

CAMBRIDGE EAST

Capacity Analysis and
Options Appraisal
December 2020



Marshall



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A city within a city



KING'S HEDGES

CHESTERTON

Cambridge North Station

ARBURY

City Centre

Cambridge Station

Cambridge North Station

Cambridge Station

MILL ROAD

Colham's Common

ABBEY

Cambridge East

FEN DITTON

TEVERSHAM

CHERRY HINTON

NEW TOWN

TEVERSHAM

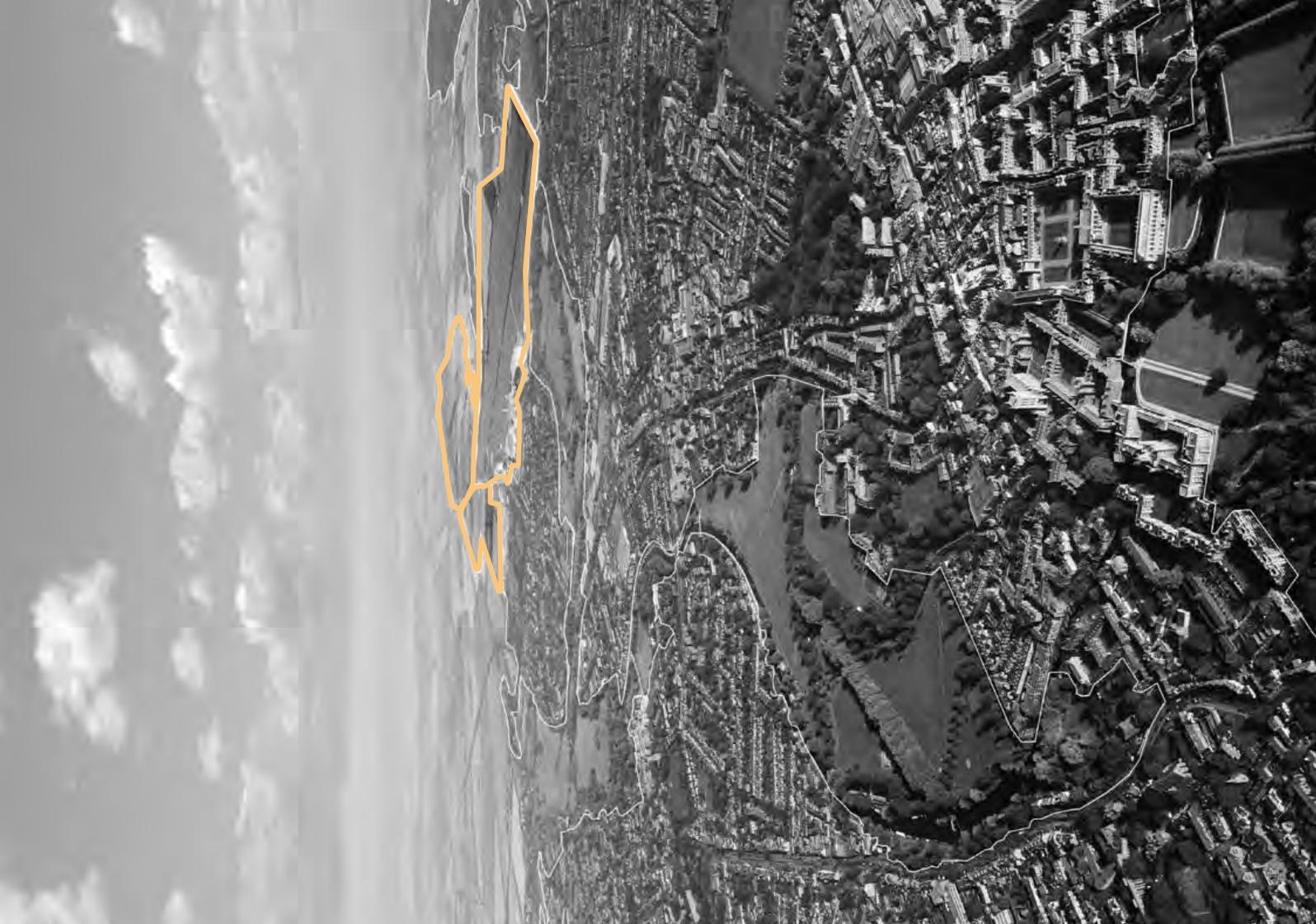
CHERRY HINTON

1 INTRODUCTION

Cambridge East will deliver a transformational community to re-imagine the eastern end of Cambridge. Growing from Cambridge's uniquely important economy, it will deliver a complementary piece of the City. In this way, it will bring together places to live, collaborate and enjoy.

The document sets out four scenarios for development of the site, each fulfilling different ambitions for growth, use and character. These options range from development solely on the airport site to an easterly extension. They offer varying degrees of mixed use, from predominantly housing to an intensity of uses and density.

All four scenarios stem from an overarching vision in differing ways and with varying degrees of success, as described later in this report.



2 EXTENDING THE IDEA OF CAMBRIDGE

Taking its cue from the unique character of Cambridge, the vision for Cambridge East seeks to deliver a mix of places and uses, providing homes for a **diverse community** and access to **local employment** and amenities.

Safeguarding the climate, fostering well-being and **enhancing biodiversity** are fully embedded in this vision for a new community in Cambridge. These ambitions are, however, more readily delivered in the more extensive scenarios.

The masterplan framework aspires to create **great places** whilst delivering the four big themes of the emerging Local Plan for Cambridge.



The following strategies are embedded in the vision for Cambridge East, reinforcing the four themes of the Local Plan.



a rich mix

Maximising diversity and inclusion, Cambridge East will form a mixed-use urban district that fosters synergies between living, leisure, education and business to ensure a thriving community.



a place to live

The masterplan will incorporate new and emergent typologies and housing tenures, offering greater choices for a variety of demographic groups. The provision of housing will be critical to the growth of the region and as such must meet a range of housing needs



a place to enjoy

An opportunity to extend the lifestyle offer of Cambridge: a mixed-use centre which complements the historic core - with a large cultural offering, sporting events and leisure activities - putting East Cambridge firmly on the map.



a sustainable place

The most sustainable location for growing the City, Cambridge East would deliver against all of the local plan big themes. The scheme will be a catalyst for investment in transport, be built around a strong landscape framework and prioritise net zero carbon development from day one, providing an exemplar development for other schemes to follow.



a connected place

Taking advantage of Cambridge's propensity for cycling and general proximity to the City, the scheme will deliver exemplar facilities and routes for cycling and walking. The proposals will also be a catalyst for the delivery of a rapid transit system to provide interconnectivity within the Cambridge subregion and connections to London and UK's airports



a place to collaborate

Cambridge East will form an urban setting for a diverse collection of contemporary workspace, lab space and a research hub. It will combine local employment as well as places to collaborate, research and learn.



3 SITE AND CONTEXT

Today, Cambridge Airport is located to the east of the City centre – an aerial view shows the opportunity of this ‘missing piece’ of the city’s growth.

It borders the existing communities of Cherry Hinton and the Abbey Ward, and creates a soft landscaped edge to the villages of Teversham and Fen Ditton.

The translucent area opposite identifies the existing airport with the area outlined in yellow to the east indicating an opportunity to extend and connect to a wider green infrastructure.



Masterplanning considerations

1. Green infrastructure interrupted by airport

an opportunity to re-connect communities severed by the airport, and to connect Cambridge to the countryside beyond



2. Protection of the village of Teversham

by wrapping the green corridor around its northern edge



3. Connections across Newmarket Road

linking north-south between the development and its neighbouring communities and landscape

4. Sensitive views from the surrounding area

consideration to where any massing and height is placed

5. Celebrating the sites history

recalling the airports features, pre-existing landscape and routes

6. Improving the approach to the City

the opportunity to create vibrancy and a defined street edge on Newmarket Road

7. Delivering a mix of uses and amenities

supporting both the new community and its surrounding neighbourhoods.

