



# Public Document Pack

Cambridge City Council

## **DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE**

**To:** **Scrutiny Sub Committee Members:** Councillors Sarris (Chair), Gawthrope (Vice-Chair), Avery, Baigent, Bick and Smart

**Alternates** : Councillors Sargeant and Nethsingha

## **Executive Councillor for Planning Policy and Transport: Councillor Blencowe**

*Despatched: Wednesday, 13 July 2016*

**Date:** Thursday, 21 July 2016

**Time:** 4.30 pm

**Venue:** Committee Room 1 & 2 - Guildhall

**Contact:** Sarah Steed

**Direct Dial:** 01223 457013

## AGENDA

## 1 Apologies

To receive any apologies for absence.

## **2      Declarations of Interest**

Members are asked to declare at this stage any interests, which they may have in any of the following items on the agenda. If any member is unsure whether or not they should declare an interest on a particular matter, they are requested to seek advice from the Head of Legal Services **before** the meeting.

## 3 Public Questions

## **4 Ridgeon's, Cromwell Road Planning and Development Brief SPD (Pages 5 - 212)**

## **5 Draft Mitcham's Corner Development Framework SPD (Pages 213 - 290)**

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**Location** The meeting is in the Guildhall on the Market Square (CB2 3QJ).

Between 9 a.m. and 5 p.m. the building is accessible via Peas Hill, Guildhall Street and the Market Square entrances.

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All the meeting rooms (Committee Room 1, Committee 2 and the Council Chamber) are on the first floor, and are accessible via lifts or stairs.

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To: Executive Councillor for Planning Policy and Transport: Councillor Kevin Blencowe

Report by: Director of Planning and Economic Development

Relevant scrutiny committee: Development Plan Scrutiny Sub Committee

Wards affected: 21 July 2016  
Romsey and Petersfield wards

## **RIDGEONS SITE, CROMWELL ROAD – PLANNING AND DEVELOPMENT BRIEF SUPPLEMENTARY PLANNING DOCUMENT**

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### **Not a Key Decision**

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#### **1. Executive summary**

- 1.1 The Ridgeons site on Cromwell Road is an important future housing allocation for Cambridge. It is already partially allocated in the Cambridge Local Plan 2006 as Site 5.14 for housing. Site allocation R12 in the submission Cambridge Local Plan (2014) identifies the entire Cromwell Road site for residential development, with an indicative capacity approximately 245 dwellings.
- 1.2 The Council and the landowner, Ridgeons, have been working jointly on a new Planning and Development Brief Supplementary Planning Document (SPD) to ensure that any future development on the site is appropriate to its context and delivers the aspirations as set out in the Local Plan. The Planning and Development Brief provides greater certainty and detail to support the delivery of this allocation in the coming years.
- 1.3 The emerging Local Plan is still at the examination stage, which means that the Council is unable to adopt this SPD until the Local Plan has been found sound and adopted. In the interim period, prior to adoption of the SPD, the Planning and Development Brief will provide context and guidance as material consideration in the planning process.
- 1.4 In accordance with the process of preparing an SPD, consultation on the draft Planning and Development Brief was carried out over a 7-week period between 18 January and 7 March 2016.

- 1.5 Appendix A provides summaries of the representations received to the draft Planning and Development Brief and sets out the proposed responses. Appendix B provides a revised version of the Planning and Development Brief with a list of changes, whilst Appendix C sets out the Statement of Consultation.
- 1.6 The representations received were numerous and wide ranging, setting out suggestions that will help improve the document further. A total of 25 individual respondents made representations raising a wide range of issues. However, no significant changes are proposed as a result of the consultation. Several minor amendments to the SPD are proposed and are set out in Appendix B, reflecting the comments received during the public consultation.

## **2. Recommendations**

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning Policy and Transport.
- 2.2 The Executive Councillor is recommended:
  - To agree the responses to the representations received to the Ridgeons site, Cromwell Road Planning and Development Brief (Appendix A) and the consequential amendments to the Ridgeons site, Cromwell Road Planning and Development Brief Supplementary Planning Document (Appendix B);
  - To approve the Ridgeons site, Cromwell Road Planning and Development Brief (Appendix B) in anticipation of the adoption of the Local Plan, and to agree that it should be carried forward for adoption as a Supplementary Planning Document at the same time as the Local Plan.

## **3. Background**

- 3.1 The proposals schedule (Site R12) in the emerging Local Plan states that 'the site promoters will be expected to prepare a Planning and Development Brief for the site demonstrating how development will successfully integrate with the existing residential area as well as addressing the constraints and opportunities of the site. Scale, massing and density considerations in the design and disposition of

new and existing housing will be expected to have regard to the character of the existing area.'

- 3.2 The allocation of this site in the emerging Local Plan represents an important part of the planned housing supply to meet objectively assessed need for Cambridge. The Planning and Development Brief SPD will provide greater certainty and detail to support the delivery of this residential allocation in the coming years.
- 3.3 Throughout part of 2015 and much of 2016, the Council has been working jointly with the owners and agents of the Ridgeons site for several months as part of preparing a draft planning and development brief. As part of this process, there have been two stages of informal local consultation held as well as input from key local stakeholders such as the Cambridge Cycle Campaign and Cambridge Past Present and Future. In March 2015, Ridgeons hosted an exhibition and workshop titled "themes and fact finding". This event provided an opportunity for local residents and stakeholders to make clear their aspirations for and concerns about any redevelopment of the site and helped inform subsequent work by agents for Ridgeons and Council officers. The second stage of consultation took place in July 2015 and involved consultation on a draft "framework" plan for the site. Again an exhibition and workshop took place and a significant amount of feedback was received, this time on more detailed ideas for various "themes" for development (landscape and open space, movement, built form, etc.). City and County Council members for Romsey and Petersfield wards were invited to both consultation events.

### Public Consultation

- 3.4 After being approved for public consultation at Development Plan Scrutiny Sub Committee (DPSSC) on 16 June 2015, the draft Planning and Development Brief was the subject of consultation for 7 weeks between 18 January and 7 March 2016. In line with the consultation standards set out in the Council's Statement of Community Involvement and in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended), the consultation documents were sent to statutory and other consultees. All of the consultation material was made available on the Council's website and an online consultation system was utilised to allow people to submit their comments via the internet (hard copies of the response forms were made available to those who do not have access to the internet). A notice was placed in the Cambridge Evening News on 18 January 2016 containing information about the consultation and how people could get involved. Finally, a

public exhibition was held at the Ross Street Community Centre on 24 February 2016, and local members and residents' associations were notified in addition to posters being sent to several local businesses and Ridgeons themselves posting notice on a dedicated website (<http://cromwellroad-ridgeons.co.uk/> ).

- 3.6 The draft Planning and Development Brief and its supporting documents remain available on the Council's website at <https://www.cambridge.gov.uk/ridgeons-site-spd>

### Results of consultation

- 3.7 At the end of the consultation period, a total of 237 separate representations were received, made by 25 respondents, of which 47 representations (20%) were supportive and the remainder, 190 (80%) were objections.

- 3.8 In summary, the key issues raised during the consultation period include the following:

- Chapter 1 – Introduction and Background.
  - minor concerns raised about information on plans;
  - objections raised about what the site should provide, according to some, in terms of community facilities;
  - traffic volumes that could be generated; and
  - the need for an additional Sustainability Appraisal.
- Chapter 2 – Site and Surrounding Area.
  - information contained on key plans;
  - the development of flats (houses being preferred);
  - The importance of on-site health care provision needing to be more explicit;
  - The lack of on-site education provision;
  - Impact from vehicle traffic;
  - Impacts specifically on Cavendish Road;
  - Information in relation to the details of the alignment of the route of the new Chisholm Trail;
  - Lack of proposal for a bridge across the railawy line from the site given the poor environment for pedestrians and cyclists using the Mill Road and Coldham's Lane bridges over the railway line;
  - Open space provision;
  - Proximity of dwellings to surrounding houses;
  - Explanation of densities; and
  - Support for some of the key aspirations around placemaking.
- Chapter 3 – Vision.
  - Support for some of the broader principles;
  - Disappointment over the community engagement process;

- Concern over potential building heights;
- Level of car parking;
- Need to consider the long-term functioning of Cromwell Road; and
- Wording in relation to biodiversity.
- Chapter 4 – Parameters for Change. It should be noted that, to some extent, representations to this chapter repeat representations to previous chapters:
  - Proximity of buildings to neighbouring property which fronts Cromwell Road;
  - Accuracy of detailed information contained on plans;
  - Lack of school provision on site;
  - Impact of development on Cavendish Place;
  - Lack of a bridge over the railway line;
  - Capacity of the site to accommodate vehicle movements for 245 dwellings;
  - Lack of car parking proposed as well as potential for overspill parking into adjacent streets and developments;
  - Potential impact on existing surrounding residents due to increased noise levels;
  - Nature and widths of roads proposed on the site;
  - Concern over the scale, width, and level of enclosure of the proposed central open space;
  - Impact from development to existing properties to the north as a result of proximity and difference in ground levels;
  - Concern that 4-6 storey heights is too tall;
  - Lack of detail in respect of delivering ecological improvements.

