

Report by: Head of Policy and Projects

To: West/Central Area Committee 30 April 2009

Wards: Castle, Newnham and Market

Environmental Improvements Programme

1. DECISION TO BE MADE: -

- **Oxford Road additional traffic calming**

***Decision:** To support the proposal to introduce an additional speed hump in Oxford Road and the introduction of a 20mph speed limit covering all of Oxford Road and Windsor Road.*

- **Round Church grounds**

***Decision:** Agree to public consultation for the proposal to re-instate the railings atop the Round Church boundary wall.*

- **New schemes requiring consideration and prioritisation**

***Decision:** Agree adoption and prioritisation of five new Environmental Improvement Schemes:*

1. Traffic calming feature on Grantchester Road, Newnham,
2. A series of mobility crossing in Newnham,
3. Fencing on path from Gough Way to Cranmer Road,
4. Tree planting on Midsummer Common, Jesus Green and New Square.
5. Riverside/Abbey Road junction conflict reduction scheme - to provisionally allocate an estimated budget of £81,700.

2. BUDGET

WEST/CENTRAL AREA COMMITTEE - ENVIRONMENTAL IMPROVEMENT PROJECTS 2009/2010		
	£	£
Budget for 2009/2010 financial year	£91,000	
Add roll-over from 2008/2009 budget	£192,320	
TOTAL BUDGET FOR 2009/2010 FINANCIAL YEAR		£283,320
Minus Actual 09/10 Budget Spend		£0
	Estimated Reserved Cost	
Committed Projects	£	
Contribution towards Burleigh/Fitzroy Phase 3 refurbishment	£100,000	
Marlow Road/Eltisley Avenue yellow lining	£1,100	
Round Church Grounds	£7,800	
Histon Road Recreation Ground planting	£4,500	
Canterbury Street traffic speed restriction	£20,000	
Oxford Road additional speed hump	£30,000	
Minus Committed project budgets		-£163,400
UNCOMMITTED 09/10 BUDGET		£119,920

Projects agreed by Cttee to be investigated, but no budget committed. Costs shown are estimated and will depend on detailed design and site investigation	Estimated Cost	
	£	
Wall adjacent to the Union Society, Park Street	£15,000	
Lammas Land Pavilion rebuild	£20,000	
Mud Lane lighting	£5,000	
TOTAL	£40,000	
Projects to be considered by Cttee to be investigated. Costs shown are estimated.	Estimated Cost	
	£	
Traffic calming features on Granchester Road, Newnham	£15,000	
Mobility crossings in Newnham	£30,000	
Fencing beside path from Gough Way to Cranmer Road	£8,000	
Tree planting on Midsummer Common	£106,000	
Tree planting on Jesus Green	£40,000	
Tree planting on New Square	£7,500	
Riverside conflict reduction scheme	£81,700	
Estimated costs for projects to be considered	£288,200	
N.B. The estimated costs shown above are merely given as a rough guide until the projects can be designed and costed.		

3 APPROVED SCHEMES – PROGRESS

3.1 Canterbury Street Traffic Calming

Proposals for the 20mph speed limit are being presented to the Cambridge Environment and Traffic Management Area Joint Committee on 27 April 2009 in order to advertise Traffic Regulation Order(s).

A report will be brought to the meeting of the West Central Area Committee of late June / early July 2009 detailing the response to the advertisement of the TRO(s), and detailed costings; seeking consent to implement the scheme subject to the consent to implement of the Cambridge Environment and Traffic Management Area Joint Committee.

That consent could be sought at the meeting of the Cambridge Environment and Traffic Management Area Joint Committee of 20 July 2009.

It should therefore be possible to commence work on site during the late summer / early autumn of 2009.

3.2 Histon Road Recreation Ground Replanting Mound

Replanting works have been completed.

3.3 Marlowe Road and Eltisley Avenue junction

The double yellow lining in Marlowe Road/Eltisley Avenue will be completed in w/c 20th April 2009.

3.4 Manor Street / King Street Cycle Parking

Installation of wall mount cycle racks or a rail. A draft proposal for stainless steel, diagonally wall mounted cycle bars has been completed and shown in Appendix 1 for information. Officers are in consultation with the landowner Jesus College and with King Street Housing and anticipated that a tripartite agreement will be needed between the parties. A draft agreement is being drawn up.

3.2 Round Church Street

The bins have been removed from the street. The Union Society is investigating the cost of the repairs to the wall.

3.3 Lammas Land pavilion

Following initial public consultation in the summer, a draft design has been drawn up for the replacement of the pavilion on Lammas Land.

Officers are currently investigating an additional funding contribution from Section 106 monies as the scheme design has proved more expensive than anticipated. If a Section 106 contribution is secured, the scheme could be put to full public consultation in the autumn.

Officers propose to return to West/Central Area Committee later in the year with this project.

3.4 Mount Pleasant Mobility Crossing

Two further mobility crossings have been identified in the Mount Pleasant area to bring the area up to DDA standards. West/Central Area Committee have agreed the budget for the two additional mobility crossings and as soon as the details are drawn up and the Lead Councillors consulted, implementation can take place.

4 APPROVED SCHEMES REQUIRING DECISIONS

4.1 Oxford Road additional traffic calming

Cambridge Environment and Traffic Management Area Joint Committee is expected to authorise the advertisement of a Traffic Regulation Order and Public Notice relating to the introduction of an additional speed hump outside no's. 25 and 34 Oxford Road and the introduction of a 20mph speed limit covering all of Oxford Road and Windsor Road. The Area Committee is asked to support these two linked proposals; any objections to the advertised TRO will be reported to Area Committee and the AJC for determination.

Recommendation : *Officers recommend that the West/Central Area Committee support an additional speed hump in Oxford Road and the introduction of a 20mph speed limit covering all of Oxford Road and Windsor Road.*

Decision: *To support the proposal to introduce an additional speed hump in Oxford Road and the introduction of a 20mph speed limit covering all of Oxford Road and Windsor Road.*

4.2 Round Church grounds

An order has been placed for the works to the paving and wall in the Round Church Grounds. The works are programme to be carried out at the end of April/beginning of May.

At the last West/Central Area Committee it was agreed that officers would investigate proposals for the re-instatement of the boundary railings atop the existing wall. Appendix 3 to this report is an illustration for this proposal. Officers suggest that this idea is now taken to public consultation and Committee makes further

consideration of the project. The initial estimated cost of replacing the railings is £30,000 which would be part funded by Christian Heritage.

Recommendation : *Officers recommend that the West/Central Area Committee agree to public consultation for the proposal to re-instate the railings atop the Round Church boundary wall.*

Decision: *Agree to public consultation for the proposal to re-instate the railings atop the Round Church boundary wall.*

5 NEW SCHEMES REQUIRING CONSIDERATION AND PRIORITISATION

5.1 New Environmental Improvement schemes

On 8 January 2009, West/Central Area Committee adopted three new schemes and asked that they be brought back for consideration and prioritisation at a later date.

Officer would like to invite Committee to consider these three schemes as well as two further scheme for prioritisation. The schemes are as follows:

1. Traffic calming feature on Grantchester Road, Newnham,
2. A series of mobility crossing in Newnham,
3. Fencing on path from Gough Way to Cranmer Road,
4. Tree planting on Midsummer Common, Jesus Green and New Square. (See Appendix 5)
5. Riverside /Abbey Road junction conflict reduction scheme and environmental improvement. (See Appendix 4)

The details of the tree planting schemes for Midsummer Common, Jesus Green and New Square are given in Appendix 4. West/Central Area Committee should note that the Arboricultural team would undertake the work involved in the tree planting and no additional officer time would be needed from the EIP team.

6. BACKGROUND PAPERS

None.

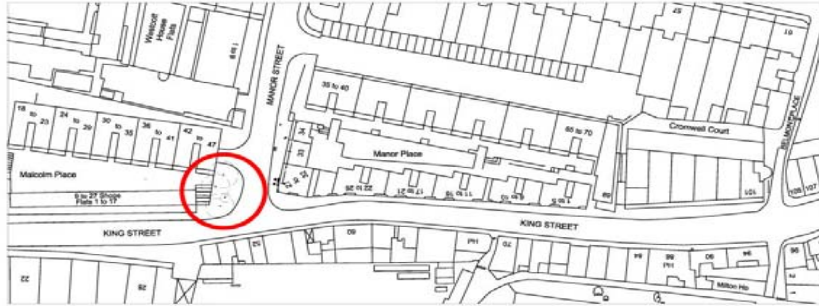
7. IMPLICATIONS

- a) **Staffing Implications:** Staff resources will result in only a limited amount of progress on Environmental Improvement projects in the near future.
- b) **Equal Opportunities Implications:** These are taken into account on individual schemes.
- c) **Environmental Implications:** All of the projects seek to bring about an improvement in the local environment.
- d) **Community Safety:** This has been included as one of the assessment criteria agreed by Committee and is considered on each project.

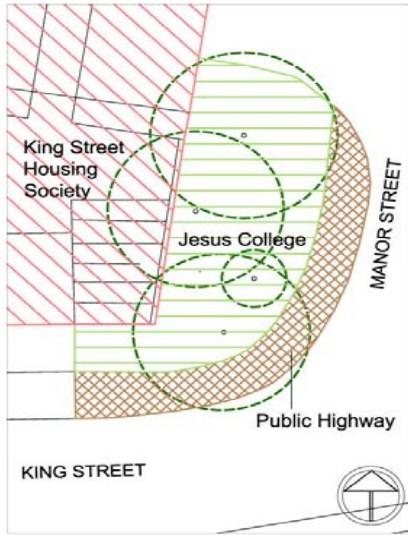
8. INSPECTION OF PAPERS

To inspect or query the background paperwork or report, please contact,
Dinah Foley-Norman, Principal Landscape Architect
Telephone: 01223 - 457134
Email: Dinah.foley-norman@cambridge.gov.uk

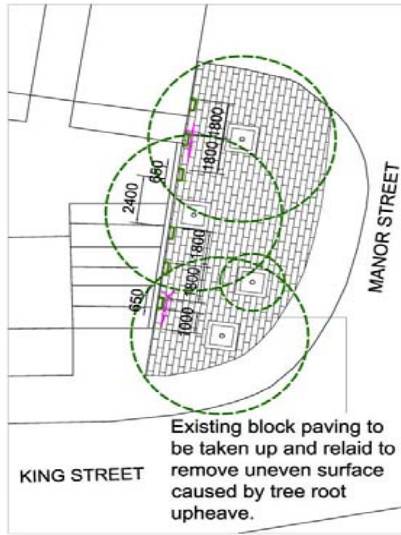
APPENDIX 1 :Manor Street cycle parking proposal



Site location - scale 1:1250

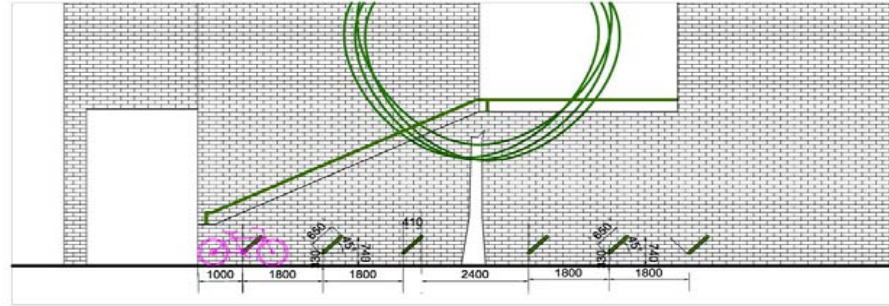


Site Ownership 1:200 @A3

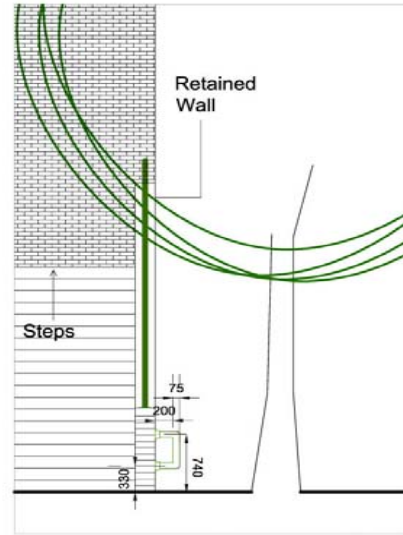


Tethered Cycle Stand Location 1:200 @A3

Existing block paving to be taken up and relaid to remove uneven surface caused by tree root upheave.