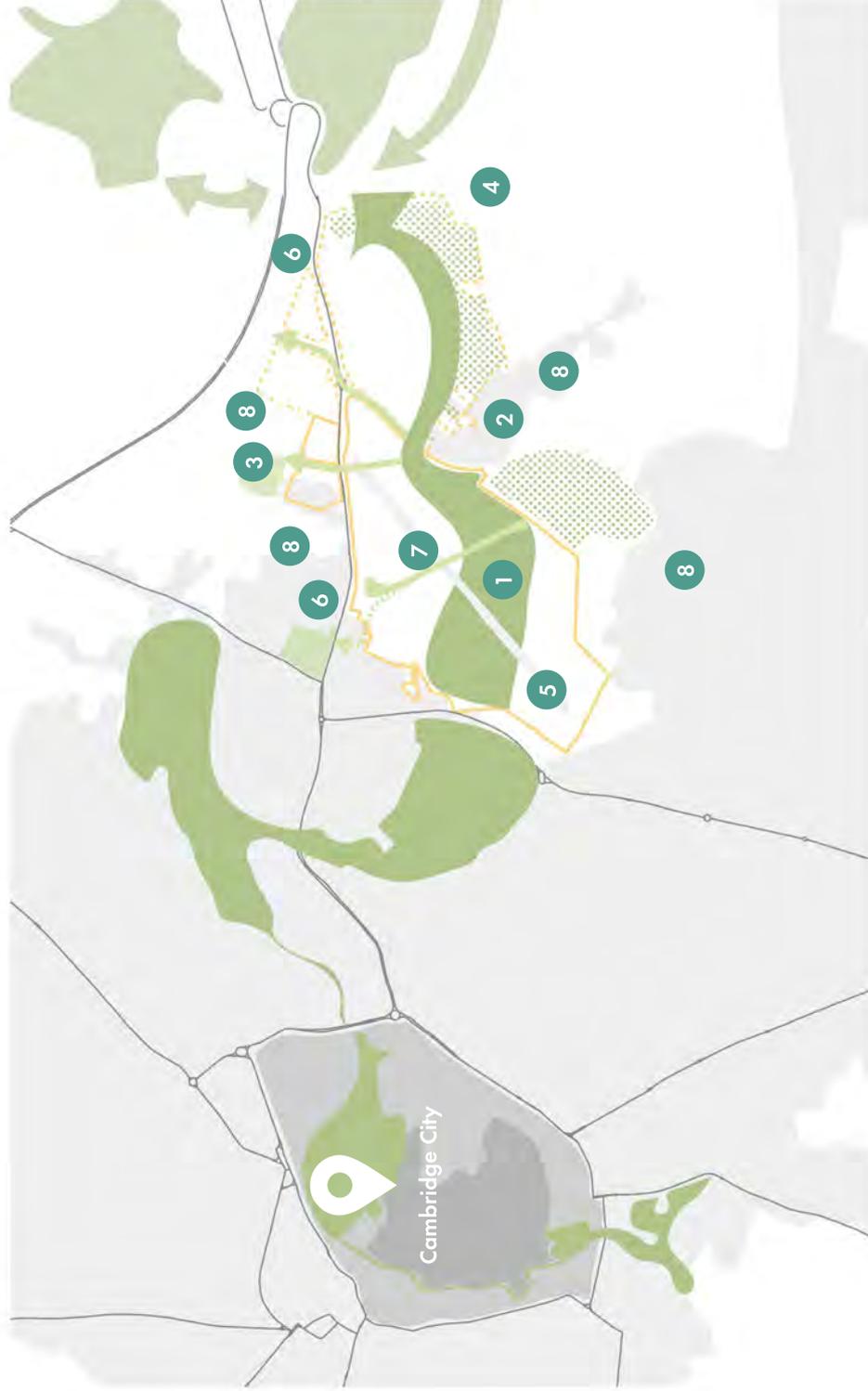
8. Integrating adjacent communities

each area of the site responding to and integrating its immediate context

3

2

1



4 MAKING QUALITY PLACES

The vision for Cambridge East embraces **three key themes** relating to placemaking – landscape, centres or clusters, and character.

By establishing these three ambitions, the framework is set to deliver a truly **integrated piece of the City** where the intrinsic qualities of Cambridge are extended to this unique site with integrated green spaces, vibrant centres and characterful places.

Cambridge East also has the opportunity to deliver places that complement those within the existing City Centre, augmenting the **rich mix of uses** currently on offer. These facilities are also 'on hand' for those living more locally, improving their access to amenity.



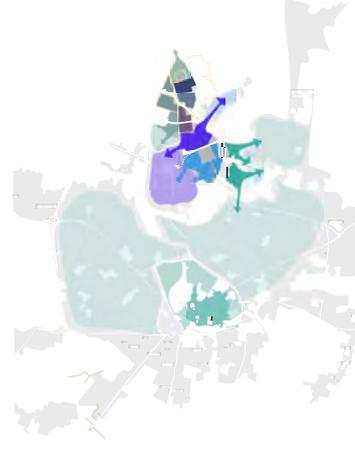
Built around a landscape

A green corridor that connects the countryside with the City and provides resource for both biodiversity and people



A series of clusters

Distilling Cambridge's character of clusters and courtyards to create focal points of activity and interaction



A place of places

Adding to Cambridge character by creating a variety of urban centres and villages as parts of a greater whole

The imagined aerial view below looks northwards across Cambridge East, with the distinct character of the Cambridge Fens beyond.

The green corridor flows through the new community, connecting Coldhams Common with the extended green infrastructure to the east.

Embedded within the community, vibrant centres including research hubs, cultural buildings, and places to work combine to create a vibrant piece of the wider city.



In the foreground, Teversham is clearly seen as a village in its own right, distanced from Cambridge East by the green corridor. This green landscape also defines two new 'villages' to the south-west.

BUILT AROUND A LANDSCAPE

- Creating a **green corridor** to connect Coldhams Common to the landscape to the east
- Following the **natural topography** and waterways that exist in and around the site
- Providing **access** to the landscape within and beyond the site with a network of footpaths and cycleways
- Embedding the landscape in the **character of Cambridge** - its meadows, fens and footpaths
- Using the landscape to **enhance views** of pre-existing and proposed buildings.
- Celebrating the sites **history** by forming green connections to existing features



Network of green infrastructure and the Airport site as an opportunity to connect them

Landscape character drawn from Cambridge meadows

A Green Corridor

1. Connecting to the wider landscape whilst protecting the fens
2. Following the topography and waterways
3. Linking to existing footpaths
4. Linking north-south between the development and its neighbouring communities and landscape
5. Providing a network of cycleways across the site
6. Providing extensive amenities for the community
7. Integrating and reaching out to surrounding communities



Character of the Green Corridor



The Green Corridor connecting the green infrastructure to the east and west of the site
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Looking across the green corridor, a varied profile of buildings can be seen framing the landscape in the distance. The landscape itself is designed for people – locals and visitors alike, with cycling, dog walking and picnicking in familiar Cambridge meadows.

These meadows create opportunities for productive management, whether grazed or mown for hay. And within it, water naturally flows both east and west, providing amenity and water management.



Landscape routes

Forming links between the green corridor and the wider landscape, a series of strategically located green routes are proposed to give good access to the flanking communities

The first connects the listed Control building to the main centre, crossing the line of the runway.

Another route recalls the historic road between Teversham and Newmarket Road.

And a third re-invents Airport Way as a green finger for pedestrians and cyclists.



The three main landscape routes



An integrated landscape network

The proposals seek to integrate quality landscaping into the community, with a linked network of green spaces.

As well as providing social infrastructure commensurate with the population, they make green streets, connected to a wider landscape strategy.

This network creates a pedestrian and cycling-safe environment, incorporated into a sustainable community.