3.9 Officers have worked through all representations and have drafted responses. Summaries of all representations and proposed responses with recommended changes to the SPD have been attached as Appendix A to this report. Amendments to the draft Planning and Development Brief are proposed to address many of the concerns, however some concerns challenge fundamental issues such as site density, site connectivity e.g. the request for a bridge over the rail line, or suggestions of the need for a school. Officers have sought to address all these concerns in detail in the responses, however the fundamental principle of the residential allocation (R12) is considered to be sound as are the proposed development parameters set out in Chapter 4. The emerging Local Plan requires a Planning and Development Brief to be prepared to support the delivery of the residential allocation. The Planning and Development Brief represents the result of considerable consultation by both the Council and the landowner.

## Next Steps

- 3.10 Subject to approval by the Executive Councillor, the public consultation responses will be published on the Council's public consultation website.
- 3.11 The emerging Local Plan is still being examined. The Council is unable to adopt the SPD until the Local Plan has been found sound and adopted. In the interim period, prior to adoption of the SPD, the Planning and Development Brief provides context and guidance as material consideration in the planning process.

## **4. Implications**

### **Financial Implications**

- 4.1 There are no significant direct staffing or procurement issues arising from this report. Staffing resources are already committed through the budget and service plan process.

### **Staffing Implications**

- 4.2 There are no direct staffing implications arising from this report. The development of the Planning and Development Brief SPD is already included in existing work plans.

### **Equal Opportunities Implications**

- 4.3 The SPD, once adopted, will have a positive impact by ensuring the site is well integrated into the immediate area. New development within the site should improve access for people with limited mobility.

### **Environmental Implications**

- 4.4 The guidance contained within the Planning and Development Brief follows the principles of sustainable development as set out in the National Planning Policy Framework (NPPF).

### **Consultation**

- 4.5 The consultation and communication arrangements for the SPD were carried out as outlined in paragraphs 3.4 to 3.6.

### **Community Safety**

- 4.6 There are no direct community safety implications arising from this report.

## **5. Background papers**

5.1 These background papers were used in the preparation of this report:

- Cambridge Local Plan 2014: Proposed Submission (as amended)  
<https://www.cambridge.gov.uk/local-plan-review-proposed-submission-consultation>
- The Ridgeons site, Cromwell Road Draft Planning and Development Brief Supplementary Planning Document  
<https://www.cambridge.gov.uk/ridgeons-site-spd>

## **6. Appendices**

- Appendix A: Schedule of Consultation Representations
- Appendix B: Ridgeons site, Cromwell Road Planning and Development Brief (with a list of changes now applied to the draft consultation version)
- Appendix C: Statement of Consultation

## **7. Inspection of papers**

To inspect the background papers or if you have a query about the report, please contact:

Author's name: Glen Richardson  
Author's phone number: 01223 457374  
Author's email: [glen.richardson@cambridge.gov.uk](mailto:glen.richardson@cambridge.gov.uk)

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# Appendix A

## Ridgeons, Cromwell Road: Supplementary Planning Document

### Summary of Representations & Council's Initial Response

#### 1. Introduction and background

Figure 1: Ordnance Survey of Ridgeons Site Ownership

#### 1. Introduction and background

##### Paragraph Figure 1: Ordnance Survey of Ridgeons Site Ownership

Representation(s)	Nature	Appearance	Soundness Tests
30977 Dr Dave Baigent [5107]	Object	Not Specified	None

#### Summary:

Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.

#### Response

Comments noted. The Location Plan will be updated to show both Cavendish Road/Place although available space is limited. The context information is taken from OS data. Recent extensions to properties are not always included on this base data. It is not possible to update changes that have since been made to each and every property. A more detailed assessment of context will be undertaken at the Planning Application stage to ensure the full impacts of the future development are known and understood.

#### Action

Plan to be updated to show both Cavendish Road and Cavendish Place.

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#### Paragraph 1.2.1

Representation(s)	Nature	Appearance	Soundness Tests
30756 Pat White [3691]	Object	Not Specified	None

#### Summary:

An infants/junior school is needed on the site as local schools are over subscribed. A new bridge over the railway as Mill Road bridge is so dangerous and the new cycle trail will not address residents wishing to go into town. Plus all the new people in these flats may wish to go into town. School plus low density housing is needed-not yet more flats. Housing for the elderly is also needed locally to keep a good community spirit going locally.

#### Response

Comments noted. The infrastructure of infants/junior schools is discussed in Chapter 2. The need for a bridge over the railway is discussed in Chapter 2. The density of housing and the type of houses to be provided (including homes for elderly) are discussed in Chapter 4.

#### Action

None

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<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30891 allan Brigham [1376]	Object	Not Specified	None

*Summary:*

Failure to include in aspirations the need to provide public facilities that are presently missing in Romsey and for which this is one of the few sites where they could be provided ( Dr's Surgery, Primary School, Pre-School) or small scale artisan workshops.

*Response*

Comments noted. The principle of residential development is established in the emerging Local Plan.

*Action*

Paragraph 1.2.1 will be updated to include ".... as well as the provision of enhanced infrastructure to mitigate the impacts of the development, either on or off site...." after the word "site".

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30755 Pat White [3691]	Object	Not Specified	None

*Summary:*

This site has provided employment for locals for many years-but not any more. Instead of traffic being spread through the day it will be concentrated in the 2 rush hours now and clog the roads even more. Most of the housing will be flats and not decent housing for locals. Most of the flats in Cromwell Road were bought by Far East persons and are being sold as prices rise with profits non taxable here and monies going abroad whilst shoving up local housing prices, making it even less affordable for locals.

*Response*

Comments noted. The issues of highway impact and housing types/mix are dealt with in later sections of the SPD. Who purchases the units in the future is not however a planning matter and cannot be controlled by this SPD.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30903 allan Brigham [1376]	Object	Not Specified	None

*Summary:*

I cannot see a commitment to provide housing for over 65s, which was agreed at consultation. This is a key requirement in this area as it is close to shops on Mill Road and Beehive Centre. Over 65s often prefer bungalows not flats requiring lifts or stairs as they have their own front door and small private garden.

*Response*

Comments noted. The future mix of housing is commented upon in Chapter 4, specifically paragraphs 4.5.1 to 4.5.3.

*Action*

Paragraph 1.2.1 will be updated by deleting the words "affordable housing" and adding after the words "market housing" the words "...and affordable housing to deliver a range of dwelling types and sizes, ..."

## Paragraph 1.3.1

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30784 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

I also am wary about the possibility of creep in this type of development. The SPD should include a statement that this is the end of large scale development in this area. This would be to prevent developers gradually purchasing houses on the other side of Cromwell Road with a view to eventually knocking them down and building more flats etc.

### Response

**Comments noted.** The future mix of housing is commented upon in Chapter 4, specifically paragraphs 4.5.1 to 4.5.3.

### Action

Paragraph 1.2.1 will be updated by deleting the words "affordable housing" and adding after the words "market housing" the words "...and affordable housing to deliver a range of dwelling types and sizes, ..."

## Paragraph 1.6.4

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30809 Pat White [3691]	Object	Not Specified	None

*Summary:*

If the comments made are not incorporated into the final document it will prove what locals believe, which is that everything has already been decided, and locals can go whistle. Could you go play in Newnham's garden next as we would like the amusement of watching you struggle there?

### Response

**Comments noted.** The Council is reviewing all comments and amending the SPD as appropriate.

### Action

None.

