for long term management of open space and public realm.

Ongoing Work

Work undertaken since October 2007 has focused on how best to address the eight key principles adopted as a result of the stakeholder workshop. Further research is being undertaken on a number of key issues, particularly relating to employment and skills, public transport, sustainable design, planning for district centres, creating a balanced community, and the role that Great Haddon should play within the context of Yaxley, Hampton and surrounding villages. Further working papers will report on the results of this research during 2008.

Discussions are also continuing with stakeholders and service providers to ensure that the provision of facilities and services appropriate to serve Great Haddon and its catchment are carried forward into the planning and delivery of development on site.

Next Steps

It is intended that the current Concept Plan for Great Haddon will form the basis of a public consultation exercise in Spring 2008, designed to run alongside the emerging LDF process. The results of the public consultation event will be incorporated into the final proposals, which will be the subject of an outline planning application later in 2008.