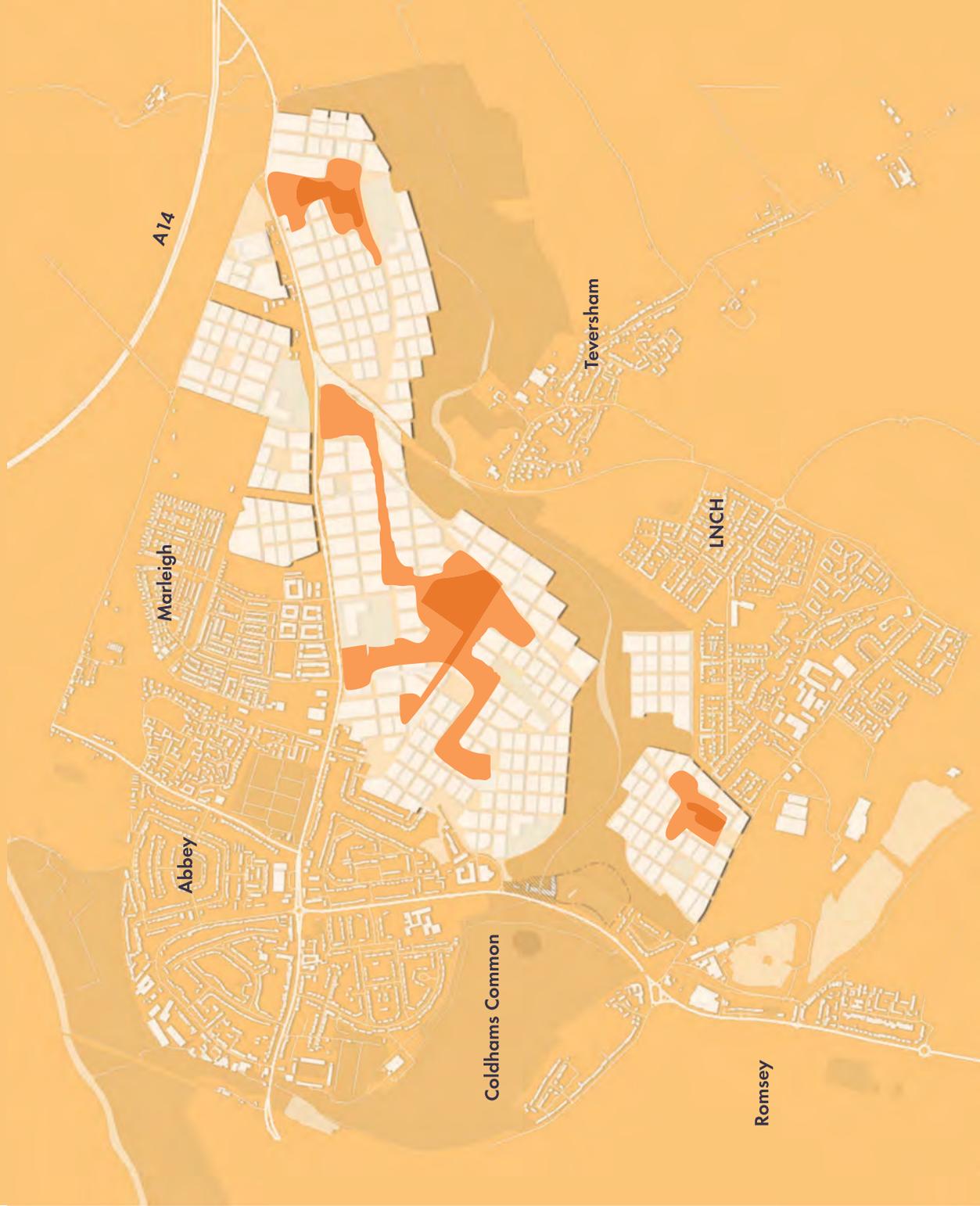


An integrated green network



A SERIES OF CLUSTERS

- a chain of **linked centres**, related to the rapid transport route but distributed to breathe life into the surrounding community
- a **larger central cluster**, located at the centre of gravity of the site
- each centre creating a **vibrant focus** for collaborating, research and amenity
- an **'area of influence'** beyond the core centres to connect with the community
- each centre performing a particular **function and character** relating to its location



Linked centres across the new development

A typical centre with buildings clustered around green space

A balanced growth

In the most ambitious scenarios, Cambridge East has the potential to create a major economic hub and employment centre with jobs and at the heart of a new a piece of city.

A new world-class research hub is central to the creation of jobs, promoting collaboration and cross-fertilization with potential for connections with the University and start-ups

This vibrant and energizing centre is embedded within the community, both those 'on site' and accessible to the surrounding neighbourhoods.

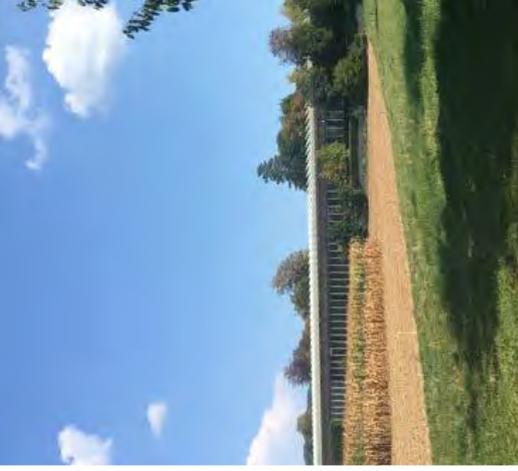


A cultural contribution

The importance of culture, to augment the offer already present in Cambridge will be a huge benefit. The cultural offering will build upon existing assets in Cambridge, such as the Fitzwilliam Museum and Kettles Yard, which draw people to this unique City with its rich historical and University heritage. The potential for a major Art Gallery, Museum or Concert Hall will contribute to the vibrancy of a new community.

Locating these cultural pieces either within centres or, for example, gaining presence on the edge of the green corridor, presents a unique opportunity to enhance and diversify the City.

The site also provides the opportunity to deliver a multi-use community stadium, as a new home for Cambridge United Football Club, and a venue for a range of other uses from live music to conferences, very much embedding the community of east Cambridge in Cambridge East and making the best use of connectivity via the new transport hub.



A resilient future

During 2020, the Coronavirus pandemic has served as a stark reminder that a place's capacity for resilience is core to its ability to thrive and succeed over the long term. For Cambridge East, learning the lessons of the pandemic means considering how the proposals should respond to shifting trends that effect people and places and, at the same time, thinking more widely about resilient placemaking. Some of the changes triggered by Coronavirus which Cambridge East must respond to include:

- The increased value of **open spaces and access to the outdoors**;
- A significant shift towards **flexible and home working**;
- An accelerated **move away from traditional retail**;
- A desire to **live more locally** with a greater emphasis on walking and cycling.

It will take time to determine exactly how these changes will unfold over the long term. The flexibility integral to the long term delivery of Cambridge East provides the necessary wiggle room to respond to and cater for emerging changes in the way people choose to live. More widely, the pandemic has reminded us that places must be capable of responding to unforeseen events – whether a pandemic, a climate event, or something as yet unpredicted. Because the early stage and scale of the proposals, Cambridge East is uniquely placed to embody resilience by ensuring that the Design Principles consider the meaning and manifestation of resilience across a range of environmental aspects.