## Paragraph 1.6.6

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30854 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

An additional SA is required, since no information is presented to demonstrate the alignment of the SA document with the Cambridge Local Plan e.g. cross references to planning policy contained within it. It cannot therefore be demonstrated that it is wholly subsidiary or sustainable.

### Response

Comments noted. A Sustainability Appraisal (which included the Ridgeons Site allocation reference Site R12) has been carried out and consulted upon for the Cambridge Local Plan 2014: Proposed Submission. This consultation took place between 19 July and 30 September 2013. A Sustainability Appraisal Screening Report was also completed for the draft Ridgeons site, Cromwell Road Planning and Development Brief SPD. This document confirmed that the allocation of land at the Ridgeons site on Cromwell Road took place as part of the process of developing the Cambridge Local Plan 2014, and as such has been subject to a Sustainability Appraisal as part of the Local Plan process. The conclusion of this screening process is that as the draft Ridgeons site, Cromwell Road Planning and Development Brief SPD does not make any changes to this allocation it will not give rise to significant environmental effects. The Screening Report was made available during the public consultation and remains on the Council's website. The draft Ridgeons site, Cromwell Road Planning and Development Brief SPD does not give rise to significant social and economic effects beyond those already identified as part of the appraisal of the parent policy and site allocation contained within the Cambridge Local Plan 2014. As such it is not considered necessary to undertake a separate SA for this SPD.

### Action

None.

## Paragraph 1.7.1

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30985 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

Creep

I also am wary about the possibility of creep in this type of development. The SPD should include a statement that this is the end of large scale development in this area. This would be to prevent developers gradually purchasing houses on the other side of Cromwell Road with a view to eventually knocking them down and building more flats etc.

### Response

Comments noted. This SPD relates to the Ridgeons site only, as defined in Figure 1. This SPD cannot comment on the future development potential of other sites in the locality. Future development on other sites will be controlled by the Local Plan with any future applications that are made considered on their merits.

### Action

None.

## 2. Site and Surrounding Area

### Paragraph 2.2 The Ridgeons Site, Figure 4

#### Representation(s)

30978 Dr Dave Baigent [5107]

<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
Object	Not Specified	None

#### *Summary:*

Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.

#### Response

Comments noted. Figure 4 shows both Cavendish Road and Cavendish Place. The point at which the road name changes is not marked. It is not considered necessary or desirable to show this level of detail as part of the context information as to do so would over complicate the drawing as many other such points of clarification would be needed to be added to the plan also. It is also not possible to show all extensions that have been added to nearby properties. The context plans rely on OS based data which will not be up to date. It is not possible to accurately update each and every change to nearby properties that may have occurred since the OS data was issued. The context information should not be treated as an accurate reflection of building forms that exist off site as this would be impossible to capture everything, nor is it considered necessary. A detailed assessment of the site's context would be undertake visually during the consideration of any planning application.

#### Action

None.

#### Representation(s)

30786 Mr Leonard FREEMAN [5205]

<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
Object	Not Specified	None

#### *Summary:*

Throughout the document - Its Catharine Street with an A not Catherine Street.

#### Response

Comments noted. The spelling mistake will be corrected.

#### Action

Amend Spelling Mistake "Catharine Street".

### Paragraph 2.2 The Ridgeons Site, Figures 11 to 19

#### Representation(s)

30770 Dr Dave Baigent [5107]

<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
Object	Not Specified	None

#### *Summary:*

I believe the pictures on page 15 should rightly include a Figure 13A - a shot looking out of the site at the point where there will be a pedestrian and cycle exit and include a view of the side of 96 Cavendish Road (my home) as it will be seen from this exit.

#### Response

Comments noted. Whilst these photos are not seeking to provide a comprehensive range of views, a more relevant image of the southern access point onto Cavendish Road/Place can be provided.

#### Action

Replace Figure 14.

## Paragraph 2.2 The Ridgeons Site, 2.2.6 - Landscape

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30929 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

there is an opportunity for enhancement

### Response

Comments noted. The enhancement to the landscape treatment is a key component of this SPD's vision.

### Action

None.

## Paragraph 2.2 The Ridgeons Site, 2.2.7 - Ecology

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30855 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

The report does not comply with BS402020, in particular its' rationales for evaluations are unclear. This is particularly important in a built-up area. There is no full consideration if any habitats or species classified under Section 41 of the NERC Act are present. There is no rationale as to why Great Crested Newts are viewed as likely to be absent e.g. HSI scores for water bodies. There is no consideration of the importance of site features within an network of suburban habitats and its linkages to the railway line. We note "balancing pond" is not a Phase 1 habitat.

### Response

Comments noted. The Cambridgeshire Biodiversity Action Plan (<http://www.cpbiodiversity.org.uk/downloads>) outlines the necessary action for the next 10 years to preserve and enhance biodiversity in farmland, woodland, wetland, grassland and urban areas. It is a strategy document used by nature conservation officers to inform the development management process, where applicable. It forms part of the Council's evidence base. The various habitats and species action plans which form the Cambridgeshire Biodiversity Action Plan complement the policies in the Local Plan and the Section 41 list of habitats and species of principal importance for the conservation of biodiversity in England. The Council considers that these documents, when used together, will support decision makers in carrying out their duty under Section 40 of the Natural Environment and Rural Communities (NERC) Act (2006). A Habitats Regulations Assessment (HRA) is an assessment to ensure that a plan will not have an adverse effect on the integrity of either Special Areas of Conservation (SAC) or Special Protection Areas (SPA). For the Ridgeons site, Cromwell Road Planning and Development Brief SPD, a HRA Screening Report has been produced, which updates the findings of the Screening Report carried out for the Local Plan. This document, which is currently being considered by Natural England, concludes that the draft Ridgeons site, Cromwell Road Planning and Development Brief SPD is unlikely to have any significant impacts on the conservation objectives of Natura 2000 and Ramsar sites identified.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30930 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

there is an opportunity for enhancement

*Response*

Comments noted.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30799 Pat White [3691]	Object	Not Specified	None

*Summary:*

This ecology report appears to relate to somewhere else. There is no mention of a line of trees with (valuable to wildlife) shelter and food. These are within Ridgeons boundary behind the shops. These include an apple, several Mountain Ash, blackberries, laurel etc. Food for lots of birds. There are foxes, hedgehogs and many different birds on the site including starlings, coal tits, long tailed tits, blue tits, blackbirds, sparrows, robins, jays etc. My garden bordering the site is also visited by sparrow hawks. I have lots of frogs and some toads that migrate between the gardens and the site.

*Response*

Comments noted. This ecology report appears to relate to somewhere else. There is no mention of a line of trees with (valuable to wildlife) shelter and food. These are within Ridgeons boundary behind the shops. These include an apple, several Mountain Ash, blackberries, laurel etc. Food for lots of birds. There are foxes, hedgehogs and many different birds on the site including starlings, coal tits, long tailed tits, blue tits, blackbirds, sparrows, robins, jays etc. My garden bordering the site is also visited by sparrow hawks. I have lots of frogs and some toads that migrate between the gardens and the site.

*Action*

The Ecological Appraisal that has been undertaken does relate specifically to the Ridgeons site and the land that is the subject of this SPD. The appraisal identifies the trees present on the site and confirms that these offer the potential for nesting birds. The majority of the site does not however and the working yard area is found to be of low ecological value.

## Paragraph 2.2 The Ridgeons Site, 2.2.9 - Drainage and flooding

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30856 Chris Smith [5272]			

*Summary:*

The assertion that when the site is redeveloped less surface water attenuation is expected to be required is not supported by any facts e.g. existing extent of hard standing or attenuation. The statement "opportunities exist to introduce SUDS" is not supported by any facts and should be further detailed or deleted.

*Response*

**Comments noted.** The site is extensively covered by impermeable surfaces at present. As set out within the later chapters of this SPD, large areas of permeable services will be provided as part of the redevelopment of the land. The statement that opportunities will exist to introduce sustainable drainage features is therefore considered to be correct. The detailed drainage strategy for the site will have to be demonstrated in the form of a Flood Risk Assessment and a Drainage Strategy that will be lodged in support of any planning application made.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Support	Not Specified	None
30793 Anglian Water (Sue Bull) [1288]			

*Summary:*

We are pleased to see the proposed use of sustainable drainage. Anglian Water's surface water policy follows the SUDS hierarchy outlined in Part H of the Building Regulations.