Tethered Cycle Stand Elevation, Scale 1:100



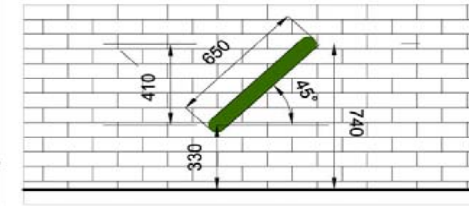
Tethered Cycle Stand Section 1:50 @A3

NOTES:

Supply and install 6 x 650mm length, 75mm dia. hollow stainless steel tubes, to form new Tethered Cycle Stands.

Tubes to return at 90 degrees for 200mm in length and to be weld mounted to a base plate, which will be attached to the existing external wall in a diagonal (45 degree) orientation.

Existing concrete cycle stand bases to be taken up and removed. Existing block paving to be taken up and relaid to new falls to accommodate tree roots and 17no. existing bollards to be taken up and replaced.



Tethered Cycle Stand Detail 1:20 @A3

ENVIRONMENT AND PLANNING DEPARTMENT
URBAN DESIGN TEAM
 Simon Payne, Director of Environment and Planning
 CAMBRIDGE CITY COUNCIL
 The Guildhall, Cambridge CB2 3QJ
 Tel: 01223 - 457200 or 457201

Revision	Date	By	Details

Scale: As shown @A3
 By: AJ
 Date: Mar '09

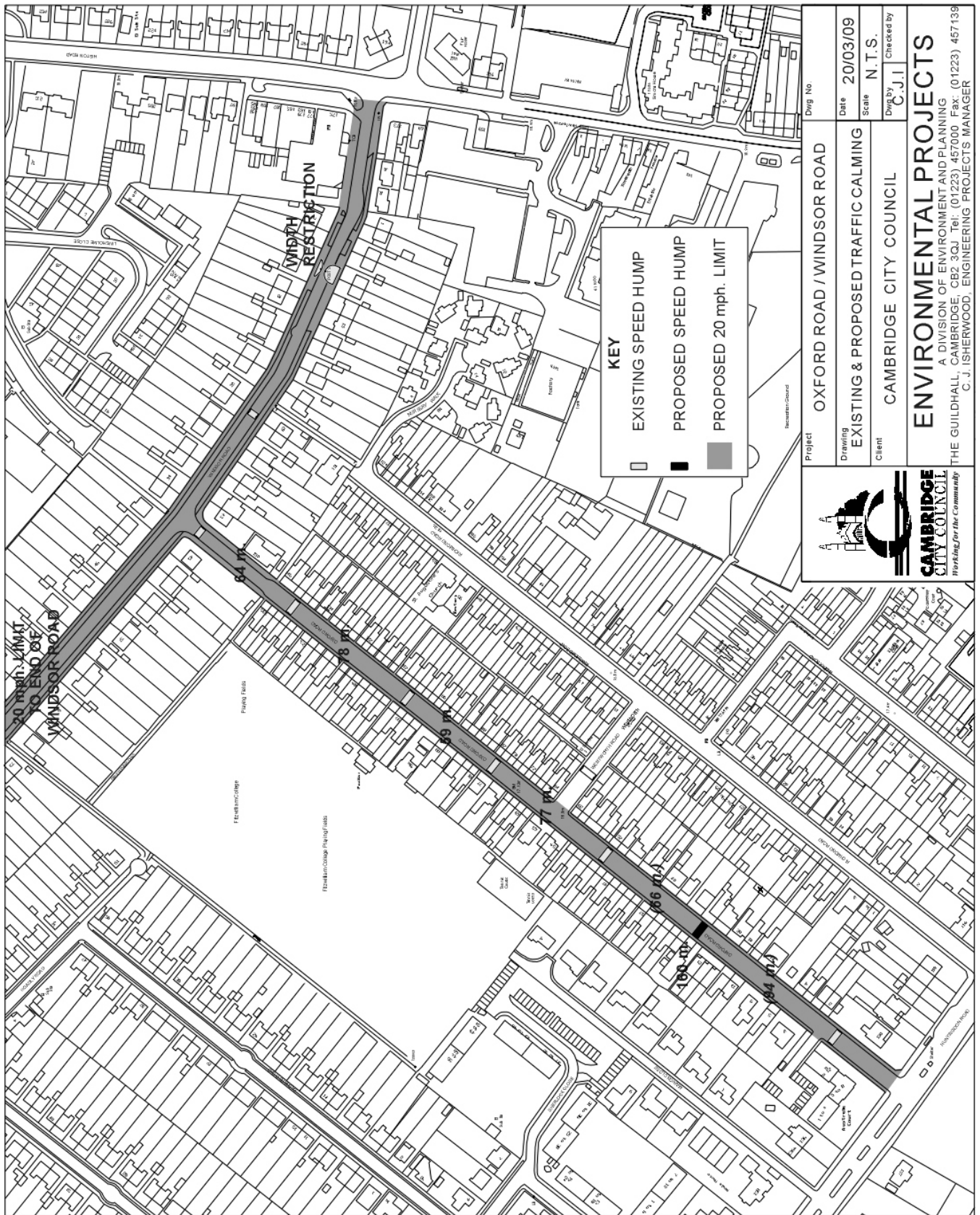
"This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecutions or civil proceedings." Cambridge City Council (Licence no. LA 100019730) 2005.

DO NOT SCALE
 The drawing is not based on detail site surveys. Position of any proposed trees are subject to locations of existing underground/above ground services.
 Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. Discrepancies to be brought to the contract administrator's / landscape architect's attention.

Project: Manor Street	
Drawing: Proposed Cycle Stand Location	
Job Ref / DWG.No 020 114	Revision

APPENDIX 2: Oxford Road traffic calming

PLAN 1



APPENDIX 3 : Round Church boundary railings

Officers have researched photographs of the Round Church from the early 20th century which illustrate the former boundary treatment of the grounds. From these photographs it is estimated that a 600mm high wall topped with railings to a total height of 1.8-2.0m bounded the site.

The proposal is to reinstate the railings on top of the existing wall, in a similar style railing but at lower height, to achieve a boundary of 1.2m high in total.

Below is a concept sketch of this intention.



Photograph of the Round Church (c1909) sourced from the Cambridgeshire Collection.



Concept sketch illustrating reinstatement of railings and gate around the Round Church boundary. Detailed design of the railings to be finalised.

APPENDIX 4 : Riverside /Abbey Road junction conflict reduction scheme and environmental improvement

Introduction and Background

West/Central Area Committee are asked to consider a contribution to the funding of the Riverside /Abbey Road junction conflict reduction scheme and environmental improvement. Riverside is geographically in East Area, but is used by residents of North Area and West/Central Area.

A draft design has been drawn up and public consultation has been undertaken. The consultation leaflet and results are attached.

This project is confined to the section of Riverside from Abbey Road to Priory Road. However it is envisaged that, at a future date, the whole of Riverside would be the subject of an environmental improvement from Stourbridge Common to Midsummer Common. The Riverside Residents Association has expressed their view that the whole of Riverside should be treated in the same manner. The issue of extending the project to the remaining length of Riverside is not discussed at this time.

The Cambridge Environment and Traffic Management Area Joint Committee considered the draft scheme and the results of the public consultation on 14th July 2008, supported the scheme and gave authority to advertise the necessary traffic regulation orders. It is proposed to advertise the traffic orders early in 2009.

The traffic orders have been prepared for advertisement but costings for the scheme need to be finalised so that funding provision can be made.

Proposed Action

W. S. Atkins, (as part of the County Council's procurement partnership), have been commissioned to undertake site investigations, the detailed design work, quantification and costings. The cost of this preparatory work will be an estimated £60,000 and is funded by East Area Committee from the Environmental Improvement Programme.

Following design work, it will be necessary to make a provisional allocation for an implementation funding contribution.

It is proposed that the total estimated costs of the scheme, which amounts to £560,000 (including design costs) is funded partly by S106 Tesco money, with the remainder sourced by contributions from both the Capital Cycleways budget and equally between the North, West/Central

and East Area Committee Environmental Improvement budgets as follows:

- S.106 contribution (Tesco) : £215,000.
- Capital Cycleways Project fund : £100,000 (08-09 budget).
- North, West/Central and East Area Committee Environmental Improvement fund.

East Area Committee have committed £60,000 which is funding detailed design and costing work and North Area Committee have provisionally pledged £81,700 (with the proviso that East and West/Central contribute an equal amount).

N.B. The capital costs of the scheme are initially estimated to be between £450,000 and £500,000, (this will depend on the detailed Atkins work).

The S106 budget amounts to approximately £215k; (officers have provisionally allocated the available S.106 funding to this scheme so as to ensure that it is not allocated elsewhere).

Until the Atkins work is complete it is not possible to give a precise costing but at this stage it is recommended that up to £245,100 be provisionally allocated equally from the North, West/Central and East Area Committee EIP budgets towards the scheme.

BREAKDOWN OF POSSIBLE FUNDING

Funding Area	Amount	Minus contribution already made	Balance
S.106 contribution (Tesco)	£215,000		£215,000
Capital Cycleways Project fund	£100,000	£100,000	£0
North Area Committee EIP fund	£81,700	£81,700 (provisional)	£0
West/Central Area Committee EIP fund	£81,700		£81,700
East Area Committee EIP fund	£81,700	£60,000	£21,700
TOTALS	£560,100	£241,700	£318,400

Recommendations: Officers recommend that a provisional allocation be made for implementation funding contribution of £81,700. The full scheme costs are to be approved by the Asset Management Group (AMG) and Environment Committee.

Decisions to be made: To provisionally allocate £81,700 to the Riverside / Abbey Road Junction Conflict Reduction Scheme.

CONSULTATION LEAFLET

WHAT IS PROPOSED AND WHY ?

These proposals are intended to eliminate as far as is possible conflict between motor traffic, cyclists and pedestrians at the junction of Riverside with Abbey Road. We also seek to improve the amenity and appearance of the area by creating a primarily pedestrian and cycle-orientated street-scape whilst maintaining motor vehicle access and parking facilities for residents.

The junction of Riverside and Abbey Road has been recognised for many years as being confusing for all categories of road-users and this has led to conflict and potential danger, especially for pedestrians and cyclists. Some measures have been introduced over the years, such as the segregated cycle path under the bridge to try and reduce the conflict, but with only limited success.

With the opening of the new pedestrian and cycle bridge linking Chesterton directly to Riverside a considerable increase in both pedestrian and cycle traffic is anticipated at the Riverside / Abbey Road junction. It is felt that it may now be the right time to consider measures which could eliminate the long-standing conflict.

To do this would mean significantly reducing the choice of routes which are available to motor vehicles at this junction. It is proposed therefore to prohibit motor vehicles from moving between Riverside and Abbey Road and vice versa. The length of Riverside between Priory Road and Abbey Road would thus become a cul-de-sac with turning facilities at the western end.

The carriageway would be narrowed to the minimum practicable within the affected length of Riverside, allowing a broad 'promenade' to be created alongside the river. Tree planting, seats, etc. would to some extent separate the 'promenade' from the remaining narrow carriageway but the entire width of the road would be resurfaced in matching materials to further enhance the feeling of a 'promenade'.

The provision of parking facilities for residents and their visitors would be increased but the little-used pay-and-display parking spaces would be reduced in number. Arrangements for essential services such as deliveries and refuse collection would be safeguarded.

Below you will find an artist's impression of how the proposals might look, and overleaf is a plan illustrating the proposed arrangements. A larger scale plan of the proposals will be available for inspection throughout the consultation period in the rear window of West's garage showroom, accessible from River Lane.

We would like to know your views concerning these proposals so we have enclosed a reply-paid questionnaire with this leaflet. Please complete the card and post it back to us to arrive not later than **23/06/08**. If you have any questions, please telephone **John Isherwood**, (Engineering Projects Manager, Cambridge City Council) on **01223-457392**.