A PLACE OF PLACES

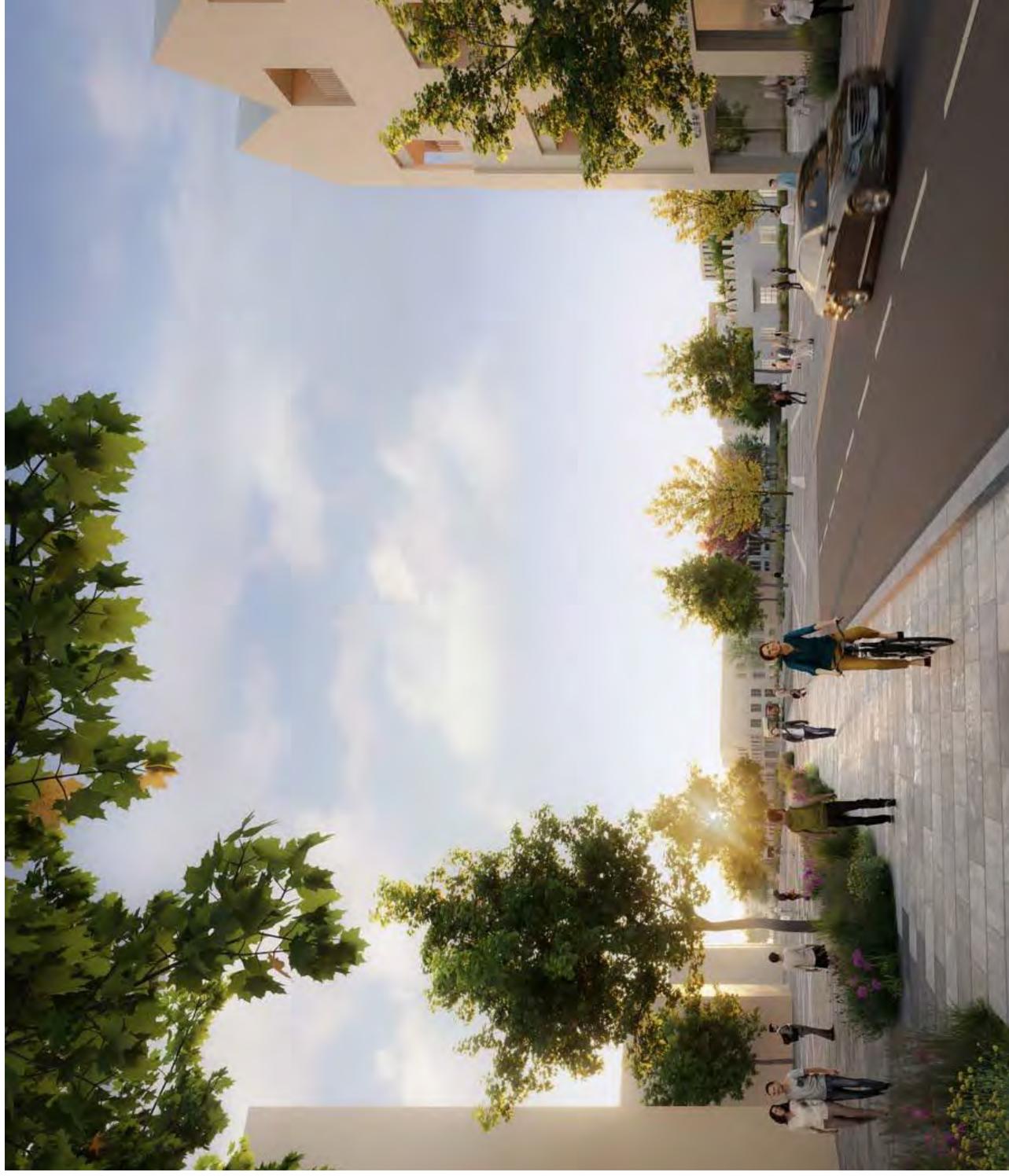


- the creation of **melded communities**, each with its distinct character but part of a whole
- each part of the masterplan links to its **surrounding neighbourhoods**
- **character and scale** play a key part in the how the communities merge together
- providing access to the **sites assets** by reaching out to the neighbouring areas
- the green corridor forms a **linking green connection** between north and south as well as along its length

A sense of arrival

One of the main points of arrival, together with the rapid transport link and Green Corridor, will be along Newmarket Road. It is one of the main routes approaching from the Cambridge City centre as well as from the A14 to the east.

Considerations of height and scale will provide the street with a new sense of place and enclosure. It will ensure the new community is embedded in its context and contributes to the life and animation of this important gateway to the City.



Newmarket Road today

A clear hierarchy of routes and places



Option 1: Parallel to the runway



Option 2: Crossing the runway



Option 3: On and off the runway

In investigating the potential routes of the RTL, three options have been considered. Each option has three main stations, with its route relating to the existing runway in differing ways.

Option 1 allows for early delivery of the RTL as is independent of the runway. This option minimises disruption to current operations and simplifies later development phasing.

The alternative options have other benefits, such as delivering the central 'station' to the heart of the site and closer to the neighbouring communities.



Public squares and spaces created by the intersection of RTL and grid layout

Recording history

Recalling the history of the site, from its current use as an airport to its previous landscape condition will help imbue the masterplan with a meaningful sense of place.

A key asset to the site is the Grade 2 listed Control Building which can make a positive contribution to the character and of Cambridge East.

The original route linking Teversham with Newmarket road is recovered, also allowing the future of Airport Way to become a green route linking the green corridor towards the north east.

The most 'iconic' feature of the airport is its runway. Acknowledging its former presence records the history of the site and has the potential to create a distinctive sense of place.



- 1. Historic route
- 2. Airport runway
- 3. Control building
- 4. Control tower
- 5. Airport way

Historic features



The listed Control building



Map from 1937

A clear logic to the distribution of uses

To optimise the contribution the green corridor makes to Cambridge East, apartment buildings, interspersed with housing to give a variety of scale, line the green corridor providing outlook and value.

Beyond this, the network of green spaces provides the opportunity for the majority of buildings to benefit from a green outlook. This aspect of wellbeing is fundamental to the success of this new community.

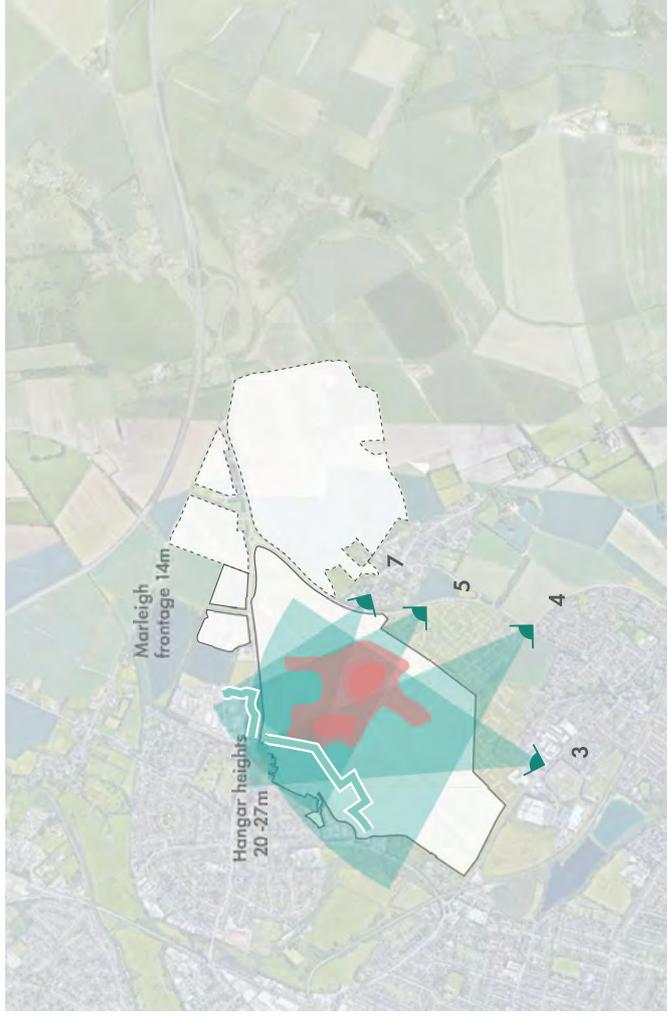
Centres are clustered around the rapid transport link stations, to breathe life into the surrounding communities.

Housing is located either adjacent to the neighbouring residential communities or embedded within the site between centres.

The social infrastructure supporting the new community has been strategically located to benefit from access to the green corridor or line important routes into the settlement.



Massing principles



View considerations – towards the City

- The existing height and mass of the airport hangars currently forms a continuous backdrop to views from the south east
- By placing the central cluster coincident with these sightlines the profile of the hangars can be replaced with buildings of similar heights, but with the benefit of variety and permeability
- The Marleigh development on Newmarket Road also presents a precedent for height further to the north

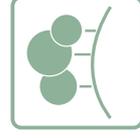


Mass of removed Hangars replaced with similar height buildings with variation and permeability



View considerations – towards the Land

- The topography of the land to the east affects the location and screening of any proposed development
- Lower massing will be located on the northern edge of the green corridor to soften views from Teversham church towards the raised land to the north.
- Similarly, views from this eastern area of raised terrain would be enhanced by a landscaped buffer, including tree screening.



Landscape and topography to screen/buffer views

Massing principles



View considerations – mid-rise frontages

- Newmarket Road forms a key gateway and threshold to the site and its edges will work to create a sense of arrival.
- Massing along this street will form clear edges of varying heights to create a sense of place.
- The permeability of the frontage will provide visual connection to the streets and spaces between the Newmarket Road and the green corridor.