*Response*

Comments noted.

*Action*

None.

## Paragraph 2.2 The Ridgeons Site, 2.2.11 - Noise

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30931 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]			

*Summary:*

ensure mitigation against noise and air pollution

*Response*

Comments noted. Any planning application will need to be supported by a Noise Assessment and Air Quality Assessment.

*Action*

None.

## Paragraph Figure 20

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30768 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.

*Response*

Comments noted. Figure 20 shows both Cavendish Road and Cavendish Place. The point at which the road name changes is not marked. It is not considered necessary or desirable to show this level of detail as part of the context information as to do so would over complicate the drawing, the text font sizes would need to be made very small and many other such points of clarification would be needed to be added to the plan also. It is also not possible to show all extensions that have been added to nearby properties. The context plans rely on OS based data which will not be up to date. It is not possible to accurately update each and every change to nearby properties that may have occurred since the OS data was issued. The context information should not be treated as an accurate reflection of building forms that exist off site. A detailed assessment of the site's context would be undertaken visually during the consideration of any planning application.

*Action*

None.

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## Paragraph Figures 38 to 41

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30769 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

Figure 41 - For clarification the Ridgeons side of Cavendish Road is not in the conservation area - however, the other side of Cavendish Road is (see page 25) and this is a consideration in regard to the exit from the site onto Cavendish Road.

*Response*

Comments noted. Figure 41 illustrates the boundary of the Conservation Area correctly.

*Action*

None.

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## Paragraph 2.5.1

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30757 Pat White [3691]	Object	Not Specified	None

*Summary:*

Housing built too near existing housing is very anti social and should not be done. Low density housing is better and not flats.  
Green space proposed in the development is meagre.

*Response*

Comments noted. This section is an assessment of the existing land uses that surround the site and statements of fact. The height and density of buildings to be provided on the site is discussed in later sections of this SPD.

*Action*

None.

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## Paragraph 2.5.4

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30808 Pat White [3691]	Object	Not Specified	None

*Summary:*

Doctors locally are over subscribed.

*Response*

Comments noted. Appropriate planning obligations will be sought as part of the planning application process. See section 4.8.1.

*Action*

None.

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## Paragraph 2.5.7 - Medical practice provision

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30932 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

**Summary:**

CambridgePPF are not commenting specifically on the provisions of health care, child care or schools, but acknowledge an allocation of a space within the site has been included in the SPD. The location, design, and use of this space/building needs to be better understood and carefully considered. If after an assessment it is found that the facilities aren't required, what will happen to the allocated land or building? A better understanding of the developer's obligations is worth inclusion to assure residents, such as Section 106 or CIL monies.

### Response

**Comments noted.** The location, design and use of any "community" spaces will be set out in full in any planning application lodged. These precise details will need to be informed by up to date guidance from relevant stakeholders and as such this additional level of detail is best left to the supporting documentation of any Planning Application. The details of future S106 contributions will also be set out in any Planning Application lodged. This SPD is however highlighting that these are matters that will need to be addressed in any Planning Application that is lodged. In respect of the future use of any community spaces, this would also need to be set out in any Planning Application. If there is no demand for the community spaces reserved on the site then alternative uses will need to be applied for by way of separate planning applications, and in accordance with the terms of the S106 agreement.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30821 Dr Anke Friedrich [3320]	Support	Not Specified	None

**Summary:**

With more people living in the area we will require more GPs. Waiting times at present can be a week.

Please check again your information about dental practices. I think there are only three rather than four.

### Response

**Comments noted.** It is agreed that there are only 3 dental practices in the study area.

### Action

Amend text to refer to 3 rather than 4 dental practices.

## Paragraph 2.5.8

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30857 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

There is no indication as to the capacity of local practices, which is important in designing the capacity of the site to support development. Furthermore none of the existing practices are within reasonable walking distance. This points towards the necessity for onsite provision.

*Response*

Comments noted. The capacity of local doctors surgeries and the impact of the future development of this site upon them will need to be detailed in any future Planning Application. The proposed measures to mitigate the impact of the development on the provision of health care facilities will also need to be set out in any Planning Application lodged. Any physical improvements to be made either to the existing or new health care facilities needs to be informed by the NHS, as without NHS support new or improved facilities will not be able to be brought forward. The SPD correctly advises therefore that the preference of the NHS (currently) is to improve facilities off site but as improvements are not yet known or fixed, on site provision may however be required and should therefore be considered. Appropriate planning obligations will be sought as part of the planning application process. See section 4.8.1. The new Local Plan (Policy 75: Healthcare facilities) also supports new and enhanced healthcare facilities.

*Action*

None.

## Paragraph 2.5.9 - School provision

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30785 Mr Leonard FREEMAN [5205]	Object	Not Specified	None

*Summary:*

When will [the] County Council deliver this strategic plan for improved school provision? Last year over 30 children failed to get places at St. Philip's School - a whole class full. Children from Cavendish Road are having to take a 50 minute round journey walk to Abbey Meadow School. Or a 2 mile car journey.

This development will increase already unacceptable pressure on school places in Romsey - County say it'll increase need for 'earlyyears' places says 2.5.9. Schools have already burst.

*Response*

Comments noted. The City Council is working alongside Cambridgeshire County Council in developing its strategic plan for the provision of additional school places. This development is expected to make a financial contribution towards improvements off site and will therefore help deliver the enhanced provision of school places.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30858 Chris Smith [5272]	Object	Not Specified	None

***Summary:***

There is no indication as to the capacity of existing or proposed local schools, which is important in demonstrating the capacity of the site to support sustainable development. Furthermore the existing schools are at the limit of reasonable walking distance and safe walking routes are not identified. The site, being one of only two sites within Romsey of this size, may be required for development of a new school. This scenario is not identified and should be included within the text.

***Response***

**Comments note.** The capacity of the existing or proposed schools will need to be set out in any Planning Application that is lodged. The specific measures to mitigate the impacts of the development will also need to be set out within any Planning Application lodged and matters such as the safe walking routes will need to be assessed as part of the associated evidence base. This site is not able to deliver a primary or secondary school as this would require the majority of the land to be given over to such a use. The amount of housing able to be delivered on the balance of the site would therefore reduce significantly. With fewer houses being provided the need to provide a school to mitigate the impacts of the development would no longer apply. The provision of a school on the site would also not be viable or deliverable as it would not allow Ridgeons to fund the relocation of its store away from the site.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30892 allan Brigham [1376]	Object	Not Specified	None

***Summary:***

School provision in Romsey is already oversubscribed. Unless the County believes that children should have to walk (or more likely be driven given the distance) to Primary Schools beyond their immediate neighbourhood this site represents one of the last opportunities to rectify this failing. Waiting for the County Report means the likelihood of utilising this site will have been lost. Contributions towards other distant schools (Abbey Meadows or St Matthews?) are inadequate and mark a failure of the County to provide neighbourhood schools.

***Response***

**Comments noted.** This site is not able to deliver a primary or secondary school as this would require the majority of the land to be given over to such a use. The amount of housing able to be delivered on the balance of the site would therefore reduce significantly and the Council would fail to meet its required housing targets relative to this site. With fewer houses being provided the need to provide a school to mitigate the impacts of the development would no longer apply. A privately owned site such as this can be required to mitigate for infrastructure demands that exist in the local area that do not arise from its own development. The provision of a school on the site would also not be viable or deliverable as it would not allow Ridgeons to fund the relocation of its store away from the site. Any Planning Application that is lodged will however need to set out how the impacts of the development are to be mitigated and will need to demonstrate that these measures are sustainable and deliverable.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30933 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

***Summary:***

CambridgePPF are not commenting specifically on the provisions of health care, child care or schools, but acknowledge an allocation of a space within the site has been included in the SPD. The location, design, and use of this space/building needs to be better understood and carefully considered. If after an assessment it is found that the facilities aren't required, what will happen to the allocated land or building? A better understanding of the developer's obligations is worth inclusion to assure residents, such as Section 106 or CIL monies.