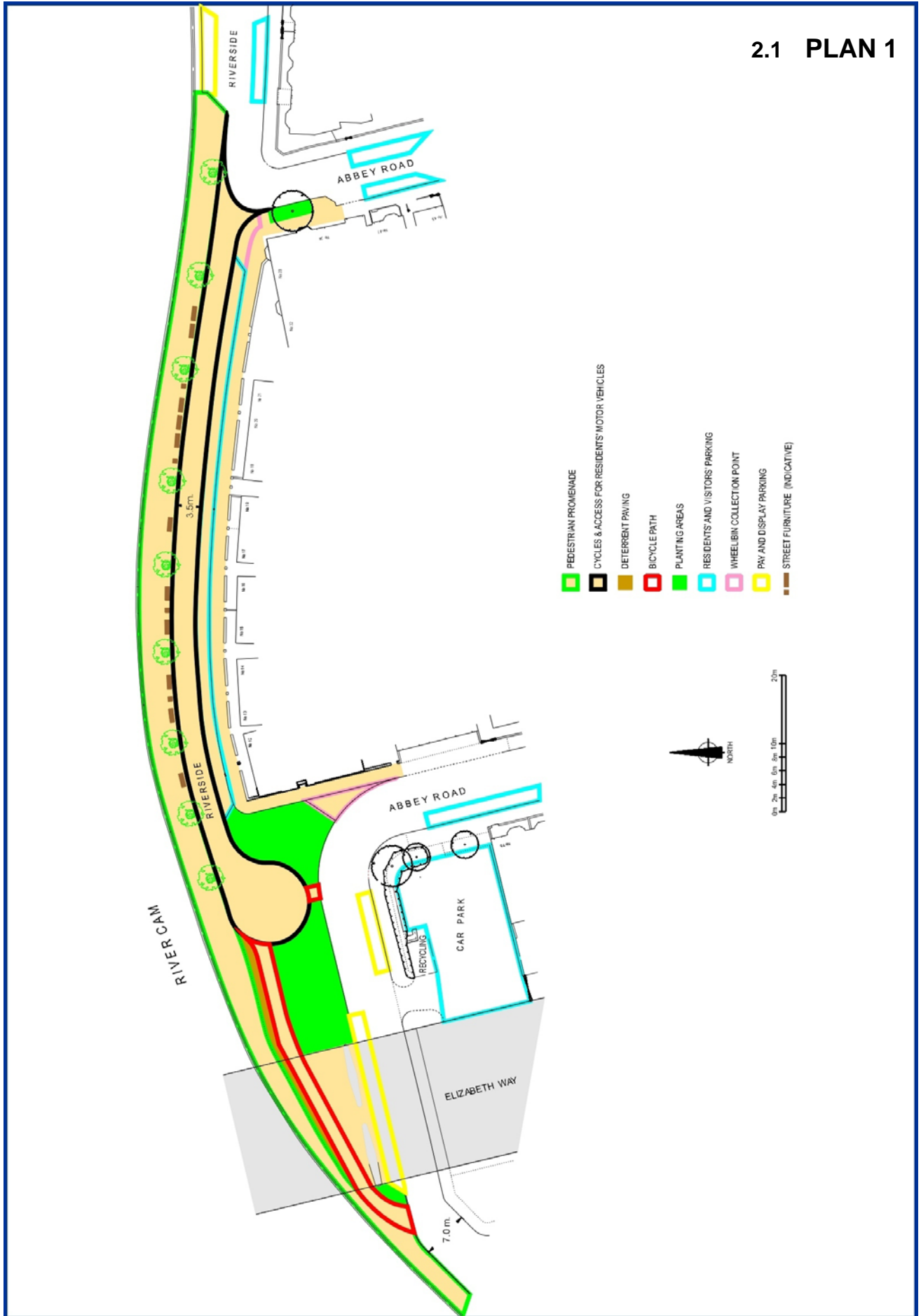


RIVERSIDE / ABBAY ROAD CONFLICT REDUCTION SCHEME

Residents' &
Road Users'
Consultation



2.1 PLAN 1



RIVERSIDE / ABBEY ROAD CONFLICT REDUCTION CONSULTATION

I **support*** / **oppose*** the proposal to close the Riverside / Abbey Road junction to motor vehicles

I **support*** / **oppose*** the landscaping and repaving proposals

I **support*** / **oppose*** the increase in residents' / visitors' parking provision and the reduction in pay-and-display parking spaces

** Please delete as appropriate.*

ADDRESS (*Street only*) :

COMMENTS :

CONSULTATION QUESTIONNAIRE RESPONSES

NOTE : The responses were divided into three Zones as follows :-

Zone 1 : Riverside, Walnut Tree Avenue, Abbey Road, Priory Road, Saxon Road, River Lane and Beche Road.

Zone 2 : Newmarket Road (north side between Elizabeth Way and Swanns Road), Cheddars Lane, Stanley Road, Garlic Row, Swanns Road, Mercers Row, Oyster Row, Regatta Court and Stanley Court.

Zone 3 : All responses not from within Zones 1 and 2; (principally those from cyclists and pedestrians using the Riverside / Abbey Road junction and from members of the Cambridge Cycling Campaign).

Number of questionnaires returned : 293 (Zone 1 :150; Zone 2 : 41; Zone 3 : 102)

"I support the proposal to close the Riverside / Abbey Road junction to motor vehicles" – 78% overall; (66% Zone 1; 73% Zone 2; 98% Zone 3).

"I oppose the proposal to close the Riverside / Abbey Road junction to motor vehicles" – 19% overall; (31% Zone 1; 20% Zone 2; 2% Zone 3).

"I support the landscaping and repaving proposals" – 85% overall; (75% Zone 1; 85% Zone 2; 98% Zone 3)

"I oppose the landscaping and repaving proposals" – 12% overall; (21% Zone 1; 10% Zone 2; 1% Zone 3).

"I support the increase in residents' / visitors' parking provision and the reduction in pay-and-display parking spaces" – 84% overall; (83% Zone 1; 83% Zone 2; 85% Zone 3).

"I oppose the increase in residents' / visitors' parking provision and the reduction in pay-and-display parking spaces" – 8% overall; (10% Zone 1; 7% Zone 2; 5% Zone 3).

In view of the concern expressed by some residents of Abbey Road and Beche Road as to the possible combined effects of closing the Riverside / Abbey Road junction and the redevelopment of the CRC Brunswick site the consultation responses from these two roads have been separately analysed.

It should be noted that many of these responses indicated that they would support the proposals if the CRC Brunswick site development traffic was not routed through their area.

For Abbey Road and Beche Road only (50 responses) :-

"I support the proposal to close the Riverside / Abbey Road junction to motor vehicles" – 34%.

"I oppose the proposal to close the Riverside / Abbey Road junction to motor vehicles" – 64%.

"I support the landscaping and repaving proposals" – 56%.

"I oppose the landscaping and repaving proposals" – 38%.

"I support the increase in residents' / visitors' parking provision and the reduction in pay-and-display parking spaces" – 80%.

"I oppose the increase in residents' / visitors' parking provision and the reduction in pay-and-display parking spaces" – 12%.

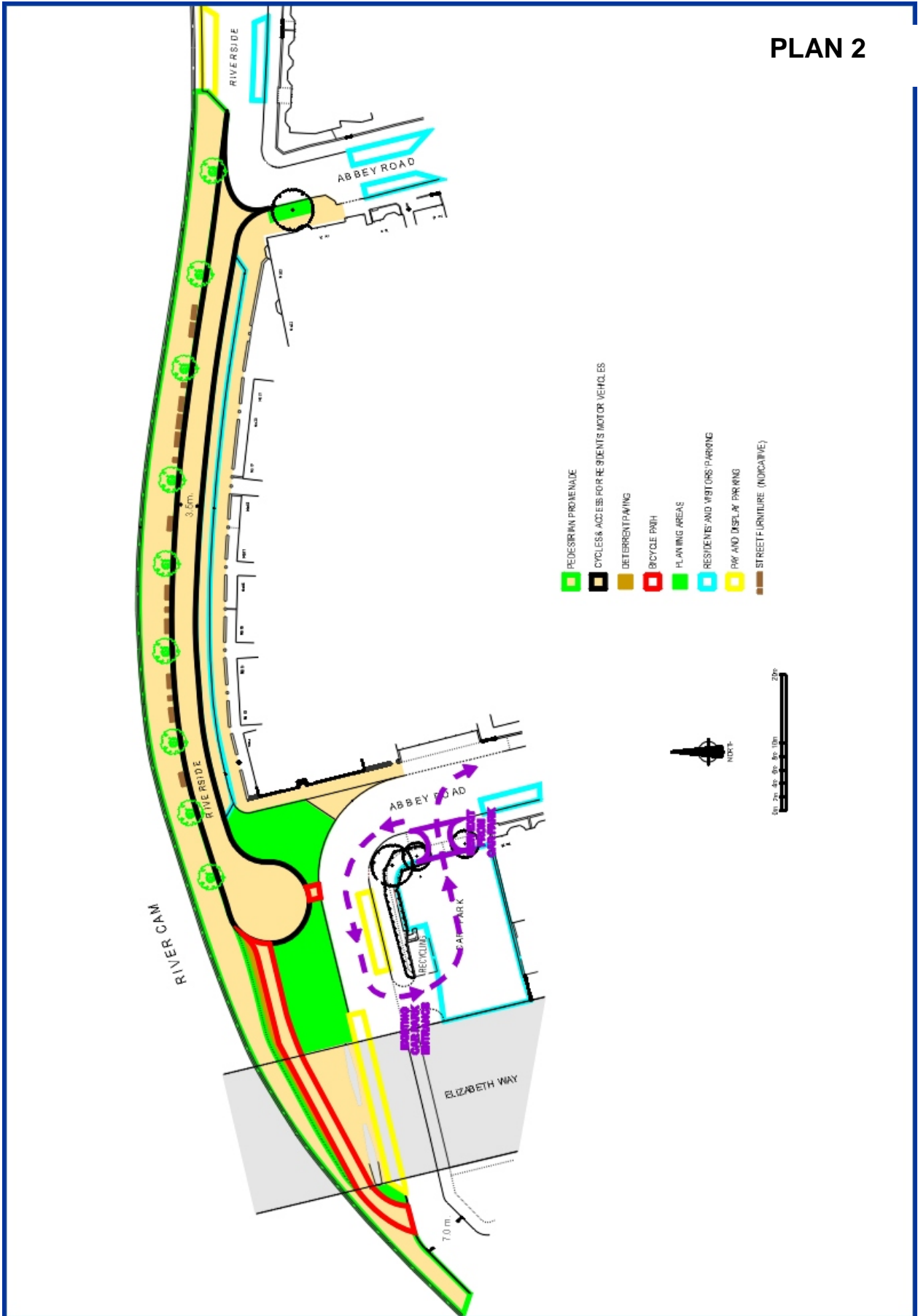
CONSULTATION COMMENTS

The following comments were made in 10% or more of responses :-

Enthusiasm for the proposals - 20% of responses.

Extend the proposals to cover all of Riverside - 10% of responses.

PLAN 2



APPENDIX 5 : Tree Planting Schemes

1 Introduction

These three reports have been prepared at the invitation of Members. Currently, no monies are allocated within Active Communities budgets for the planting of trees. Any planting that takes place has been done at the expense of horticultural amenity planting.

Trees on the open spaces have been managed reactively in the last few decades and, with few exceptions, they have not been inspected on a regular basis. The Conservation Plans of the late 20th and early 21st centuries identified the lack of management, the poor condition of the trees and failure to plant trees for the long term as serious issues.

The adopted Arboricultural Strategy (1996-2007) set out that trees in Council and County Council ownership should be inspected and managed on a cyclical basis. Whilst Housing and Highway trees have been managed in this way since 1996, it is only in the last two years that work has begun on Active Communities trees. After decades of neglect the trees required considerable attention and many trees had to be felled or pruned. Whilst replacement trees have been planted for any that were felled in the last two years, the planting of the next generation of trees has not been considered. Successful bids to renew Queen's Green, Parker's Piece and New Bit were made to Environmental Improvements Programme in 2008 and the trees planted during the winter months. These projects have been very successful, the public has welcomed and supported the commitment to the renewal of the tree population and the long-term management of the open spaces.

Until such time as a dedicated tree planting budget can be provided, Members have indicated their willingness to consider bids from the Environmental Improvements Programme budget to fund new planting for the long-term renewal of the open spaces. This bid relates to three key open spaces in the city centre that are well used by residents and visitors. Their key structural planting dates back to Victorian times and is at maturity, some is in decline, if the spaces are to continue as attractive places for sport, recreation and commuter networks, their long-term planting must be renewed and replenished so that mature trees continue to enrich and enhance these places.

The following report looks at each space, acknowledges their history in order to understand and respect their special characteristics and use, assesses the existing tree population and future tree management requirements before and putting forward planting proposals for the long-term.

TREE PLANTING PROPOSALS FOR NEW SQUARE

1 HISTORY

New Square was once part of the Barnwell Open Fields, known as Clayangles. By 1688 the land had become enclosed, suggesting it had become privately owned, and its use had changed from arable to pasture. A diagonal path crossed the space, linking it through to Christ's Pieces

Baker's map of 1830 shows a line of trees along the south side of the square, now Elm Street.

Fifty years later, the OS map of 1886 shows a single tree to Emmanuel Road. By 1903 avenues had been established along the diagonal path and Emmanuel Road and trees grew along the boundaries. For the most part this form still exists.

New Square was transferred by Jesus College to the city in 1929 in exchange for the area of Butts Green which had been separated from the rest of Midsummer Common by the construction of Victoria Avenue. It continued to be used for grazing animals until it was converted into a car park in 1932. Fifty years later, in 1983, the Square was restored to grass and amenity use.