mid-rise buildings to re-establish streetfront and green corridor frontage



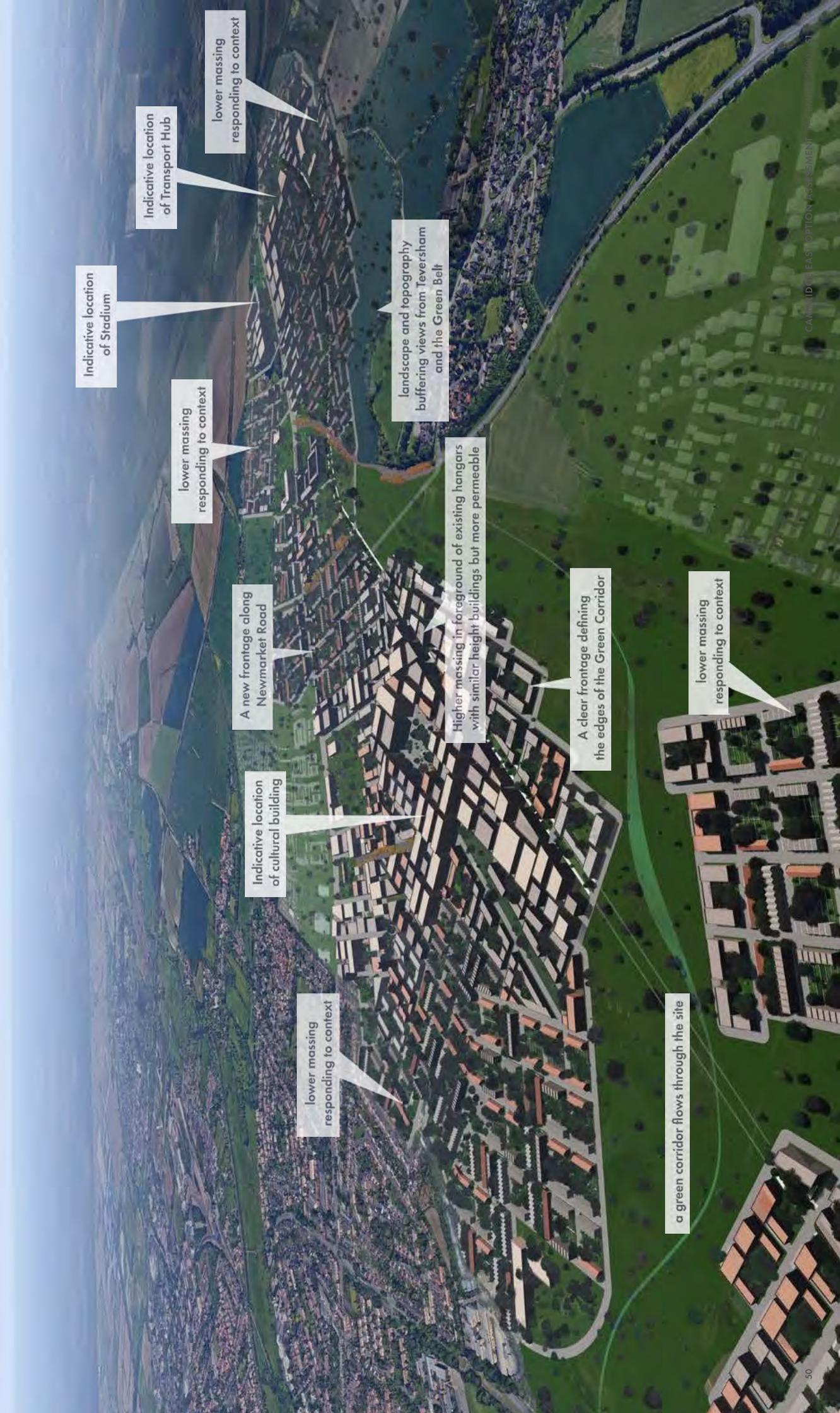
View considerations – lower massing responding to context

- Lower massing on the fringe to the west and south of the site will respond to the neighbouring communities of Abbey Ward and land North of Cherry Hinton.
- The routing and extent of the green corridor has been carefully considered to ensure the identity of Teversham village is maintained, and to avoid coalescence with Cambridge East.
- The massing of the eastern edge of the site will step down towards the natural landscape to the east, blending with existing and newly proposed planting.



lower scaled housing to protect neighbouring communities of Teversham, LNCH and Abby Ward

Massing principles



Indicative location of Stadium

Indicative location of Transport Hub

lower massing responding to context

lower massing responding to context

A new frontage along Newmarket Road

Indicative location of cultural building

lower massing responding to context

landscape and topography buffering views from Teversham and the Green Belt

Higher massing in foreground of existing hangars with similar height buildings but more permeable

A clear frontage defining the edges of the Green Corridor

lower massing responding to context

a green corridor flows through the site

5 FOUR EMERGING SCENARIOS

The objective of this exercise is to develop a greater understanding of the full potential of the Cambridge East site, including its potential to meet planning objectives and to be deliverable and viable. To that end, four comparable development scenarios have been developed as set out below.



Scenario A
A predominantly residential neighbourhood



Scenario B
A rich mix fostering synergies between diverse people and uses



Scenario C
A new district with green infrastructure at its heart



Scenario D
A compact community maximising the benefits of sustainable travel

Scenario A

A residential neighbourhood along the lines of the AAP



Summary

A scheme covering the Safeguarded Airport land which is compliant with the adopted Cambridge East Area Action Plan. This scheme includes high quality public transport (HQPT) links as envisaged in the AAP, a relocated P&R and dedicated transit corridor through the site. It does not require a dedicated off site mass transit link connecting to Cambridge Station. It includes delivery of a Country Park to the east of Airport Way.

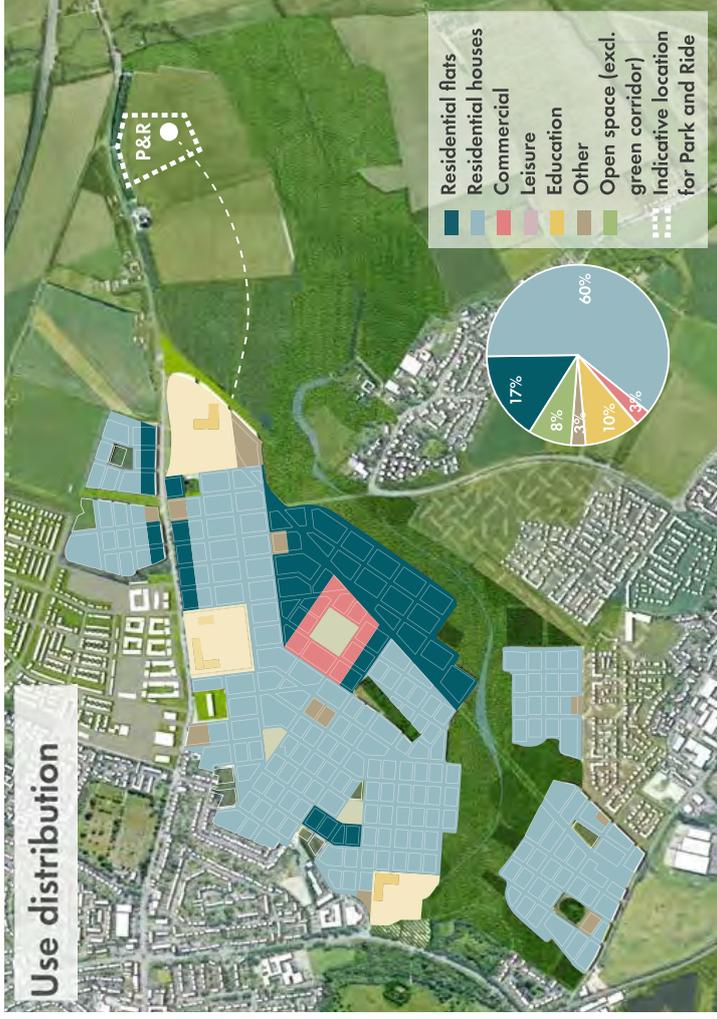
The scheme is predominantly characterised by houses with a small



supporting centre. This naturally gives lower densities and average heights of 2 - 4 stories for houses and 5 storeys for residential flats and commercial buildings.

This option loses the opportunity to deliver the vibrancy of a mixed-use community and access to a rapid transport system. It therefore represents an under-development of the site and a stops short of delivering wider benefits to Cambridge as whole.

At a maximum of 5 storeys it also fails to optimize the height potential as set out in the supporting Heights Study.



Number of homes 9,500

Number of jobs 4,000

Quantum*

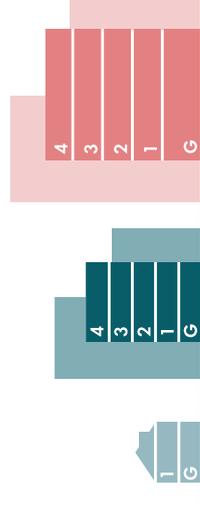
Main uses	NIA (sqft)
Commercial	540,000
Retail	70,000
Leisure	20,000
Hotel	—