***Response***

**Comments noted.** The location, design and use of any "community" spaces will be set out in full in any planning application lodged. These precise details will need to be informed by up to date guidance from relevant stakeholders and as such this additional level of detail is best left to the supporting documentation of any Planning Application. The details of future S106 contributions will also be set out in any Planning Application lodged. This SPD is however highlighting that these are matters that will need to be addressed in any Planning Application that is lodged. In respect of the future use of any community spaces, this would also need to be set out in any Planning Application. If there is no demand for the community spaces reserved on the site then alternative uses will need to be applied for by way of separate planning applications, and in accordance with the terms of the S106 agreement.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30818 Mr Felix Sanchez Garcia [5806]	Support	Not Specified	None

***Summary:***

There is a clear demand for both nursery and primary schools. Given that the new development would increase that demand, it is vital to make sure that city council allocates the resources for this.

***Response***

**Comments noted.** A strategic plan for the provision of additional school spaces is being developed by Cambridgeshire County Council but the City Council is assisting where possible.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30822 Dr Anke Friedrich [3320]	Support	Not Specified	None

***Summary:***

More primary, and soon secondary places as well, are urgently needed. This needs to happen quickly and is not just a question of developers putting in money but also finding a location where new provision can be built.

***Response***

**Comments noted.** A strategic plan for the provision of additional school spaces is being developed by Cambridgeshire County Council but the City Council is assisting where possible. Any future application made in respect of this site will need to demonstrate that any measures identified to mitigate the impacts of the development are deliverable.

***Action***

None.

## Paragraph 2.6.1 - Streets

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30773 Dr Dave Baigent [5107]			

*Summary:*

Page 32 refers to Cavendish Road as having two way traffic with only 3 metres being available for vehicles to travel on. This means that two cars cannot pass, nor can a car and bike. Often large vehicles cannot traverse the road because one badly parked vehicle can reduce the width to around 2 metres.

Currently vehicle drivers manage the complicated arrangement where one car going down the road, gives way to a car coming up the road by stopping in the space provided by the junctions at St Phillips or Wettenhall Road (or vice versa).

### Response

**Comments noted. It is in light of this constrained road width that vehicle access into Cavendish Road is not being allowed. The cycle links along Cavendish Road and beyond are to be improved as part of the wider Chisholm Trail initiative.**

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30801 Pat White [3691]			

*Summary:*

Somewhat obviously a wider bridge or new bridge over the railway is needed. The existing bridge is very dangerous. A proper meeting with the county council and network rail and an intention to do something about the existing bridge is needed. Unlikely!!

### Response

**Comments noted. The cycle and pedestrian connections leading to and from the site are being developed as part of the Chisholm Trail initiative. This development does not, in its own right, generate the need for a new bridge, as is discussed in paragraphs 2.6.10-2.6.13.**

### Action

None.

## Paragraph Figures 62 to 64

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30934 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

### *Summary:*

is a section that invariably raises concerns that the SPD does not address other than making promises. This is an already congested area and it is imperative to demonstrate what the additional numbers of cars would be and how an increase might be managed. It would be worthwhile to compare the existing heavy good vehicle and patron vehicle movements against the proposed residential use, both in terms of volume and timing. Is it a balanced trade off? What about visitors to the homes? Disabled parking? Deliveries, refuse, etc.? The SPD infers a variety of parking typologies, but again there is no detail on what, where or how.

### *Response*

Comments noted. This section of the SPD is reviewing the site's context. In response to the comments raised however, a detailed assessment of the existing and proposed vehicle movements would need to be included within a Transport Assessment that would support a Planning Application. The existing site generates a significant amount of traffic with the overall number of vehicle movements being far greater than those expected to be generated by a residential development of the scale envisaged within this SPD. The detailed and precise impact of the change in travel patterns to and from the site will need to be justified in the context of the Transport Assessment. To assist the reader however it is agreed that an analysis of the existing and proposed vehicle movements to and from the site should be included within the SPD, this is done in Chapter 4. Parking is also discussed in more detail in Chapter 4.

### *Action*

None.

## Paragraph Figure 65

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30777 Dr Dave Baigent [5107]	Support	Not Specified	None

### *Summary:*

I in no way objecting to the Chisholm Trail, but it may be judicious to be clearer that the Chisholm Trail (page 33) does follow the railway land at the back of the odd numbers on Cavendish Road and exits as it is currently shown.

### *Response*

Comments noted.

### *Action*

Figure 65 should be updated to reflect the latest route of the proposed Chisholm Trail.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30790 R. B. Wilson [5805]	Support	Not Specified	None

*Summary:*

Page 33 - exit of Chisholm Trail south shown across Network Rail land.  
Later exit for pedestrians is shown into Cavendish Place. I think this latter exit is dangerous because of the congested road for cars.

I understand the County's preferred route is across Network Rail land and I think this is a much SAFER plan.

*Response*

Comments noted. The precise alignment of the Chisholm Trail is still being finalised by Cambridgeshire County Council. If Network Rail agree to a link passing over its land, appropriate connections can be made within the Ridgeons site. If they do not then the link is likely to enter Cavendish Road. The current consulting document for the Chisholm Trail shows the link entering Cavendish Road as this is known to be deliverable. This is shown here for consistency. It is however agreed that the Figures contained within the SPD need to illustrate the alignment of the Chisholm Trail in a consistent manner. The safety of any cycle and pedestrian routes will need to be assessed as part of the Transport Assessment that will be submitted in support of a Planning Application. In the context of the Chisholm Trail, this is to be subject of its own Planning Application and this will also need to assess the impact of the route on highway safety.

*Action*

Update Figure 65 to reflect the latest route of the Chisholm Trail.

**Paragraph 2.6.6 - Parking**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30823 Dr Anke Friedrich [3320]	Object	Not Specified	None

*Summary:*

It might be time to think about controlled parking zones, in particular in the older streets in Romsey.

*Response*

Comments noted. This is not a matter than can be taken forward in the context of this SPD, however the SPD does set out a wider development principle, (No. 13) the need to consider the impact of the vehicular traffic in the local area (Fig 109, page 61).

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30859 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

The text does not recognise that there are severe pressures on existing on street parking. Pressure in Cromwell Road has caused conversion of front gardens to parking spaces with a severe effect on its character. This could be repeated by overspill parking onto other streets from this development. Additional text should be added to indicate this issue, which has been raised repeatedly during consultation for the SPD.

*Response*

Comments noted. The suggested text can be added.

*Action*

Add sentence to end of Paragraph 2.6.6 noting that "Parking pressures already exist in nearby streets".

## Paragraph Figures 66 to 71 (inc. Key and Figures)

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30776 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

It would also be more realistic to say in Figure 67 on page 34 that not only two cars can't pass but that a car and a cycle cannot pass.

*Response*

**Comments noted. It is agreed that text should be added to advise that there are carriageway constraints when a vehicle and cyclist are passing.**

*Action*

Add text to bracketed text of Figure 67 "and vehicle and cycle passing is in places constrained."

## Paragraph 2.6.8 - Cycle and pedestrian network

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30774 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

Page 32 refers to Cavendish Road as having two way traffic with only 3 metres being available for vehicles to travel on.

Same for cyclists who either give way to cars or cars give way to them. This is managed because it is mostly local people using the roads and they understand the need to give way when another vehicle or cycle has taken the priority by entering a section of the road where two vehicles or a vehicle and a cycle cannot pass. This would become a problem if more cycles were to use Cavendish Road.

*Response*

**Comments note. Additional text has been added to Figure 67 to address these points. The precise treatment of the Chisholm Trail within Cavendish Road will be detailed within the Planning Application to be made for this section of the route. The development of the Ridgeons site itself will be unlikely to generate sufficient cycle movements to raise a highway safety impact but is accepted that if the Chisholm Trail also passes through the site (as is planned) the potential use of Cavendish Road needs to be assessed in detail as part of the Planning Application.**

*Action*

Add text to bracketed text of Figure 67 "and vehicle and cycle passing is in places constrained."

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30893 allan Brigham [1376]	Object	Not Specified	None

*Summary:*

Why isn't the cycle route in Cromwell Road installed recently mentioned?

*Response*

**Comments noted. Cromwell Road is referenced in paragraph 2.6.8.**

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30935 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

the inclusion of the City Deal's Chisholm Trail for cycle and pedestrian movements is supported, however, what remains unclear is the practicalities of incorporation with the site, timing and coordination, especially in light of the EIP of the Local Plans and the overall City Deal programme. Without being overly prescriptive, fleshing this out more may be worthwhile.