2 LANDSCAPE HISTORY

New Square was developed as a set piece with the central grass area an integral part of the design. The terraces that surround the Square on three sides define the space and contain the views, though the demolition of two houses at Fitzroy Street corner in the 1950's now open up the views and dilute the sense of enclosure.

New Square is essentially a space which links the city centre to the Kite. It is well used by shoppers passing between the Grafton Centre and the city centre. It has provides a recreational space for students, residents, shoppers and visitors.

3 TREES

3.1 Main avenue

The lime avenue, which follows the diagonal footpath across Christ's Pieces and New Square, appears to have been planted at the same time. It creates a unifying feature, defines the pedestrian route and links the two spaces. Lime was an excellent selection as its narrow crown allows the small square to accommodate the tall scale of the trees.

Most of the trees beside the avenue have survived. Generally, their condition is reasonable, though some display signs of damage related to the

widening of the foot path in the 1980's. This may result in their decline and premature removal.

3.2 Emmanuel Road

The lime trees beside Emmanuel Road have been felled and, although replacements were planted in 1983 several have died. The rest are not growing as well as they should for trees that are 25 years old, two have very poor forms that only compound this problem. Their failure to establish may be due to soil conditions, as the ground was compacted when the Square was used as a car park. It is essential, in streetscape terms, to achieve tall, forest scale trees on either side of Emmanuel Road. The scale of the street and the activity of pedestrians and vehicles, requires that it is enclosed and framed by an avenue of dominant, uniform trees.

3.3 East and South sides of New Square

A remnant of the original boundary planting exists as two mature limes on the east side of New Square. These trees should survive for another 50 years, at least. Additional planting on the perimeter would define the boundaries of the square, provide a sense of enclosure and add cohesion. The planting should take care not to overwhelm the space or diminish the surrounding fine domestic architecture.

3.4 North side of New Square

Five early-mature whitebeam trees grow on the north side, opposite the detached house, No 49 New Square. The rest of the frontage is bare. Whitebeam are medium sized trees, grown for ornament; examples of their use as street trees can be seen in De Freville Avenue and Gilbert Road. In the spring, the leaves appear as candles as they break free of their cases and open out. Clusters of creamy-white flowers are followed by bunches of orange-red berries. It is important to continue a line of trees along this road as the present situation lacks definition and enclosure.

4 PLANTING PROPOSALS

4.1 Tree Management – fit for purpose

Any planting must respect the traditional use of the Square and reflect its character. It must be long-term planting to ensure the townscape has trees for several generations. The new planting must be sufficiently established and comprehensive to provide the Square with landscape form and definition for the period of time when the current lime trees have to be felled and their replacements are becoming established. Therefore, the trees must be capable of maturing to tall specimens and be similar in size, scale and mass to the existing planting. The trees must define the boundaries of the Square, direct the pedestrian route across the space and enhance the surrounding fine domestic architecture.

The trees must be capable of being pruned above the path and road to allow pedestrians and traffic unobstructed movement.

Lime trees serve this purpose well and their continued use is recommended. They are ideally suited to an urban location.

4.2 Emmanuel Road

The new planting will define the boundary of the Square and restore the avenue to Emmanuel Road. This will be achieved by removing the two young lime trees that have poor forms and will struggle to make a positive contribution to the townscape and replacing them with three new trees, evenly spaced and of good structure. The young tree with a good structure that has been planted under the canopy of the existing mature lime at the junction of the path and Emmanuel Road is to be transplanted outside the canopy before the older tree compromises its development.

4.3 East side

The boundary of the east side will also be renewed and the long-term future ensured. A new tree should be planted in front of No. 27 to add to the existing. This tree will frame the pediment façade of the terrace and provide a feature when the other two limes have died.

4.4 South side

The new planting will restore trees to the south side of the Square. Currently, there are no trees survive along this boundary. Three lime trees will be planted outside No 11 and 14 to frame the pedimented feature of the architecture and a third at the end, to the north of the footpath.

Planting these two boundaries, in this way, will provide a new generation of trees and continuity when the older plants are removed. The trees should not be planted too close together as it is important to allow views into the space from the terraced housing, and also views out of New Square to the fine domestic architecture. Lime is selected as the trees will be tall, but their crowns are comparatively narrow. The canopies can be lifted to allow light to filter beneath into the Square. Lime is the choice for the structural planting of both New Square and Christ's Pieces and so the trees will provide cohesion and unity to the spaces. Simplicity is the key. The lines of the terraces and the avenues of trees are sufficient to define and enhance the space.

4.5 North side

Two options are available for this frontage.

1. The line of whitebeam trees are continued along the boundary.

2. The five whitebeam trees are removed and a row of lime trees planted at wider spacing, similar to that of the other boundaries fronted by terraced housing.

Options:

1. The existing trees would be retained and the additional trees would be planted to continue the line along the street. The new trees would be 25 years behind the existing trees and this difference would present an uneven appearance in a situation where a strong linear feature is required. Whitebeam are relatively short lived so in 50 years time when the five original trees die there will be a dilemma as to how to replace them. Council Members and officers will be in a similar situation as that which is currently faced.

Whitebeam is not the obvious choice of tree for this location and purpose. Opposite 49 New Square, a three-storey, detached property set back in its own generous garden, the trees can be closely planted as they must be if they are to enclose the space. The new trees would be continued at the same spacing as the originals. As a result the canopies will touch to create a dense mass directly in front of the terraced housing opposite. These houses have small front gardens and the canopies of the trees will be directly opposite south facing living room windows obscuring daylight and sunlight from the dwellings.

2. The establishment of a single row of lime trees would unite the planting on the Square, create a uniform, linear feature which would define the north side and return the specie selection to a traditional choice. The use of lime would provide continuity with the planting on the other three boundaries of the space and unite the open space as a piece of land. Lime is also characteristic of the local area, it forms the structural planting of Christ's Pieces and mature trees are planted along Willow Walk and Salmon Lane.

The advantages in creating a holistic landscape will outweigh the loss of five healthy whitebeam trees.

4.6 Diagonal path

Six trees have been felled beside the path. These gaps should be planted to ensure the continued definition of an important pedestrian route.

PROPOSALS

PLANT

22 lime new trees (3 Emmanuel Road; 1 on the east side; 3 on the south side; 9 on the north side; 6 trees to the path)

TRANSPLANT

1 lime tree on Emmanuel Road frontage

FELL

2 lime with poor form on Emmanuel Road frontage

5 whitebeam on north side of New Square

TOTAL BID £7,500

Cost of felling to be borne by the Tree Management Budget

Possible additional cost

The ground compaction from its previous use as a car park may be create problems in establishing trees. If this is an issue a further bid will be presented to committee for remedial works. Depending on the compaction, this may involve ground aeration or excavation. These costs cannot be estimated as they will depend on the nature and extent of the problem below ground.

TREE PLANTING PROPOSALS FOR JESUS GREEN

1. HISTORY OF THE GREEN

Jesus Green was once riverside pasture in the flood meadows of the Cam. The character of the space began to change from 1890 when Victoria Avenue was built. In November 1900 it was proposed that cattle be excluded and the space used for recreation. Cricket was played here in 1913. It was formally designated as a recreation ground in 1924, with a swimming pool, putting green, bowling green, tennis courts and football and cricket pitches being provided.

The current layout of paths reflects the routes followed in earlier times. The footpath from Lower Park Street to the Fort St George bridge is shown on a map of 1830. The rest of the network developed following the construction of Jesus Lock in 1832.

2. HISTORY OF TREE PLANTING

An engraving of 1838 shows the space devoid of trees. Photographs of 1880 show a similar picture.

The 1886 OS map shows trees along the river, remnants of these lime trees survive. A line of trees may also have been planted facing Park Parade because these trees display the same distinct form and characteristics of the limes around the open-air swimming pool and those on Parker's Piece, fronting Parkside.

The avenue of horse chestnut trees was planted in 1890, following the construction of Victoria Avenue.

In the winter of 1912/13 the London plane avenue was planted.

The ornamental tree avenues along Jesus Lock to Portugal Street and Lower Park Street to Victoria Avenue paths are shown on the 1926 map suggesting that they were probably planted at the time the Green was formally designated a recreation ground. Planting at this time was ornamental and decorative. Most of this planting has died as such trees are short lived, though a few crab apples remain in the beech avenue.

Three Lawson cypress trees were planted about 40 years ago near the tennis courts.

The avenue from Jesus Lock to Portugal Street was planted with 22 Japanese cherries and bird cherries in 1979. Only one Japanese cherry exists by the Tennis Court, several bird cherries survive.

Twenty-seven beech trees were planted in 1980 along the Lower Park Street to Victoria Avenue axis.

In the early 1980's the area to the east of the swimming pool was planted with a Scholar's tree and groups of rowan, alder and fastigiata crab apple; the rowan did not thrive.

In the last few years, a diverse mix of trees has been placed to the west of the swimming pool, beside the Lower Park Street to Victoria Avenue path and to the west of Victoria Avenue.

In total there are 212 trees on the Green.

3 PLANTING PROPOSALS

3.1 The Purpose of Planting

Jesus Green should continue to be used as an open space with appropriate recreational use relevant to the local and wider public. The park should provide a city centre location for organised and spontaneous events and facilities to be enjoyed by local residents and visitors.

Its greatest asset, apart from the location, is the presence of mature trees. They make the space. Without them the park would be overlooked by two busy roads and would appear as a vast expanse of mown grass. However, trees do not last forever and, if the space is to continue to be an attractive place, the long-term future of its trees must be considered and the need to plant for the future embraced and implemented. It is also important to manage the tree population to ensure an uneven age range thereby avoiding the situation where all the trees decline at the same time.

Trees have always been used as features. They mark property, define boundaries and delineate routes. Their planting, except as woodland, is formal. The consequences may be that for a period of time a feature no longer makes a visual presence but, by careful planning and management, it may be possible to minimise its loss. In respect of avenues, this can be done by, either creating a new feature that will assume dominance in the landscape or, constantly renewing the line so that it is never seen as a uniform feature.

Both approaches are recommended for Jesus Green and can be applied without detriment to the amenity the park provides. The plane and horse chestnut avenues should be treated as individual units. A strategy will need to be developed for their removal and replacement. The lines of lime trees to the north along the river and west fronting Park Parade, and the avenue

of beech trees along the southern axis should be renewed as required. In this way they will be in constant renewal and their value as a feature and an amenity is never lost.

It is important to recognise the importance of views into the Green from the surrounding streets and out of the space to the city. In order to achieve this trees should be of a forest scale so the lower canopy can be lifted above pedestrians.

Any new planting must be fit for purpose, so the lower branches of the canopies will need to be removed to allow boats, pedestrians, cyclists and, where appropriate, Council and high sided vehicles servicing the space unobstructed passage.

3.2 The London Plane Avenue

3.2.1 Existing situation.

The existing trees were planted in 1912-1913, so are over 100 years old. Three trees have been felled due to their poor crown form and one following root severance. For the most part, the remaining trees are healthy and could be expected to live for another 100-150 years. Unless the issues associated with the poor ground conditions are addressed, the trees are unlikely to survive for another century. The park was once a water meadow so the ground is naturally prone to being wet at times, but this area experiences exceptionally poor drainage. The soil under the canopies has been compacted by the activity of people and vehicles preventing the movement of oxygen and water. Water lies around the bases of the trees for protracted periods causing anaerobic soil conditions. The roots are deprived of oxygen and rot. Roots adjacent to the footpath are being damaged by vehicles and pedestrians driving over them.

3.2.2 Philosophy

The avenue should be retained as an avenue and replacement trees planted. Whilst it is possible to close the current spaces there will come a time when the majority of trees will have to be felled. A strategy should be developed to manage this loss.

3.2.3 Proposal

The avenue can be renewed and restored by planting the gaps in the avenue.

Plant 4 No. London plane trees

3.3 The Beech Avenue and Associated Planting

3.3.1 Existing situation

The ornamental avenue of crab apples planted when the park was laid out in 1924 was in decline in the 1970's. Twenty-seven beech trees were planted amongst the remaining trees. Between 1980 and 2000 eleven beech trees died and were not replaced; five of those surviving have a poor crown formation. Whilst, in the long-term, it would be expedient to replace such relatively young trees with better stock, it is understood that the community values their contribution and may be reluctant to see them removed and replaced.

Only three beech trees exist on the east section, one to the north and two to the south of which one is a young tree. On the western section there are thirteen trees of which two are recent plants. Such numbers are insufficient to create a feature avenue.

In the last eight years a selection of new trees has been planted adjacent to the avenue and in some of the gaps, with the intention of diluting the impact of the avenue.

3.3.2 Philosophy

The defining landscape feature of Jesus Green is the London plane avenue. It was planted nearly 100 years ago and has the capacity to live for another 100 years or more. Current gaps can be replaced with four new trees. Since these few younger individuals will fail to be sufficient to create a formal line or feature, it is likely that the whole avenue, including the younger trees, will be felled. So we have the responsibility of planning for the future for the period of time when the plane trees are felled.