* detail information of quantum of development can be found in chapter 7

Houses: flats (market) 50:50

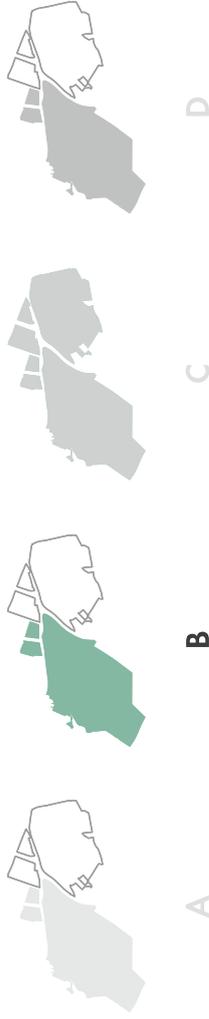
Houses: flats (all types) 40:60

Average heights



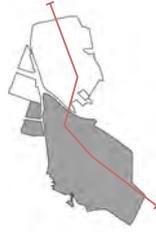
Scenario B

A richer mix of uses still within the safeguarded land



Summary

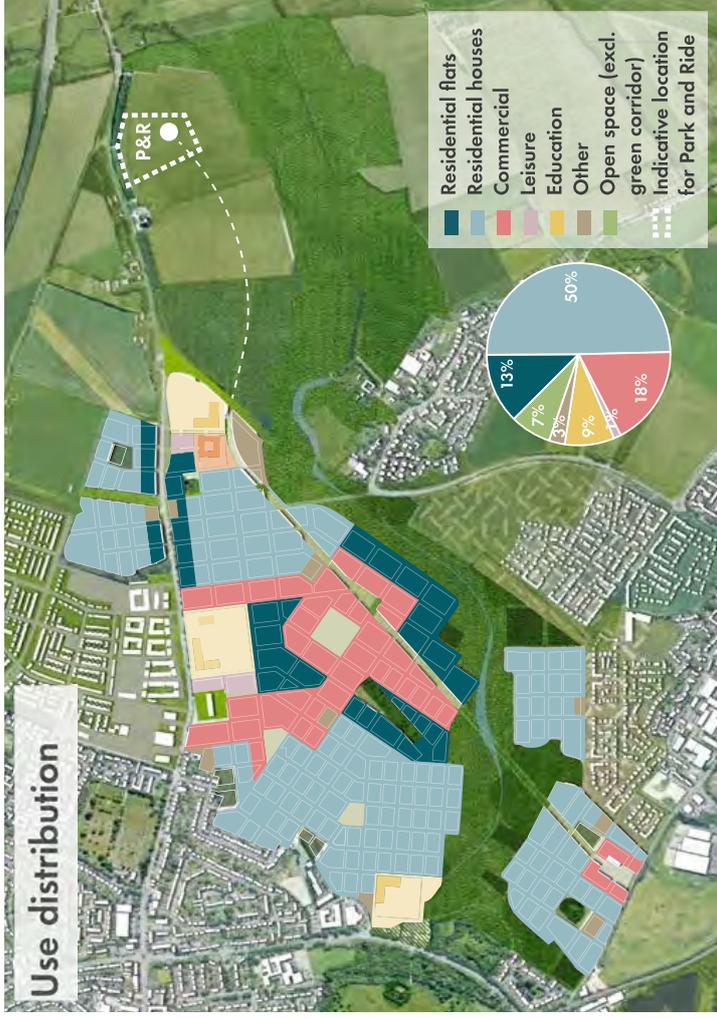
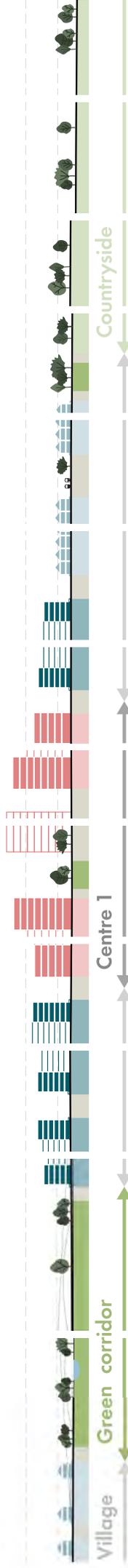
A scheme covering the Safeguarded Airport land but which achieves a greater mix of uses than is envisaged in the AAP, including a significant increase in the provision of commercial development to enable and capitalise on the delivery of a research hub. This scheme is supported by comparable on site transport infrastructure as Scenario A (including relocated P&R and dedicated on segregated transit corridor), but with a dedicated off-site mass rapid transit link connecting to Cambridge Station with further connections to Cambridge North.



Heights are 2 - 4 stories for houses and an average of 6 storeys for residential flats and commercial buildings.

A more mixed-use proposition but one that delivers fewer homes and less opportunities for employment. The commercial cluster creates a vibrant heart to the new community, however, the benefits of aggregating further commercial and cultural activity around the eastern transport hub are not able to be realized.

The opportunity to improve the threshold along Newmarket Road and frame the green corridor is also lost, with the park and ride standing alone in the green belt.



Number of homes 9,500

Number of jobs 28,000

Quantum*

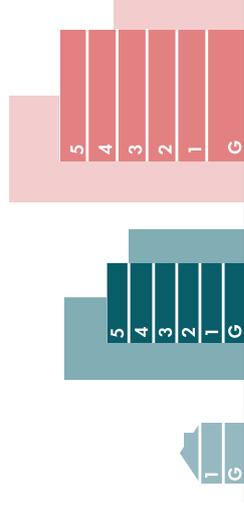
Main uses	NIIA (sqft)
Commercial	5,540,000
Retail	100,000
Leisure	266,656
Hotel	155,00

* detail information of quantum of development can be found in chapter 7

Houses: flats (market) 50:50

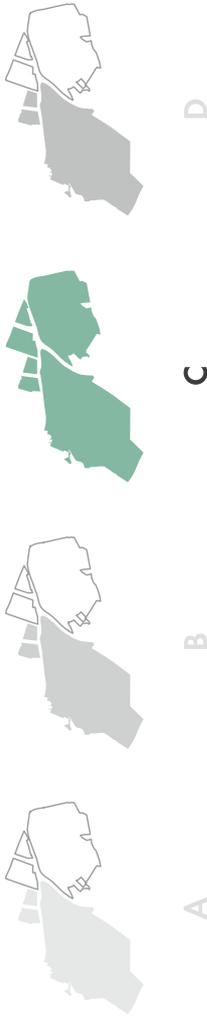
Houses: flats (all types) 35:65

Average heights



Scenario C

A mixed use district that optimises placemaking



Summary

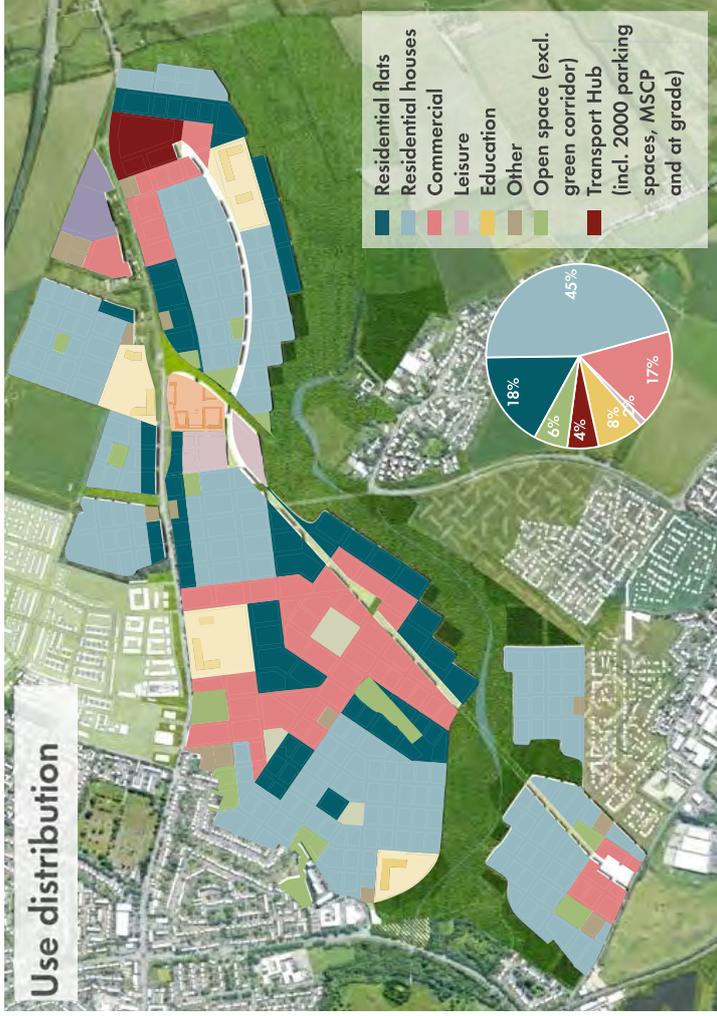
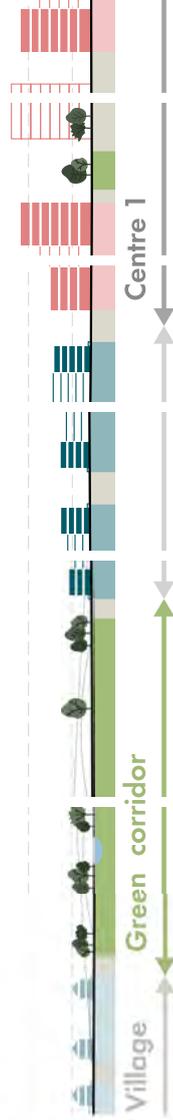
A scheme covering the Safeguarded Airport land and additional Green Belt land to the east of Airport Way, which enables the delivery of a significantly greater quantum of development than Scenarios A or B, including a greater mix of uses, notably more residential units, and a greater scale of commercial development. This scheme is supported by comparable on site transport infrastructure as Scenario A (including relocated P&R and segregated transit corridor), but with a dedicated off-site mass rapid transit link connecting to Cambridge Station with further



connections to Cambridge North. It also provides a Green Infrastructure network which extends beyond the redline of the site to the east.