*Response*

Comments noted. The precise details of how and when the Chisholm Trail will be provided will be set out within the Planning Application for this section of the trail and within the Planning Application for the Ridgeons site. The trail will only be able to pass through the Ridgeons site when Ridgeons have relocated and vacated the site. It is therefore possible that an interim route will have to be secured on road. As timings are therefore unknown it is not considered that additional details should be added to the SPD but that this additional detail should be left to the future Planning Applications.

*Action*

None.

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**Paragraph Figure 72**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30778 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

The suggestion on pages 36 Figure 72, on page 52, Figure 107, and again on page 65, Figure 111 all suggest a primary network would allow cycles to enter Cavendish Road with an expectation I suspect that they access Mill Road. This is a move away from the plan on page 33 and raises concerns if allowed to happen without a rethink of the arrangements on Cavendish Road.

*Response*

Comments noted. The latest Chisholm Trail consultation material advises that the trail will pass beneath Mill Road but that access is likely to be taken onto the railway sidings via Cavendish Road. Discussions are on-going between Cambridgeshire County Council and with Network Rail about potential links to the sidings. Figure 73 is out of date and will be updated. The proposed treatment of Cavendish Road will be detailed in the Planning Application for this section of the Chisholm Trail.

*Action*

Figure 73 agreed to be updated to reflect latest proposals for the Chisholm Trail.

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## Paragraph 2.6.9

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30906</b> Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]		Object	Not Specified	None

*Summary:*

-Para 2.6.9 (and elsewhere where Chisholm Trail is referred to): the document must reflect the County Council's current proposals for the Chisholm Trail. Negotiations are under way with Network Rail on an alignment that passes through their depot and avoids emerging onto the public highway; the map extract below shows this. The Highway Authority regards delivery of this strategic infrastructure link as being of very great importance.

### Response

Comments noted. The latest Chisholm Trail consultation material advises that the trail will pass beneath Mill Road but that access is likely to be taken onto the railway sidings via Cavendish Road. Discussions are on-going between Cambridgeshire County Council and Network Rail about potential links to the sidings. At this time however approval has not been given to pass through the Network Rail land and as such this SPD is showing the alternative link onto Cavendish Road. If agreement is given to access the sidings via Network Rail's land then a suitable connection can be made from within the Ridgeons site. Figure 73 is out of date therefore and will be updated.

### Action

Paragraph 2.6.9 and Figure 73 to be updated to reflect latest proposals for the Chisholm Trail.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30750</b> Mr Tobias Gray [5794]		Support	Not Specified	None

*Summary:*

I believe that the connection with the Chisholm Trail through the Ridgeons site will be great for residential access and will also help the through flow of cycle traffic.

### Response

Comments noted.

### Action

None.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30824</b> Dr Anke Friedrich [3320]		Support	Not Specified	None

*Summary:*

Strong support for the Chisholm Trail but it NEEDs to go through Crowell Rd rather than Brampton Road as Cromwell has the necessary space.

### Response

Comments noted. Whilst this is a matter of detail for the future Planning Application for the Chisholm Trail, rather than this SPD, it is understood that it is now the County Council's intention for the trail to pass along Cromwell Road. The details provided here are however now out of date and Paragraph 2.6.9 and Figure 73 shall be updated.

### Action

Paragraph 2.6.9 and Figure 73 to be updated to reflect latest proposals for the Chisholm Trail.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30894 allan Brigham [1376]	Support	Not Specified	None

*Summary:*

Agree as long as route goes down Cromwell Rd not Brampton Road

*Response*

**Comments noted.** Whilst this is a matter of detail for the future Planning Application for the Chisholm Trail, rather than this SPD, it is understood that it is now the County Council's intention for the trail to pass along Cromwell Road.

*Action*

Paragraph 2.6.9 and Figure 73 to be updated to reflect latest proposals for the Chisholm Trail.

**Paragraph 2.6.10 - Link across the railway**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30762 Pat White [3691]	Object	Not Specified	None

*Summary:*

Have you ever been across Mill Road bridge? It is exceedingly dangerous. It is the route to get into town from Romsey town. It is disingenuous to suggest that people will go from Romsey Town to the Carter bridge to get into town-they won't.

*Response*

**Comments noted.** There are three existing crossing points. Mill Road, the Carter Bridge and Coldham's Lane. The development of this site will not in its own right generate sufficient demand to warrant the construction of a bridge due west in the manner shown in Figure 74. The difficulties associated with such a bridge being provided are set out within the SPD. If a deliverable option to secure a bridge is able to be delivered as part of wider studies being undertaken in respect of the Chisholm Trail, future Planning Applications will be able to reflect and respond to these.

*Action*

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30791 John McGill [5801]	Object	Not Specified	None

*Summary:*

The majority of the local residents expressed a desire for a foot/cycle bridge linking the Ridgeon's site with the west side of the railway. It is very much needed.

Other existing crossings are neither close by nor effective.

Any development proposal that abuts the railway line should provide a crossing.

The SPD should consider effective foot and cycle crossings with the Chisholm Trail.

The council's perception of non-car use should not be confined to the "official" Chisholm Trail.

*Response*

**Comments noted.** There are three existing crossing points. Mill Road, the Carter Bridge and Coldham's Lane. The development of this site will not in its own right generate sufficient demand to warrant the construction of a bridge due west in the manner shown in Figure 74. The difficulties associated with such a bridge being provided are set out within the SPD. If a deliverable option to secure a bridge is able to be delivered as part of wider studies being undertaken in respect of the Chisholm Trail, future Planning Applications will be able to reflect and respond to these.

*Action*

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30825 Dr Anke Friedrich [3320]	Object	Not Specified	None

*Summary:*

Mill Road and Coldhams Lane Bridges are not safe for cyclists, children in particular, and there is not enough room on Mill Road Bridge for pedestrians.

The problem with Coldhams Lane Bridge - the bridge is fine as such - is getting back into the traffic with a very busy roundabout/pedestrian lights at the bottom.

If these problems could be solved, a new bridge would not be necessary.

*Response*

**Comments noted.** As set out within the latest Chisholm Trail plans, it is proposed that improvements are made to the junction of Coldham's Lane and Cromwell Road to make cycle and pedestrian movements through this junction safer and more user friendly. It is understood that these improvements will therefore be delivered by the Trail. If they are not, improvements may need to be delivered as part of the package of mitigation measures that will be set out in support of a Planning Application for this land.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30860 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

The document is disingenuous in that the poor links between this development via a safe cycling and walking route to the city centre are a severe issue. Mill Road Bridge is Victorian, too narrow, no DDA compliant and dangerous for cyclists and pedestrians. Coldhams Lane Bridge leads to the Beehive Centre and has no clear access routes onward to the city centre. This issue should be addressed within the text and alternative solutions proposed if space for a new crossing is not secured e.g. improvements to Mill Road Bridge.

*Response*

**Comments noted.** The development of this site will not in its own right generate sufficient demand to warrant the construction of a bridge due west in the manner shown in Figure 74. The difficulties associated with such a bridge being provided are set out within the SPD. If a deliverable option to secure a bridge is able to be delivered as part of wider studies being undertaken in respect of the Chisholm Trail, future Planning Applications will be able to reflect and respond to these.

*Action*

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30895 allan Brigham [1376]	Object	Not Specified	None

*Summary:*

The 'Scoping' exercise is very limited and relies on the assessment of the county who will never spend money on anything unless they legally have to do so. An independent assessment should be made. Mill Road bridge is patently unsafe except for confident cyclists, and if St Matthews becomes the designated Primary School for the area then a crossing either over or under the railway would be a safe and much needed facility. Space needs to be left to build either a bridge or tunnel ( as at Royston ?) in future.

*Response*

**Comments noted.** The development of this site will not in its own right generate sufficient demand to warrant the construction of a bridge due west in the manner shown in Figure 74. The difficulties associated with such a bridge being provided are set out within the SPD. If a deliverable option to secure a bridge is able to be delivered as part of wider studies being undertaken in respect of the Chisholm Trail, future Planning Applications will be able to reflect and respond to these.