There are two options:

a. **Create new axial avenues across the Green**

b. **Informal planting**

If there is to be another definitive axial avenue it must be created now to allow time for the trees to mature.

If there is to be a copse arrangement it is also important to plant new trees to allow them to mature to make a landscape feature.

In either case we need to build on the existing framework.

a. **Create new axial avenues across the Green**

The original design had clarity. The perimeter was marked out by formal planting and the main routes were defined by avenues of trees. The spaces dissected by the avenues were used for recreation.

A 21st century design using these principles would restore the strong late 19th and early 20th century planting structure and the character of the park whilst allowing the interim spaces to be used for modern recreational needs.

The provision of one, or more, strong avenue features crossing the whole space will create positive lines of planting and strong visual links and should be supported by robust perimeter planting. Long established and well used footpaths cross the park from Victoria Avenue to Lower Park Street and from Jesus Lock to Portugal Place. Both were planted when the park was laid out and were renewed in 1979-1980. They could form the framework for additional planting.

b. Informal planting

The other approach is to dispense with formality and structure and plant copses or drifts of trees. By using a variety of species, which mature at different times, the landscape is in constant renewal and a mature tree cover is ensured. The trees are scattered randomly so that when a tree is felled it can be replaced without being noticed. For this to be successful the scale of planting needs to relate to space. If large scale trees are to be used a large space is required, as at Jesus Close opposite, to give length and breadth to the planting. If smaller trees are used the dimensions can be reduced accordingly.

This informal approach was adopted eight years ago. Twenty trees were planted in some of the gaps in the avenue and scattered behind the beech and horse chestnut avenues using a sprinkling of beech, lime, horse chestnut, oak, London plane and ash.

Whilst the trees have the length of the drain and Victoria Avenue along which to drift, the recreational uses of the park prevent planting a broad band of trees. As a result the forest scale tree belt lacks the necessary depth and robustness.

3.3.3 Proposal

The principle of renewing an original design feature in the 1980's was admirable and a maturing beech avenue running east to west along a main route across the park would be developing. Enough of the beech trees survive to form the backbone of a strong axis and, with the addition of some new trees, this major avenue can become a fine feature once again. New trees should be planted between the older beech trees and the dying crab apples. Since the crab apples have a strong historical link they will be retained for as long as possible. It may be necessary to carefully prune the crab apples to allow the beech trees room to develop. This planting will create a strong landscape feature of mature beech trees when the London

plane avenue is in decline. It will form the pivotal landscape feature of the open space when the trees defining the north to south axis have been felled and a new avenue is establishing.

The quality and form of the recent scattered planting is excellent and these trees must not be felled. They should be removed so they do not compromise the outline of the avenue, but they can be transplanted into new positions in the avenue and elsewhere on the park wherever possible, or other open spaces, to create the landscape of the future.

East side

**Transplant 6 trees: [beech (1), lime (2), oak (1) horse chestnut (2)]
growing behind the avenue**

Plant 7 new beech trees

West side

**Transplant 5 trees: [beech (1), lime (2), oak (1), horse chestnut (1)]
growing behind the avenue**

Plant 12 new beech trees

3.4 Victoria Avenue

3.4.1 Existing situation

As with the trees on Midsummer Common they are in decline, the condition of some of these trees is poor and it is likely that one or two will be felled in the near future, the avenue could still hold as a landscape feature in 50 years time depending on circumstances. The trees are prone to shedding major limbs, without prior warning, onto the road and the park, some have cables installed in the canopies in the hope of prolonging their life.

These trees are nearly 120 years old, normally, chestnuts could live for 200 years but, in an urban location, they are unlikely to reach this age. These trees are disadvantaged by being planted on the revetment to the road. A significant proportion of their roots are covered by a non-porous surface which reduces the oxygen and water available to the roots to feed the canopy and the soil includes a mix of road and footway construction backfill. The run-off from the road includes chemicals and road salt which damage the roots. Council and event service vehicles have tracked over the ground on the park side, where conditions should be at their best for the trees, compacting the ground and thereby depriving them of oxygen and air. Compare the health and vigour of these trees with the specimen outside King's College Chapel, which is of a similar age.

3.4.2 Philosophy

Victoria Avenue is the other difficult landscape feature to manage. The trees flank both sides of the road to form a fine avenue feature for the length of Victoria Avenue. A strategy must be developed in the future for their long-term management and replacement.

There are two options for their management and renewal.

- a. separate linear features
- b. an avenue

a. separate linear features

To treat the trees on each of the open spaces independently. In which case, they would be managed as separate linear features that define two unconnected open spaces with quite distinct and different characteristics, landscape values, tree and horticultural planting, uses, functions and appearance.

The loss of the chestnuts would be managed in relation to each space and not as an avenue to the road and any new planting would reflect the character of the space. The need to create an avenue beside the road would be secondary and of lesser significance or importance. The planting on either side need not necessarily be the same species.

This option ignores the historical link between the two spaces and the need to provide a connection between the two places which, whilst acknowledging their individual characteristics, still ties them together visually.

b. an avenue

To treat the trees as a feature that lines Victoria Avenue and manage their removal and replacement as an avenue. This will impact upon both open spaces.

The importance of the chestnut trees is derived from their significance as an avenue planting along Victoria Avenue rather than as boundary markers of two open spaces. The trees enhance the highway making it a delightful road to travel, all the more interesting as it rises over the bridge, where the vista opens suddenly onto the spaces, and then turns in the direction of the city centre. The spacing of the chestnuts affords views into and across both open spaces.

It is important to treat the chestnut avenue as an entity to be managed and renewed as such. The replacement avenue should be planted 3m back from

the railings and be of a single specie. The same specie should be planted on Midsummer Common.

Specie selection

It is important to consider what tree could be used to replace the chestnut trees. Any replacement specie needs to provide a statuesque presence beside the road, be sufficiently rural to allow association with the pastoral roughness of Midsummer Common yet display enough characteristics and associations with the urban landscape to link it with the managed city park that is Jesus Green.

There are two options, elm and lime. Since there is an increasing dependence on lime in the city, it would be prudent to introduce another species. There are several disease resistant elms on the market. They have been bred in America and have survived for several years. Dutch elm disease was introduced to England from America where it was widespread on the east coast. If the new elms are successful in the States, it may be time to plant them more widely here.

Offsetting the loss of the avenue

One way of ameliorating the loss of the chestnuts is to plant outside the existing line of trees. This can be done in two ways, either to position trees informally or plant a formal line.

a. informal planting

This option has been tried here and twelve trees have been placed behind the chestnuts. The trees consist of oak, ash, lime, horse chestnut and London plane. This kind of planting works best when the trees are closely planted as a belt. This scattering is not robust enough to gel as feature and when the chestnuts are removed the trees will be too disparate in size, mass, shape and form to create a new landscape.

b. secondary avenue

The second option is to plant another line of trees outside the chestnut trees. This will be a secondary avenue of smaller trees that relate to the existing planting but are of a different, but compatible, specie. There is sufficient space to do this on Jesus Green, but informal and formal use on Midsummer Common make this impossible. As Jesus Green is a park it is a large ornamental tree is suitable. The proposal is to plant a line of Wild cherries outside the chestnut trees. These trees would last for 50 - 70 years, but would provide some tree cover as individual chestnut trees are felled. Wild cherry is recommended because it is larger and has a more natural form than the Japanese ornamental cherries, bred to have a distinct

scaffold structure. The white flowers will link to the candles on the chestnut trees that will open just as the cherry blossom is fading.

The recent new planting will need to be moved to make room for the avenue, the trees are of excellent form and condition so that it is unacceptable to fell trees of this quality. Instead they can be transplanted into the structural perimeter planting to create the new long-term landscape. These trees.

3.4.3 Proposal

Plant replacements for the chestnuts as they fail, either elm or horse chestnut.

Plant a new avenue of 20 Wild cherry approx 13m from the railings to create an outer line of planting.

Transplant 12 trees [Oak (3), ash (1), lime (3), horse chestnut (3) London plane (2)] from behind the avenue.

3.5 The Boundaries

3.5.1 Existing

West boundary.

Some of the limes trees that date from the 19th century still survive.

Replacements of different cultivars have been planted over the years, these are making a significant contribution. Apart from last year's planting, the latest replacements have not been lime but a single hornbeam and three beech. The trees appear in good condition and have a long life expectation.

Riverside

A core of the late 19th century limes still survive along the river, but their spacing is so far apart in places it is only when viewed from afar that it relates to each other. Very few new limes have been planted to fill the gaps, instead willows have been planted on the river bank. At the north-west corner there are three Lawson cypress trees.

3.5.2 Philosophy

The planting on the river and to Park Parade should be reinforced so that the edges are always defined. This planting should be renewed as it dies to provide a constant cover of mature trees. This will help to create a strong perimeter feature, which will help to counter the loss of the plane avenue. Planting should allow views into the space from the surrounding streets and out of the space to the key townscape features, especially valued in the winter months. It should be relatively easy to renew the Park Parade and riverside boundaries by replacing the lime trees that have been felled, with the exception of those in hard landscape and amongst the cycle parking.

West boundary

This is an opportunity to restore the line of lime trees. This line has been lime trees for at least 100 years and the tall, narrow crown of the lime does not take too much light from the terraced houses.

There is a gap at the Lower Park Street end where a tree has been felled and not replaced, a new lime tree should be planted.

The three beech trees in the row are out of place. Beech has a broader crown and the leaf cover is dense, to the extent that nothing much can grow underneath, other than bulbs that flower before the leaves break open. The beech trees will, if left, take all the eastern light from the houses and may lead to requests to prune or fell to improve living conditions or restore a view. They have excellent crown structures and are in a good condition and are still young enough to be transplanted into the beech avenue. They will require care and attention but their contribution to the avenue will make this a worthwhile enterprise.

There are three Lawson cypress trees, probably 40 years old, planted at the end of Thompson's Lane. They contribute little in terms of the landscape or amenity, failing to screen the Tennis Courts or enhance the conservation area and surrounding buildings. The opportunity should be taken to remove them and plant two new lime trees to continue the historical line to the west and link into the lime trees planted on the north along the river. These measures will renew the landscape for the long-term.

By providing planting at both ends, when the older trees in the line come to be removed there will be sufficient established trees maturing to a height of 20m and forming a strong linear feature, that the loss of the few old trees will be easier to assimilate and manage.

Riverside

The river frontage was planted with lime trees, probably when the Green was first enclosed in the late 19th century, or more likely when Chesterton Lane and Chesterton Road were planted as the trees display distinct similarities to those beside the road. Sufficient survive to indicate formal planting, some younger limes, approximately 30 years old, suggest that older trees were felled and replaced, but more recent losses around the pool and at either end have not been replaced. Renewal would strengthen the boundary and provide a visual link with the lime trees planted on Chesterton Road and the west boundary of the Green.

3.5.3 Proposal

Plant 5 lime trees to Park Parade

Plant 13 lime trees to the river frontage

Transplant 3 beech trees

Fell 3 Lawson cypress

Fell 1 lime tree in a very poor condition

3.6 Jesus Lock to Portugal Street Avenue

3.6.1 Existing

The last of the original avenue trees either collapsed onto the ground, or was felled, in 2007. Replacement Japanese and bird cherry trees were planted in 1979, but these are failing. At the northern end some of the bird cherries and a single Japanese cherry survive. At the western end the trees have died and have been replaced with a mix of hornbeam, beech, pear and oak, which do not create a feature avenue. They present tree cover, but it is a medley and fails to define the line of the path or erupt into brief glory when in blossom.

3.6.2 Philosophy

There is a need for an avenue here to define the route from the Lock to Portugal Street and screen the fencing around the tennis courts. The avenue should present a positive line across the space but should not dominate the park, allowing views over the canopies of the trees to the taller perimeter planting and the city beyond. Therefore, the trees should be smaller in scale and relatively closely planted. As the tradition is for decorative trees this avenue presents the opportunity to offer a spectacular display in the spring. The current bird cherries offer an intriguing spray of flowers, more akin to laurel than the ornamental cherry. These trees are relatively short lived in comparison to the structure planting.

As the bird cherries were inter-planted with Japanese cherry it is possible to plant cherry trees in the gaps. Tai Haku has been chosen as it is a broad spreading tree and will fill the gaps left when the bird cherries are removed. Once the Tai Haku are established the surviving bird cherries can be felled.