Organised around open spaces with lower massing, it expands upon the green infrastructure strategy reaching out to the fenland and beyond. Average heights are are 2-4 storeys for residential and 5 for commercial as a result of a larger site area.

This scenario benefits from fully integrating the transport hub within an extended community which both frames the green corridor and enhances the approach into Cambridge along Newmarket Road.



Number of homes 12,000

Number of jobs 38,000

Houses: flats (market) 50:50

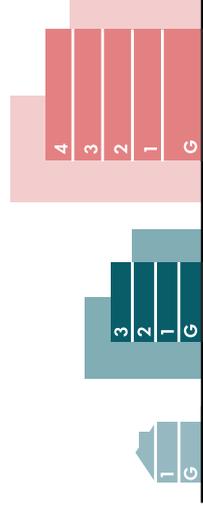
Houses: flats (all types) 35:65

Quantum*

Main uses	NIA (sqft)
Commercial	6,100,000
Retail	150,000
Leisure	415,761
Hotel	193,750

* detail information of quantum of development can be found in chapter 7

Average heights



Scenario D

A compact and denser community sustained by transport system

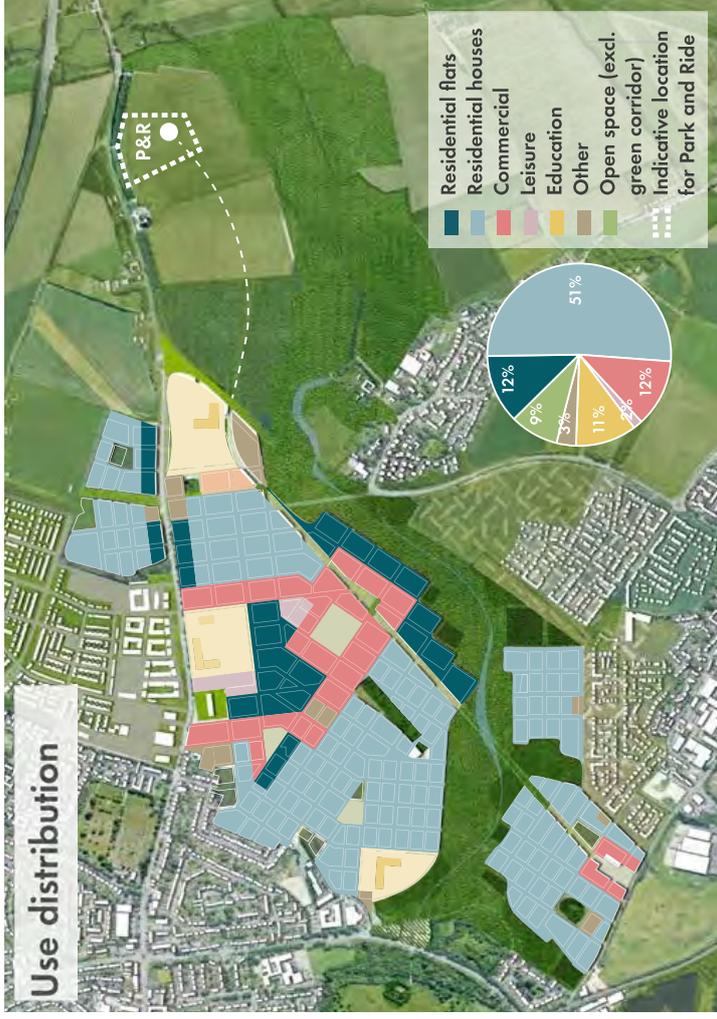
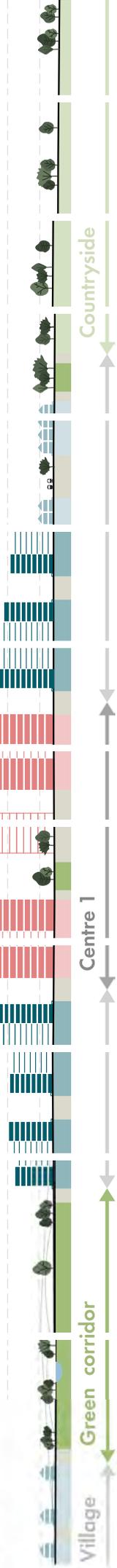


Summary

A scheme which achieves the same amount of development as Scenario C but covering the Safeguarded Airport land only. This scheme is supported by comparable on site transport infrastructure as Scenario A (including relocated P&R and segregated transit corridor), but with a dedicated off-site mass rapid transit link connecting to Cambridge Station with further connections to Cambridge North. It is being tested to examine the potential to densify Option B.

The scheme naturally delivers higher density and massing, reaching average heights of 9 storeys for residential flats and 10 storeys commercial buildings. This option again results in the park and ride standing alone in the green belt.

This urban district creates a compact new community, incorporating multiple uses and places with a variety of scales and capitalises the opportunity for taller buildings. However, the overprovision of apartments relative to houses creates a less balanced community and presents commercial challenges with respect to deliverability.



Number of homes **12,000**

Houses: flats (market) **40:60**

Number of jobs **38,000**

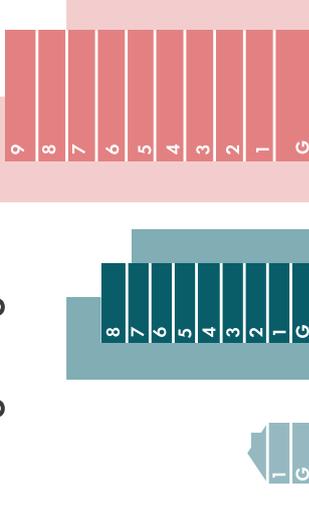
Houses: flats (all types) **30:70**

Quantum*

Main uses	NIA (sqft)
Commercial	6,100,000
Retail	150,000
Leisure	279,120
Hotel	193,750

* detail information of quantum of development can be found in chapter 7

Average heights



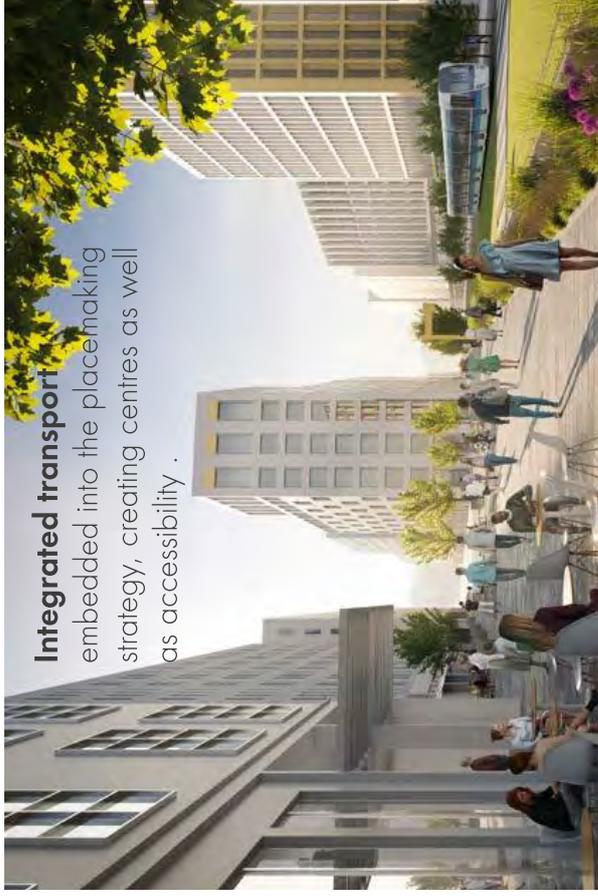
6 CONCLUSION

Cambridge East offers a unique opportunity to deliver a vibrant new piece of the City, with homes, jobs and cultural amenities for all. By investing in the East of the City, Cambridge can grow more equitably.