*Action*

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30907 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]		Object	Not Specified	None

***Summary:***

Paras 2.6.10-2.6.13 discuss a proposed bridge link across the railway; whilst County Council officers would consider proposals for this if they were to come forward, it is acknowledged that there are significant delivery challenges and that there are nearby alternatives.

***Response***

Comments noted.

***Action***

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
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30936 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]		Object	Not Specified	None
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***Summary:***

the relatively casual dismissal of a pedestrian bridge is unfortunate. It is suggested that further discussions with the City Deal are explored to see if funding could be leveraged through the Chisholm Trail or through developer contributions. This is something that the residents have asked for and are passionate about. The nearest existing routes over the rail are Mill Road and Coldham's Lane. Both of these are far from the site, particularly on foot and the result could isolate the site from the city.

***Response***

Comments noted. There are three existing crossing points. Mill Road, the Carter Bridge and Coldham's Lane. The development of this site will not in its own right generate sufficient demand to warrant the construction of a bridge due west in the manner shown in Figure 74. The difficulties associated with such a bridge being provided are set out within the SPD. If a deliverable option to secure a bridge is able to be delivered as part of wider studies being undertaken in respect of the Chisholm Trail, future Planning Applications will be able to reflect and respond to these.

***Action***

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
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30819 Mr Felix Sanchez Garcia [5806]		Support	Not Specified	None
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***Summary:***

I also do not see the benefit of an additional bridge, since there are other bridges that connect the two sides in areas that are much more transited.

***Response***

Comments noted.

***Action***

None.

## Paragraph 2.6.11

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30792 John McGill [5801]	Object	Not Specified	None

*Summary:*

While there may be some difficulties with the siting of a foot / cycle crossing from the Ridgeon's site to streets opposite, this should not be regarded as an insuperable problem. There are options, which might require some inventiveness.

I suggest that a brief competition is tended in order to attract interested engineers / architects to propose inventive solutions to the issue. Options should then be fielded and weighed.

### *Response*

Comments noted. There are three existing crossing points. Mill Road, the Carter Bridge and Coldham's Lane. The development of this site will not in its own right generate sufficient demand to warrant the construction of a bridge due west in the manner shown in Figure 74. The difficulties associated with such a bridge being provided are set out within the SPD. If a deliverable option to secure a bridge is able to be delivered as part of wider studies being undertaken in respect of the Chisholm Trail, future Planning Applications will be able to reflect and respond to these.

### *Action*

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30908 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]	Object	Not Specified	None

*Summary:*

Paras 2.6.10-2.6.13 discuss a proposed bridge link across the railway; whilst County Council officers would consider proposals for this if they were to come forward, it is acknowledged that there are significant delivery challenges and that there are nearby alternatives.

### *Response*

Comments noted.

### *Action*

None.

## Paragraph Figure 74

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30909</b> Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]	Object	Not Specified	None

*Summary:*

Paras 2.6.10-2.6.13 discuss a proposed bridge link across the railway; whilst County Council officers would consider proposals for this if they were to come forward, it is acknowledged that there are significant delivery challenges and that there are nearby alternatives.

### Response

Comments noted.

### Action

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

## Paragraph 2.6.12

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30861</b> Chris Smith [5272]	Object	Not Specified	None

*Summary:*

We note that the county is operating CPO for the Chisholm Trail to secure land for a cycleway, including several multi-million bridges in the direct vicinity. Furthermore other alignments or solutions may not require demolition e.g. underpass. In order to reject the concept here more detailed arguments are required to demonstrate the idea has been dealt with properly. We do not believe that it has been adequately considered.

### Response

Comments noted. The subject of cycle/pedestrian bridges has been properly assessed during the course of preparing the SPD. There are three existing crossing points. Mill Road, the Carter Bridge and Coldham's Lane. The development of this site will not in its own right generate sufficient demand to warrant the construction of a bridge due west in the manner shown in Figure 74. The difficulties associated with such a bridge being provided are set out within the SPD. If a deliverable option to secure a bridge is able to be delivered as part of wider studies being undertaken in respect of the Chisholm Trail, future Planning Applications will be able to reflect and respond to these.

### Action

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30910 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]		Object	Not Specified	None

*Summary:*

Paras 2.6.10-2.6.13 discuss a proposed bridge link across the railway; whilst County Council officers would consider proposals for this if they were to come forward, it is acknowledged that there are significant delivery challenges and that there are nearby alternatives.

*Response*

Comments noted.

*Action*

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

**Paragraph 2.6.13**

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30896 allan Brigham [1376]		Object	Not Specified	None

*Summary:*

Has the idea of a bridge/tunnel from Cavendish Rd entrance to rail tracks to Council Depot been properly assessed ?

*Response*

Comments noted. The development of this site will not in its own right generate sufficient demand to warrant the construction of a bridge or tunnel due west in the manner shown in Figure 74. The difficulties associated with such a bridge being provided are set out within the SPD. If a deliverable option to secure a bridge or tunnel is able to be delivered as part of wider studies being undertaken in respect of the Chisholm Trail, future Planning Applications will be able to reflect and respond to these.

*Action*

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30911 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]		Object	Not Specified	None

***Summary:***

Paras 2.6.10-2.6.13 discuss a proposed bridge link across the railway; whilst County Council officers would consider proposals for this if they were to come forward, it is acknowledged that there are significant delivery challenges and that there are nearby alternatives.

***Response***

Comments noted

***Action***

It is suggested that paragraph 2.6.13 be amended to add the words "...as shown in Figure 74" after the word "bridge". This paragraph should be expanded by adding an additional sentence to read "If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative."

**Paragraph 2.7.1**

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30761 Pat White [3691]		Object	Not Specified	None

***Summary:***

We have had thousands of people being dropped into Romsey town in recent years and each block of flats has promoted Coldhams Common as its green space. You will need to stack people in layers if you continue like that.

What are you going to do with the wildlife on the site-kill it all off?

***Response***

The suggested approach to the provision of open space on the site is set out within chapter 4 of this SPD.

***Action***

None.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30863 Chris Smith [5272]		Object	Not Specified	None

***Summary:***

The text is unsound as it fails to indicate whether the level of local provision is sufficient. In fact there has been minimal additional local provision since the 1930s and there is a severe deficit of open space within Romsey Town. This is particularly an issue with recent developments on Cromwell Road under providing for new space.

***Response***

Comments noted. The Council's Open Space and Recreation Strategy has assessed the area's provision of open space in and around Romsey ward. The strategy is a material consideration and will need to be taken into account with any planning application for residential development. The recently approved Playing Pitch Strategy and Indoor Sports Facility Strategy outlines respective action plans to increase sports capacity and the opportunity for sport in Cambridge. These strategies take account of the quantum of growth planned for in the emerging Local Plan including the Ridgeon's site.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30897 allan Brigham [1376]	Object	Not Specified	None

***Summary:***

This fails to mention:

1. Romsey Rec is already fully used. The recent council consultation recognised this, and the danger of increasing usage destroying the character of the park.
2. Coldhams Common is inaccessible to children due to the dangerous road crossing.

***Response***

**Comments noted.** The Council's Open Space and Recreation Strategy has assessed the area's provision of open space in and around Romsey ward. The strategy is a material consideration and will need to be taken into account with any planning application for residential development. The recently approved Playing Pitch Strategy and Indoor Sports Facility Strategy outlines respective action plans to increase sports capacity and the opportunity for sport in Cambridge. These strategies take account of the quantum of growth planned for in the emerging Local Plan including the Ridgeon's site.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30898 allan Brigham [1376]	Object	Not Specified	None

***Summary:***

3. The existing open spaces in Cromwell road are failed parks - there is no linkage, and no facilities for ball games etc.

***Response***

**Comments noted.** The Council's Open Space and Recreation Strategy has assessed the area's provision of open space in and around Romsey ward. The strategy is a material consideration and will need to be taken into account with any planning application for residential development. The recently approved Playing Pitch Strategy and Indoor Sports Facility Strategy outlines respective action plans to increase sports capacity and the opportunity for sport in Cambridge. These strategies take account of the quantum of growth planned for in the emerging Local Plan including the Ridgeon's site.

***Action***

None.

**Paragraph Figure 75: Open space plan**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30937 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

***Summary:***

despite the availability of open space adjacent to the site, it is vital that sufficient and well-designed landscaping is available within this site. Figure 136 depicting a more undulating and organic green space is preferred to the overly simplistic linear form.