The avenue can only be created as a complete feature if some alteration is made at the western end. The hornbeam should be retained. The hornbeam is at the extremity of the avenue and could be retained without interrupting the row. It is an established tree and a feature. Whilst its retention interrupts the line of lime and the cherry avenue it is considered unacceptable to fell a healthy tree with a long life expectation unless the community and Members recommend that it should be removed in the long-term interests of the design of the tree planting for the next century. The

two recently planted beech trees should be transplanted as they are fine trees but not appropriate here in the cherry avenue. Two bird cherries and a pear that are part of the current avenue will be left in isolation, it would be better to fell them to create the cherry avenue. The two bird cherries are mature and in decline, their life expectation is limited. Their removal is, therefore, only relatively premature. The younger pear is a poor specimen. Repeated mower damage has compromised its health, but it could survive for another decade.

3.6.3 Proposal

Plant an avenue of 25 No. Tai Haku cherry trees.

Transplant 2 No. recently planted beech trees into the beech avenue.

Leave the hornbeam tree as an anomaly.

Fell 2 No bird cherry and 1 No pear trees to create an avenue

Remove 1 dead beech.

3.7 Jesus Lock to Lower Park Street

3.7.1 Existing

Trees were not planted here when the park was laid out, and there are none in this location presently.

3.7.2 Philosophy

This path should not be planted. Another avenue here would interrupt the vista and divide the spaces into uncomfortable parcels. Lack of planting provides informal sports use across the path.

3.7.3 Proposal

No trees shall be planted.

3.8 Rest of the space

Trees are planted around the swimming pool, children's play area and in the gap between the pool and the London plane avenue. This planting requires review when the future of the space is decided following the rejection of the lottery bid.

MANAGEMENT PROPOSALS:

PLANT 86 new trees

4 London plane

19 beech

20 Wild cherry trees

25 Tai Haku cherry

18 lime

TRANSPLANT 28 existing trees

7 beech into Jesus Green

7 lime into Jesus Green

2 London plane into Jesus Green

6 horse chestnut (onto Avenue?)

1 ash (onto Lammas Land)

5 oak (onto New Bit)

FELL 8 existing trees

3 Lawson cypress

1 lime

2 bird cherry

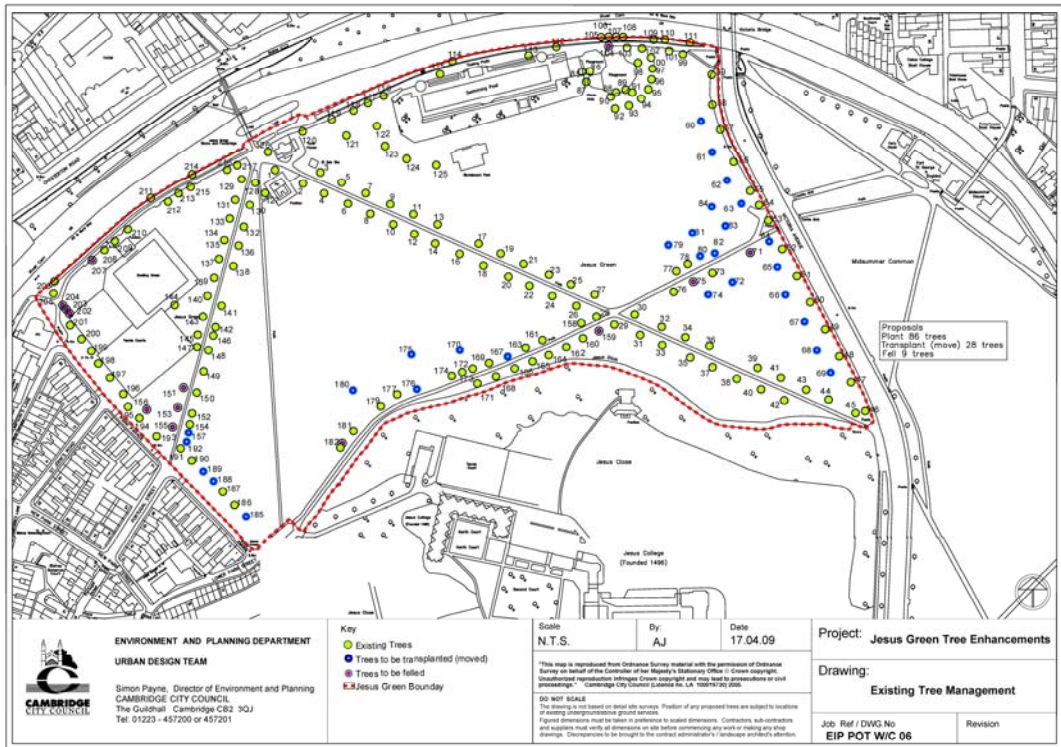
1 pear

1 dead beech

Provisional bid £40,000.

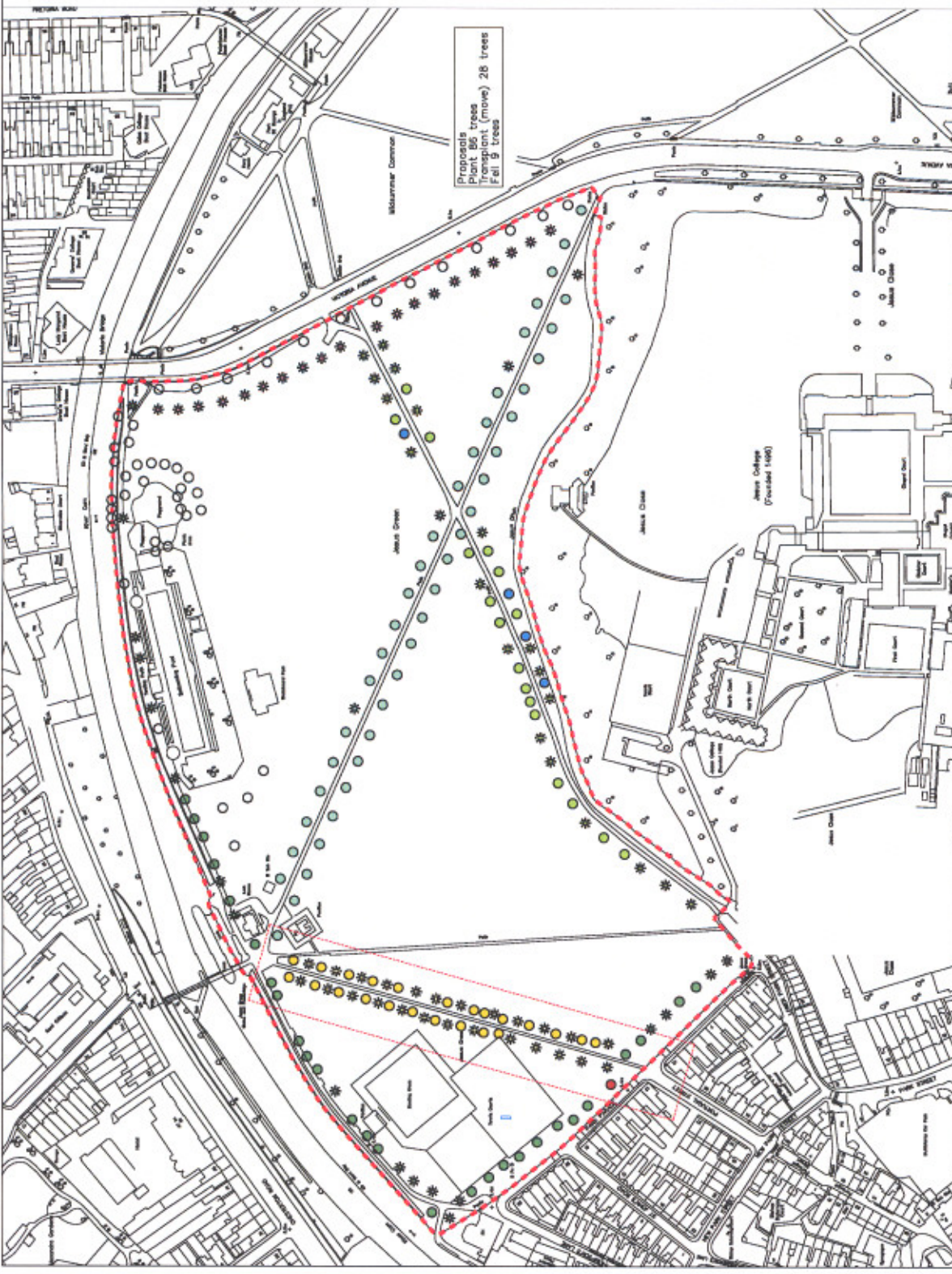
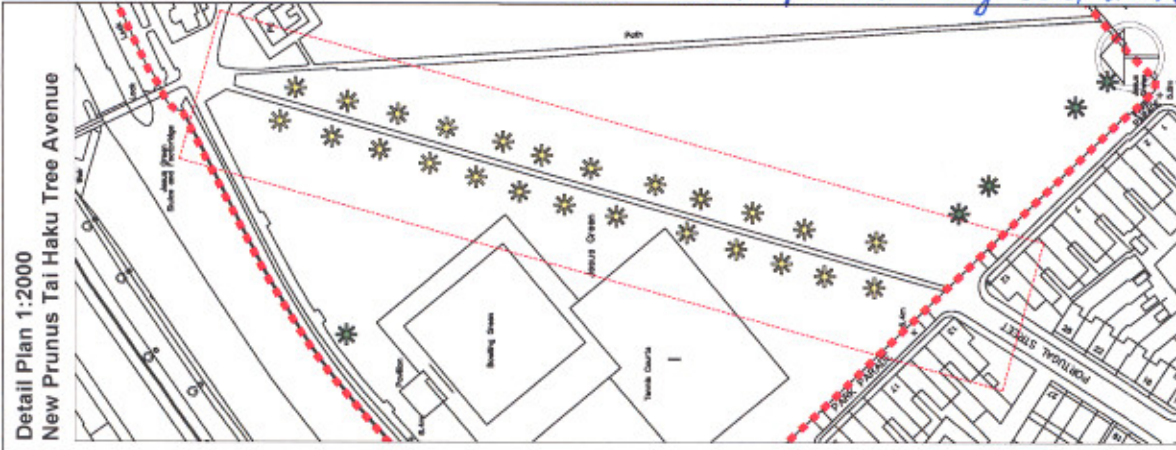
Any facilitation tree works will be paid for by the Tree Maintenance budget.

Jesus Green Tree Management and Proposals Plans



Drawing to follow

Note: This Map refers to Page 85 of the Agenda



Project: Jesus Green Tree Enhancements

Drawing: Tree Proposals

Job Ref / DWG.No
EIP POT W/C 05

Revision

Scale: N.T.S.

By: AJ

Date: 17.04.09

DO NOT SCALE!
The drawing is not based on detail site surveys. Position of any proposed trees are subject to locations of existing underground/above ground services. Contourlines, sub-contourlines, figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. Discrepancies to be brought to the contract administrator's / landscape architect's attention.

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- Key:**
- Existing Tree (varied species)
 - Existing Fagus sylvatica
 - Existing Prunus Padalis
 - Existing Prunus Tai Haku
 - Existing Platania hispanica
 - Existing Tilia species
 - Existing Malus sylvestris
 - Existing Tilia species
 - Existing Malus sylvestris
 - Existing Hornbeam
 - New Fagus sylvatica
 - New Prunus Tai Haku
 - New Platania hispanica
 - New Tilia species
 - New Malus sylvestris
 - Jesus Green Boundary

ENVIRONMENT AND PLANNING DEPARTMENT

URBAN DESIGN TEAM

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CAMBRIDGE CITY COUNCIL

TREE PLANTING PROPOSALS FOR MIDSUMMER COMMON

1 HISTORY

Midsummer Common was once riverside pasture in the flood meadows of the Cam. Cattle have continued to graze, with brief interruptions, to the current day. It is still managed as semi-natural space.

King John granted the Midsummer fair to Barnwell Priory (established near East Road/Newmarket Road roundabout) in 1211 to be held on common pastureland near the priory. In 1232 Henry III allowed the fair to be held over four days from 22-25 June. The control of the fair gradually shifted from direct management by the Priory to the Town. Despite the decline of fairs in the 19th century Midsummer Fair survived and, with the arrival of the railway in 1845, it moved from the riverside location at the eastern end to the central pitch.

The Common has always been used for public events and celebrations. There were several celebrations during Queen Victoria's reign to mark significant occasions and anniversaries. In 1894 the Royal Agricultural Show was held there. Every November the Firework display draws crowds from far and wide. The ground conditions are too poor to provide sports pitches.

2 TREES AND THE LANDSCAPE

No early maps survive. Baker's map of 1830 shows the Common devoid of trees. By 1886 a line of trees edged Butt Green, two of these elms survive facing Maids Causeway. The OS map of 1903 shows the horse chestnuts lining Victoria Avenue and planting along the riverside. By 1927 a formal line of forty trees had been planted along the east side of Butt Green and the south side of the Common.