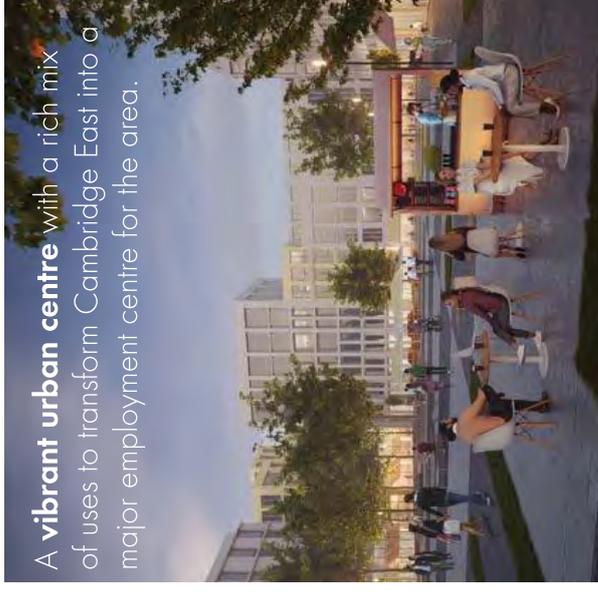
An overarching framework of design principles has been established to guide the development of the four scenarios - each achieving varying degrees of the objectives.

Of all the four scenarios, C sets the most extensive framework for a place with a rich mix of uses - places to live, collaborate and enjoy - and one that is both connected and sustainable. This delivers the opportunity to extend and create the green network of Cambridge from Coldhams Common to the fenland to the east.

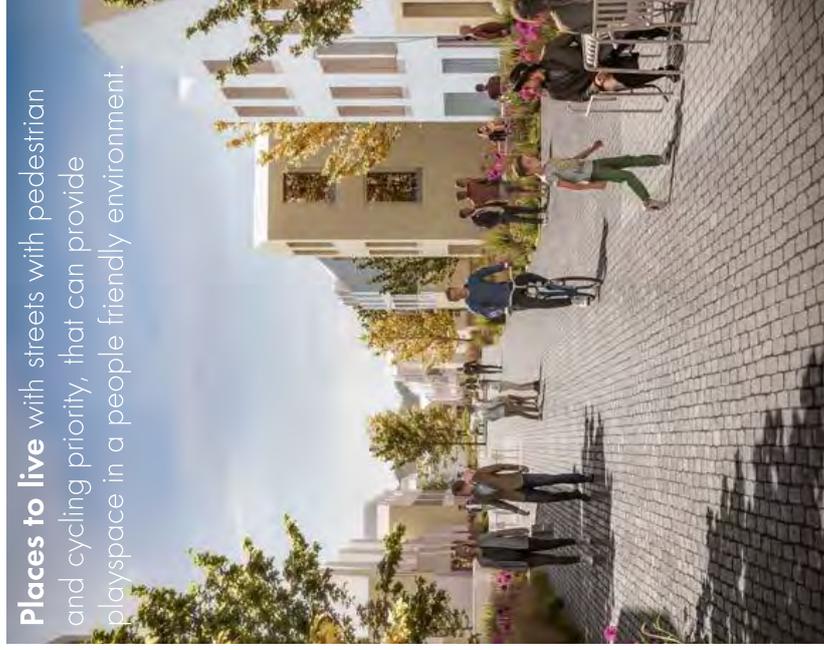
Scenario C realises the sites full potential to deliver 12,000 homes and high productivity employment clusters allowing Cambridge to fulfil its ambitions for sustainable growth.



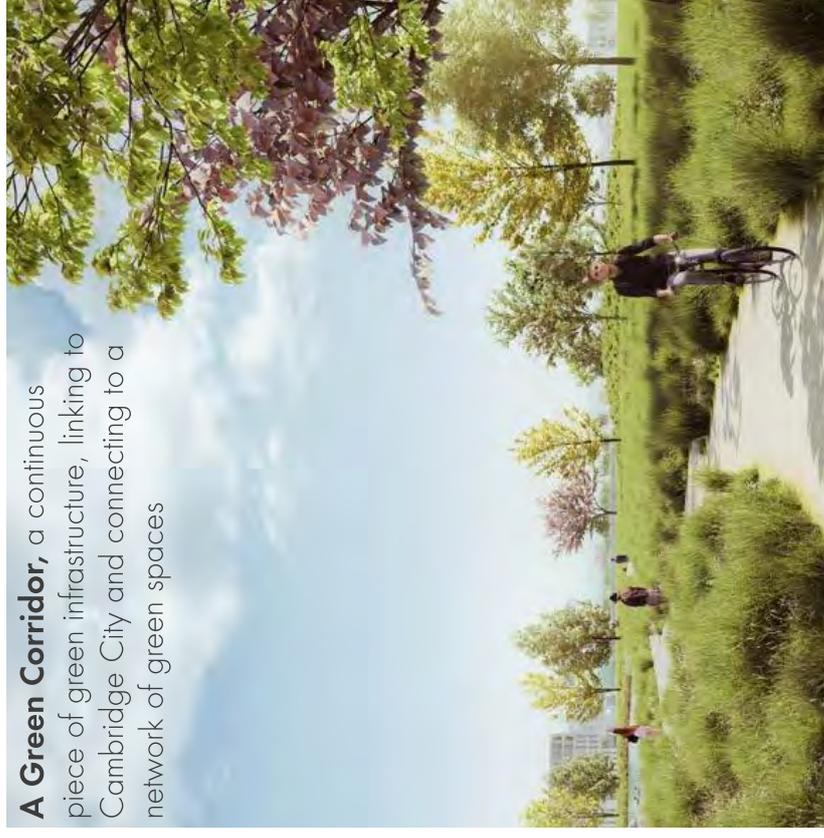
Integrated transport embedded into the placemaking strategy, creating centres as well as accessibility .



A vibrant urban centre with a rich mix of uses to transform Cambridge East into a major employment centre for the area.



Places to live with streets with pedestrian and cycling priority, that can provide playspace in a people friendly environment.



A Green Corridor, a continuous piece of green infrastructure, linking to Cambridge City and connecting to a network of green spaces



In this scenario, the transport hub is embedded within the development, creating a cultural and commercial area which in turn defines a new and vibrant edge to Newmarket Road, enhancing the sense of arrival both from the east and City centre.

This extension of the development delivers a more extensive and accessible green corridor, enhancing the setting of existing features whilst protecting the fens as a natural habitat.

Because scenario C extends over more land it has greater flexibility to distribute height, allowing the development to respond to sensitive views which will be tested and optimised through more detailed design.

Of all the scenarios, C best delivers the four Big Themes of the Local Plan providing a vibrant mix of uses - homes, jobs and great places.

7 QUANTUM

USE	A	B	C	D
Quantum (sqft NIA)				
Private Flats	1,442,100	1,159,950	1,465,200	1,758,240
Private Houses	3,358,345	2,701,278	3,412,140	2,729,712
Affordable Flats	1,137,150	957,600	1,209,600	1,451,520
Affordable Houses	2,774,285	2,336,240	2,951,040	2,360,832
PRS	115,140	115,140	145,440	145,440
Later living	504,450	504,450	637,200	637,200
Student flats	71,250	285,000	360,000	360,000
Hotel	—	155,000	193,750	193,750
Office	400,000	5,000,000	5,500,000	5,500,000
Light commercial / Maker space	100,000	100,000	100,000	100,000
Research Hub	40,000	350,000	500,000	500,000
Retail — Convenience Food	23,333	33,333	50,000	50,000
Retail — Comparison Non-food	23,333	33,333	50,000	50,000
Retail — Other GF uses, bars and restaurants	23,333	33,333	50,000	50,000
Entertainment	20,000	50,000	106,640	70,000
Cultural	—	76,656	109,120	109,120
Sports	—	100,000	200,000	100,000
Health	8,918	8,060	10,181	10,181
Police	10,764	10,764	10,764	10,764
TOTAL	10,052,402	14,010,137	17,061,076	16,186,759

Landtake (ha)	A	B	C	D
Logistics	1.00	1.00	1.00	1.00
Transport — Hub	—	—	4.50	—
Stadium	—	—	3.00	—
College	—	1.25	2.00	1.25
Energy Centres	0.38	0.75	1.00	1.00
Schools	13.50	11.00	13.50	13.50
Parking	2.62	2.00	2.53	2.53
Open space land within development	10.78	10.13	11.74	11.74
Green corridor	41.00	41.00	105.00	44.00
Additional land for open space + BNG *	61.00	61.00	15.00	58.00
TOTAL	130.28	128.13	159.27	133.02