Since then, there has been no new structural planting and this framework has been gradually depleting over the decades. Whilst the Victoria Avenue horse chestnuts still survive, only a remnant of the planting on the southern boundary remains and the riverside planting lacks cohesion and visual strength.

It is important to renew the landscape. Trees are essential to this open space, without them it would be an open water meadow. They should define the boundaries, enclose its form enrich its character and enhance the conservation area. The mature horse chestnut and elm trees obscure the movement of vehicles and the visual intrusion of the adjoining highways. Their presence is re-enforced and supported by the copse planting of Jesus Close. The riverside planting affords attractive views to the river and the boathouses between and through the trees but, generally, this strip of trees

is thin and lacks substance. The loss of planting on the south side has opened the Common to the surrounding urban environment and the mass of Elizabeth Way bridge so that it intrudes onto the space. Planting forest scale trees would complete the sense of enclosure, whilst allowing views into the common from outside.

3 EXISTING TREE POPULATION

There are 132 trees on the Common. In 2001 the Conservation Plan stated that 'with few notable exceptions, the condition of the trees on the Common is, generally, poor' and that 'a really comprehensive planting and maintenance programme is urgently needed.'

3.1 Victoria Avenue

The trees were planted in 1890 following the construction of Victoria Avenue. The original planting was thinned and the spacing affords each tree room to grow to its maximum. In parkland chestnuts could be expected to live for 200 years or more, but the pressures of an urban environment will be shorten their life expectation. The road and its construction has compromised the roots of these trees. They have been deprived of oxygen and water, which are essential if the tree is to survive and the soil condition is poor as it contains rubble from the road construction. To the east, where the ground condition should be at its best Streetscene vans and other high-sided vehicles attending the Fairs have created a track under the canopy and consolidated the ground. Compaction destroys the soil structure with an adverse effect upon the roots of trees. The pockets of air within a clay soil structure are flattened in the process destroying the mechanism that facilitates the movement of oxygen and water to the roots, as a result the trees experience drought and asphyxiation at the same time. All trees respond by dying back, a young tree may fail completely whilst the upper canopy of older trees dies back and the canopy diminishes in size naturally.

These chestnut trees are now over 120 years old, some have been removed, over half have serious defects to the extent a few will need to be pruned or felled within a few years. One tree is to be felled imminently as a major anchorage root has broken at the base of the tree. Two of the trees have cables installed to support excessively heavy lateral branches which will control their fall should they collapse. In the last two years four trees have shed major limbs onto Victoria Avenue and Common. The buses that have been permitted to use the lay-by near the toilets for short stay are hitting two major branches that overhang the footpath and lay-by.

Realistically, they have a relatively short life expectation and serious consideration must be given as to how best plan for their removal and replacement.

3.2 Riverside

The river frontage trees are in a poor state. The mature poplars, recorded in the 2006-2007 survey, broke apart in subsequent storms and have been removed. The only trees of maturity and physical presence are two London plane trees to the east of Midsummer House and some pollarded willows at the eastern end. The remaining trees are, in terms of the life expectation of a tree, relatively young.

3.3 Southern boundary

There are a few fine old silver and common lime and horse chestnut trees surviving along the southern boundary between Brunswick Walk and Cambridge Regional College that indicate the original 1920's planting contained a backbone of nearly forty tall, forest scale trees. Only twelve trees survive along this route.

4 PLANTING PROPOSALS

4.1 Tree Management – fit for purpose

Any planting must take into account the traditional use of the Common and not compromise its use by the community. Its use as a tablecloth for the fairs and Firework display require that no trees be planted within the centre. The grazing rights of commoners must also be respected, the sight of cattle grazing so close to the city centre is rare. The level of grazing will impact upon the flora and fauna and may require management. Cattle guards around the trees will prevent them being grazed by the livestock and the ground being poached and compacted by the action of the hooves in wet conditions.

The boundaries need trees, to define the Common's limits and boundaries, enclose the space, create a particular place, link the adjoining open space with the other river bank, delineate the towpath and the other foot and cycle paths, frame buildings of architectural merit such as the Fort St George and Midsummer House, and break up the surrounding built environment. Trees also obscure traffic and absorb activity. Without them this space would lack definition and character. Trees generally survive longer than people, so they provide links with a place and history, people become attached to the veterans and are reassured by the continued presence of trees. Their seasonal changes continue to delight year after year. Trees enhance and enrich this environment and this quality is in urgent need of renewal, without trees the appeal of crossing an open field enroute to work, meandering down the river, going to the fair, jogging or walking the dog would have little appeal.

The trees must be appropriate for their location in terms of specie, and suitable in terms of management. Trees over the road need to be clear of high-sided vehicles and those over the river above any river traffic. The canopies of trees beside the paths must not obstruct pedestrians and cyclists. For this reason the trees should be able to mature to forest scale trees and have a natural, not fastigate, outline. The acute angle of union of trees with an upright habit makes their management difficult. By removing the lower limbs of trees that will grow tall above the road, river and footpaths, the trees will retain their natural outline.

The trees on the south boundary will be carefully positioned so as to frame the residential properties behind and enhance the residents' views onto the open space.

4.2 Victoria Avenue

Enough of the chestnuts survive on both sides of the Avenue so that it is inappropriate to consider the removal of the avenue at this time, but a strategy will be developed for their replacement. It is expedient to consider the long-term future of the avenue and the design of any replacement planting.

The trees in the Avenue should be removed as required, until a point is reached when the avenue no longer holds together visually as a unit. This may come when a section of the avenue is lost, or when sufficient individual plants are removed that the surviving planting lacks cohesion. The trees should be replaced with a formal avenue. The same species should be planted on both sides of Victoria Avenue, so that an avenue is created which reflects the name of the road. The choice of the new trees is dependent on the feature they should create and the suitability of the tree specie for the location. The new trees need to mature to a forest scale, their canopies should rise above the traffic and grow over the road to meet those in Jesus Green. The lower canopies will require pruning clear of high sided vehicles, but the remaining crowns should touch to form a covering through which the traffic passes. This will create an impressive linear feature, focusing the traveller along the road. The spacing of the trees should allow views into the open spaces on either side. The species recommended to perform all these qualities would be a disease resistant elm.

New trees should be planted to the rear of the public toilets to screen the road, the buses parked in the lay-by and the public conveniences, they will also serve to complete the line of the Avenue which is broken at this point.

There will be a time, following the felling of the chestnuts and the planting of a new avenue is becoming established, when the main avenue is not a visibly dominant feature. It is prudent to consider ways in which this loss

could be mitigated. On Jesus Green the proposal is to plant an outer line of Wild cherry trees to form a subordinate avenue. This is not an option on Midsummer Common because planting an outer row of trees would require placing trees outside the existing canopies. This line would fall on the informal vehicular route used by Streetscene and the Fair vehicles and the pedestrian footpath near to the southern Pelican crossing, thereby making this option impossible. Planting a replacement avenue at this point would also be too far removed from the highway to create the desired impact upon the road as the avenue should overhang the road.

Proposals

Plant

5 new trees to rear of toilets

1 replacement for the vandalised T 17.

Fell

1 horse chestnut (vandalised)

4.3 Riverside

The planting here needs to be positive and to create a bold edge to the river. As it is viewed from a distance across the common from the surrounding housing and boathouses, Victoria Avenue, the elevated perspective of several major road and pedestrian bridges, the river and the towpath, the planting needs to create a strong linear feature. The trees must be tall to match the scale, expanse and openness of the Common and there must be substance and depth to the planting. It is important not to create a wall of planting, but to retain views through the trunks and canopies to the boathouses and the neighbouring terraced housing and to allow the residents who look onto the common to enjoy an outlook between the trees.

A riparian location calls for a plant selection that relates to the waterside. The obvious choice would be to link to the willows and poplars of the river course as it flows through the fens to Ely. The willows and poplars could line the banks as far as Midsummer House and the Fort St George bridge. At this point the urban environment encroaches on the Common. It is a subtle change, but from here the pace and frequency of pedestrian and cycle activity changes to reflect the movement of commuters rather than those out for a walk. Traffic intrudes visually and aurally and the density of housing is more apparent. Urban sounds and sights dominate. At this point the planting species should change to reflect its altered environment.

The planting from the eastern end to the Midsummer House should be a mix of poplar and willow. The willows could line the edge of the southern edge of the towpath, these would be pollarded regularly in the tradition of

willows on the river. Behind, to the south, an informal line of poplar would give the height, scale and mass that are required. Together they would provide the depth of planting necessary to demarcate the river frontage when viewed from a distance or an elevated location.

From Midsummer House to the west the tree specie should reflect the urban location. Elms are associated with cities and rivers and have a statuesque quality that will perfectly suit this location. New trees should frame the Fort St George and the young willow planted directly in front of this charming building should be removed. The existing plane trees should be left until they have to be felled.

Some new planting along the riverside has been carried out sporadically in the last 20 years and reflects the failure to consider planting the reason for planting, the creation of a landscape and the management of trees over a long period of time. Very little consideration has been given to the choice of plant selection and the quality of the trees being planted is poor. Some of the trees have very poor crown formation, the mix of species reflects the absence of planting with a strategy or concept or to a comprehensive plan. Some of the trees have been planted too far apart, others are too close together so they will be unable to develop full canopies. The choice of trees reflects the lack of clarity or purpose in the planning and design. In this relatively short stretch of riverside the planting includes several different cultivars of willow, three Lombardy poplars, one Black poplar, two limes, one elm, one field maple, one rowan, one oak and two London plane. The trees do not relate to each other in form, scaffold formation, outline, mass, leaf size, leaf colour or leaf shape, density of foliage and appropriateness for location. As a result the whole planting lacks clarity and cohesion and fails to do more than follow the line of the footpath.

What is needed is a positive line of trees, following the winding course of the river. They should have a pedestrian scale beside the tow path but an outer edge of taller trees should provide a bold edge to the river, when viewed from afar. The combination of the two different scales of the trees will fuse to present a robust edge to the Common. The tree planting must have unity and clarity to deliver this vision. The current diverse mix of species dilutes the impact because there is no cohesion in their presentation. It is recommended that a line of pollarded willows is planted beside the path and behind them groups of black poplar. Whilst there is a mix of planting along the tow-path, the majority of trees are willows. By removing the still relatively immature planting, in some instances of questionable quality, and planting large nursery stock willows between the mature willow trees within the space of five years a positive riverside

feature will be establishing. Once again the footpath beside the river would be flanked by a continual line of willow trees.

Behind the line of willows several groups of Black poplar trees could be planted in informal groups. In contrast to the linear planting of the willows the poplars should be placed in a more relaxed grouping to reflect the particular and unique character of the Common. The Common is managed as a semi-natural space and cattle graze here for several months of the year, as they have done for centuries under Commoners' rights. The planting of trees at regimental spacing will undermine this atmosphere. The groups of trees will be carefully placed so that the important views to the river and the boathouses from the roads and within the Common will be retained. Such a unique environment must be enhanced rather than obscured. Black poplar is a fast growing tree and native to this area so it should grow well here. Experts on Black poplar have identified a tree growing in the city beside Hobson's Brook as one of the oldest surviving Black poplar trees, believed to be over two hundred years old. Visually it is an intriguing tree, full of character, but it is even more significant and valuable as wildlife habitat. The re-introduction of this indigenous tree would do much to improve the appearance of the Common and its ecology and wildlife.

Proposals

Plant

3 Elm as replacements

17 Willows as replacements and to fill gaps in planting

21 Black poplar behind willows

Transplant

1 Black poplar; 3 Lombardy poplar; 1 Oak; 2 Willow

Fell

1 Rowan; 6 Willow; 1 Field maple; 2 Lime; 1 London plane

4.4 Southern boundary

This surviving planting is sparse and should be interplanted with tall forest scale trees such as silver lime and elm. It may not be appropriate to plant in the regimented line of the original planting as the surrounding area has been built upon and a new network of paths has emerged. The new trees should be influenced by the boundary and mark the entrances onto the common at Auckland Road, Parsonage Street and Brunswick Terrace. They should also define the paths and direct cyclists and pedestrians. Planting must not encroach upon the space used for the Fair and other activities.

Only twelve trees survive along this route, whilst most are lime and chestnut, they also include a walnut, a silver birch and a Tree of Heaven. As the 2001 Conservation Plan acknowledges this 'is an unsatisfactory mix that lacks a sense of cohesion and appears at times inappropriately ornamental.' These trees survive as isolated specimens or small groups, as a result in a landscape so expansive, they appear to have no landscape design purpose and have little relationship with the boundary, the routes onto the space, the surrounding houses or other trees. The importance of the original majestic trees should be recognised by inter-planting new trees, as individuals or groups, to provide a visual connection. Careful selection of the species will link the existing lime and chestnut trees with the new planting and by careful placing will link their positions and unite the landscape. The new trees should not be set as a formal line along the southern edge, rather they should be planted as groups of trees into the Common. This is especially important where residential properties come close to the edge of the Common. The new planting will enhance the character of the open space for the benefit of the community, whilst recognising that the residents overlooking the open space also have needs. Together the existing trees and the new planting will recognise the southern boundary, define the network of paths, mark the position of streets that access onto the common and complement, and at times obscure, the surrounding built environment. By carefully placing groups of trees in the landscape, the trees will frame the buildings facing onto the Common and the views enjoyed by the residents will be ensured. In this way the new landscape should realise the ambition set out in the Conservation Plan of 2001 to 'avoid strictly perimeter tree planting where existing houses overlook the Common. A buffering effect against the intrusion of the urban fabric can be achieved more effectively by setting trees away from the edge in an informal fashion without intruding into the open central area. This allows views over the Common to still be retained'.

Proposals

Plant

7 Silver lime; 7 Elm; 3 Pear; 6 Nettle trees

4.5 Eastern boundary

Although the existing tree planting is within the boundary of the Common it positioned just outside the line of railings, which defines its edge. As a result it appears to face Walnut Tree Avenue rather than define the Common perimeter. The choice of trees only confirms this association, as it is suitable for this street location. Thus it feels excluded from the Common.

Any planting on the Common should reflect its character and landscape quality. An informal grouping of Black poplar on this boundary would

enclose this end of the Common and act as a buffer and screen for Elizabeth Way bridge. Poplars will reach a height sufficient to screen the mass and bulk of the structure and disguise the movement and noise of the traffic. By carefully positioning the trees, road users will still catch glimpses of the Common from the bridge. Poplars exist along the river frontage so the choice provides a visual connection and confirms the sense of place and unity, especially for those following the course of the river on foot or by boat.

Proposals

Plant

3 Black poplar

4.6 Other planting.

In recent years, where new trees have been planted, there has been a conscious decision to avoid planting avenues or lines of trees beside footpaths and to use a single specie of tree. This was partly in response to the consequences of Dutch elm disease, where the dependence on a single specie, planted in a formal pattern, resulted in a dramatic change to many landscape features within the city. This had an adverse effect upon the townscape in a very short period of time as many of the trees died within a period of five years. As a result, the new planting at the beginning of the century sought to provide general tree cover, but it lacks purpose or design. As a concept for the renewal of a landscape it is easier to manage because individual trees can be removed and replaced whilst an overall tree cover continues, but the planting generally needs design and structure to be effective. Trees are planted to define a space, give clarity and unity, and create, embellish and enrich a distinct character and identity.

4.6.1 Butts Green

New planting at Butts Green will reinforce the recent planting by infilling gaps beside the paths to give definition and consolidate the boundary. Trees should be added to the new planting on Butts Green to create an avenue from Brunswick Walk to Four Lamps.

Proposals

Plant

8 Silver lime trees

4.6.2 Fort St George to Victoria Avenue path

A line of Nettle trees will be planted to the north of the path connecting the Fort St George bridge to the southern pelican crossing to Victoria Avenue. This will accentuate this well used link between the suburbs and the city centre.

Proposals

Plant

5 Nettle trees

4.6.3 Fort St George to Victoria Bridge

A line of disease resistant elms be planted on the southern side of the footpath between the Fort St George bridge and the Victoria Avenue road bridge to define this busy commuter route. The trees will be planted sufficiently far apart to allow views onto the Common from the houses opposite, but will also screen the movement of traffic on Victoria Avenue for these residents.

Proposals

Plant

6 elm trees

PROPOSALS SUMMARY

Plant 92 new trees

6 trees to Victoria Avenue (species to be decided -elm or horse chestnut)

16 Elm

11 Nettle

24 Black poplar

15 Silver lime

17 Willows

3 Pear

Fell 12 existing trees

1 Horse chestnut

1 Rowan

6 Willow

1 Field maple

2 Lime

1 London plane

Transplant 7 existing trees

1 Oak

2 Willow

1 Black poplar

3 Lombardy poplar

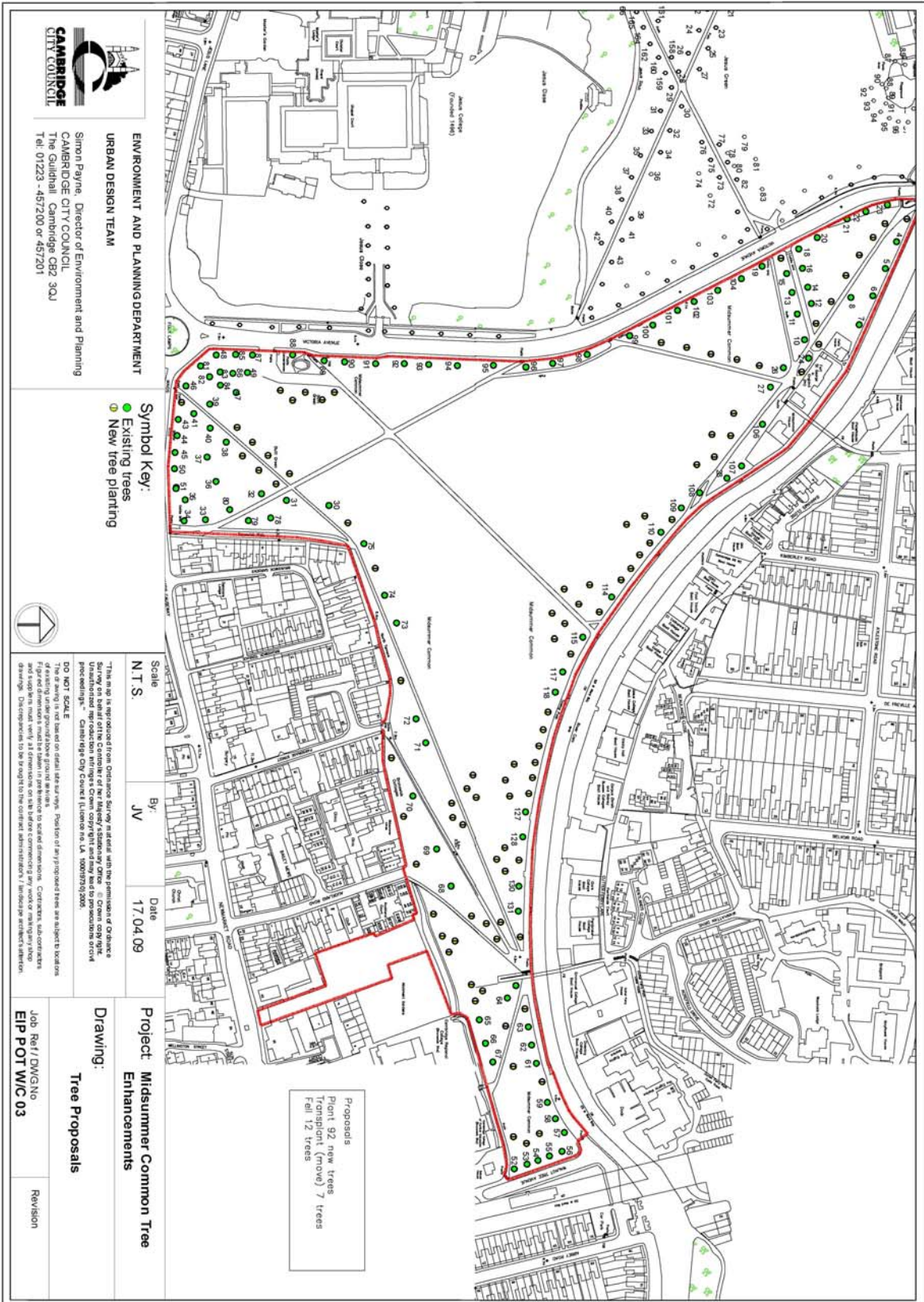
COST OF PLANTING 92 TREES

TOTAL £106,110

Bid £106,000

Any facilitation tree works will be paid for by the Tree Maintenance budget

Midsummer Common Tree Management and Proposals Plans



CAMBRIDGE CITY COUNCIL

ENVIRONMENT AND PLANNING DEPARTMENT

URBAN DESIGN TEAM

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Symbol Key:

- Existing trees
- New tree planting



Scale: N.T.S.

By: JV

Date: 17.04.09

Project: Midsummer Common Tree Enhancements

Drawing: Tree Proposals

Job Ref / DWG NO: EIP POT W/C 03

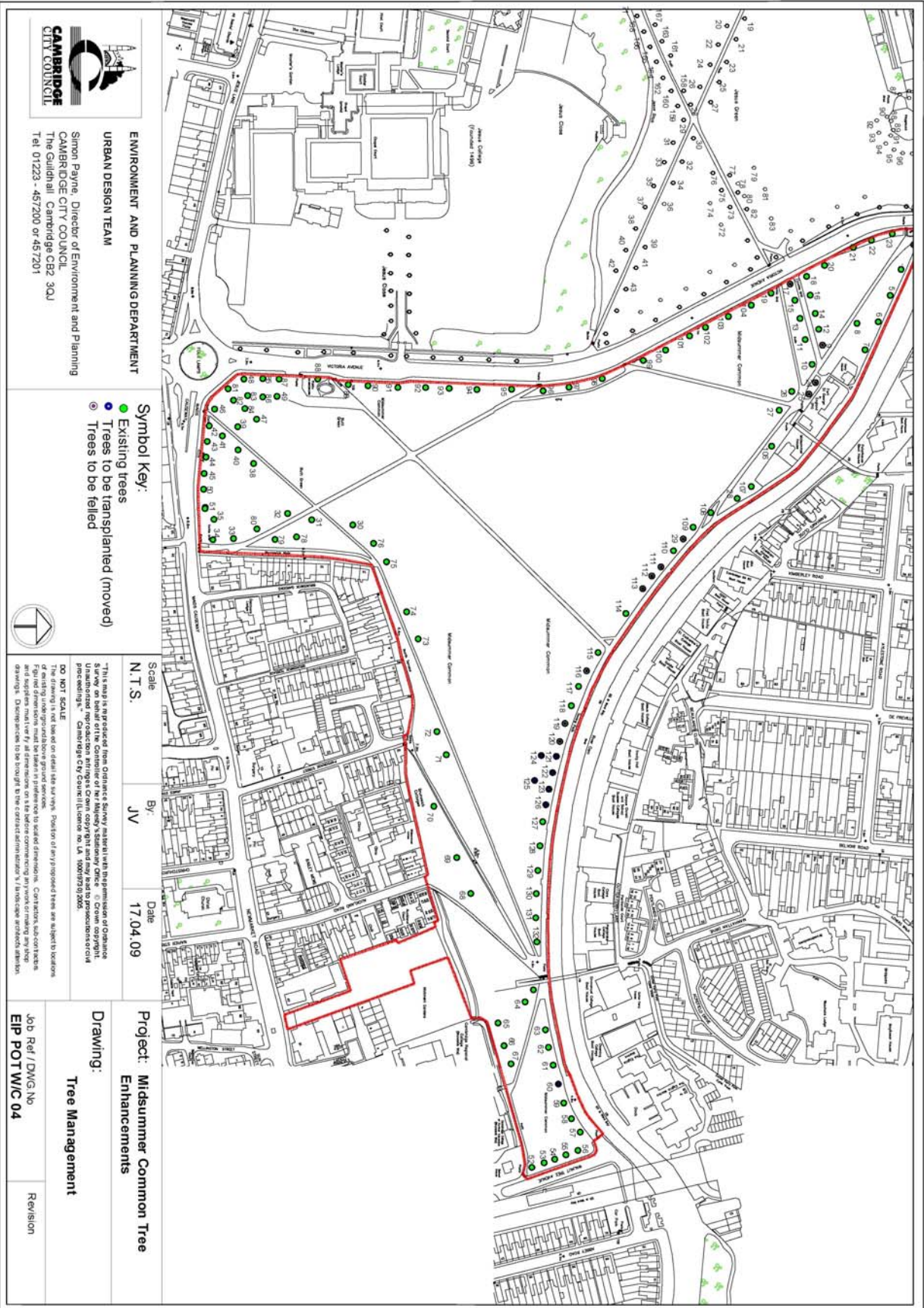
Revision:

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Proposals:
 Plant 92 new trees
 Transplant (move) 7 trees
 Fell 12 trees



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- Symbol Key:**
- Existing trees
 - Trees to be transplanted (moved)
 - Trees to be felled



Scale: N.T.S.
 By: JV
 Date: 17.04.09

Project: Midsummer Common Tree Enhancements

Drawing: Tree Management

Job Ref / DWG No: EIP POT W/C 04

Revision

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