***Response***

**Comments noted.**

***Action***

None.

## Paragraph Figure 76 and 77 - Coldham's Common

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30862 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

The document should note that the common is legally protected by statute from development and that the public already have a legal right to enjoy it as an open space.

*Response*

**Comments noted. The common is marked as being publicly accessible.**

*Action*

None.

## Paragraph Figure 80 - Winstanley Court

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30828 Dr Anke Friedrich [3320]	Object	Not Specified	None

*Summary:*

Also it is surrounded by parked cars which does not make it very inviting.

*Response*

**Comments noted.**

*Action*

None.

## Paragraph Figure 81 - Hampden Gardens Park

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30826 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

The problem with this 'open space' is that it looks private because of the fence. There is no invitation to enter.

*Response*

**Comments noted.**

*Action*

None.

## Paragraph Figure 82 - Pym Court open space

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30827 Dr Anke Friedrich [3320]	Object	Not Specified	None

*Summary:*

The only way this 'open space' can properly be used is for children to play on the lawn.  
What a pity that after a few months 'No ball games' sign went up...

### Response

Comments noted.

### Action

None.

## Paragraph 2.8.1 - Residential building heights and types

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30767 Pat White [3691]	Object	Not Specified	None

*Summary:*

There is no minimum standoff for buildings next to existing houses on Cromwell Road. I don't want a building of any sort within 20 metres of my boundary as my house/windows are very close to Ridgeons boundary. I also do not want to be overlooked by buildings more than 2 storeys tall. My house is 2 storey. The drawings on the SPD are incorrect. My house had an extension prior to me moving in and it is very close to the boundary. I have a very small garden.

### Response

Comments noted. This section of the SPD is reviewing the site's context. The disposition and heights of building are discussed in Chapter 4.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30938 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

2.8 this section only talks about what is adjacent and within the immediate area, but nothing site specific

### Response

Comments noted. This section of the SPD is reviewing the site context.

### Action

None.

## Paragraph 2.8.4

### Representation(s)

30759 Pat White [3691]

Nature	Appearance	Soundness Tests
Object	Not Specified	None

#### Summary:

Everyone locally objected to the new flats on Cromwell Road and the fact that they are taller than the decent 30's and Victorian housing. Needless to say all objections were ignored in favour of high density flats providing maximum profit for little outlay.

### Response

Comments noted.

### Action

None.

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## Paragraph Figure 87

### Representation(s)

30802 Pat White [3691]

Nature	Appearance	Soundness Tests
Object	Not Specified	None

#### Summary:

Just because we have all been stuck with these awful blocks of flats along Cromwell Road does not mean we should be stuck with yet more. You only have to look at the 2 storey houses surrounding the site to see what should be aimed for instead of stacking them up to make as much money as possible out of the site and then Ridgeons and developers trousering the vast quantities of cash produced. Although THEY will be at a distance from it all and it won't be in their back gardens.

### Response

Comments noted. Building heights and the rationale for the same height are discussed in Chapter 4.

### Action

None.

---

## Paragraph Figure 88

### Representation(s)

30760 Pat White [3691]

Nature	Appearance	Soundness Tests
Object	Not Specified	None

#### Summary:

Please explain why I would want a 2 to 3 storey "house" (ie flats)within 3 metres of my windows. Would you?

### Response

Comments noted. This section of the SPD is reviewing the site's context only. The height of buildings is discussed in Chapter 4.

### Action

None.

---

## Paragraph 2.9.2

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30864 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

The purpose of the document is to support ALL policies and objectives in both the local plan and the NPPF, not simply housing densities within the allocation. Should a site fail to meet policies and objectives due to too high an allocation, it should not be deemed to be sustainable, which would override any allocation considerations.

The wording is therefore unsound and should be changed. Additional text should indicate how the SPD meets local plan policies and objectives.

*Response*

Comments noted. The draft allocation advises that 245 dwellings are to be provided on the site. The SPD is seeking to set a framework that achieves this development target whilst also delivering a sustainable form of development. Chapter 4 sets how this development can come forward in a sustainable manner.

*Action*

None.

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## Paragraph 2.9.3

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30904 Eleanor Gray [5810]	Object	Not Specified	None

*Summary:*

The extent to which open space is actually used is largely dependent on it being private. I would therefore support houses with private gardens over flats with a large open play area.

In 2.9, the types of housing are described without any reference to the proportion of housing in the study area that they represent. Looking at the housing types, you'd think that half of the nearby area was made up of flats (4/8), and only a quarter (two types out of eight) were Victorian. In reality, houses, and specifically Victorian houses, make up the bulk of the housing in the local area and should therefore influence the development of the site proportionately.

*Response*

Comments noted. The case study examples provided set out the number of dwellings in each study area and the balance of houses and flats in each example given.

*Action*

None.

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<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30939 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

this section only talks about what is adjacent and within the immediate area, but nothing site specific

*Response*

Comments noted. This section of the SPD is referring to the site's context. The height of the existing buildings provided on the site is however shown in Figure 88.

*Action*

None.

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## Paragraph 2.9.5

### Representation(s)

30866 Chris Smith [5272]

<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
Object	Not Specified	None

#### *Summary:*

This statement is inconsistent, since previously POS was included within the density calculations i.e. was gross density. The definition of density should be presented, which would appear to be a net one.

### Response

**Comments noted.** This statement is also based on the density of the site being calculated as a gross density however the reference to achieving 75 homes per hectare as oppose to 245 dwellings is confusing.

### Action

Delete text "75 homes per hectare" and replace with "245 dwellings".

## Paragraph Figure 98

### Representation(s)

30865 Chris Smith [5272]

<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
Object	Not Specified	None

#### *Summary:*

We object to the inclusion of this and the subsequent diagram, since the densities within it are quite clearly calculated inconsistently. Some include POS; some don't. Some reach to the mid-line of the access routes; some don't. The basis of the calculations and boundaries needs to be indicated as well as definition of "density". We request that "net maximum density" is the definition used as the most transparent.

### Response

**Comments noted.** All case examples are calculated on the basis of a gross density, which includes open spaces. A full schedule is provided for each example given.

### Action

None.

## Paragraph 2.10.1

### Representation(s)

30820 Mr Felix Sanchez Garcia [5806]

<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
Object	Not Specified	None

#### *Summary:*

Early years facilities are already needed, even more after the plans to close Anglia Ruskin's nursery. The proposal shouldn't be ambiguous about this.

### Response

**Comments noted.** It is expected that a nursery will be provided on the site. The final strategy needs to reflect up to date advice from Cambridgeshire County Council, the reason why the final bullet point is framed in this way. The future Planning Application will need to show that the impacts of the development are however able to be mitigated and the current advice is that this is best achieved by delivering a nursery facility on site.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30867 Chris Smith [5272]	Object	Not Specified	None

***Summary:***

The SPD has been previously stated as supporting all the local plan policies and objectives. This should be added as the first objective.

The density should be deleted as an objective as it is not demonstrated anywhere in the document why 75 per hectare is appropriate to the location or achievable without a deleterious effect on the location. Density is an outcome of the design process not an objective.

***Response***

**Density is a measure, not necessarily an objective, this is agreed. However, a density of 75dph is not at all untypical of existing densities in this part of Romsey, both in terms of new build and terraced housing development that has existed since the 1800's. At the time of drafting the density for this site allocation in the Draft Local Plan, this density was carefully considered and deemed appropriate in this location for these reasons.**

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30868 Chris Smith [5272]	Object	Not Specified	None

***Summary:***

Objective 7 ignores the local authority duty to have regard to biodiversity, both by protecting existing biodiversity and enhancing it.

It should be replaced by "protect existing biodiversity and demonstrate positive gain for wildlife".

***Response***

**Comments noted. It is agreed that objective should be reworded but consider that it should read "Preserve and enhance the sustainability and biodiversity value of the site".**

***Action***

Amend Objective 7 to read "Preserve and enhance the sustainability and biodiversity value of the site".

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30869 Chris Smith [5272]	Object	Not Specified	None

***Summary:***

Objectives should include further guarantees of protection for visual amenity and character.

***Response***

**Comments noted. There is just one Conservation Area located within close proximity of the site. This extends to the south and west. The wording of Key Objective 5 is therefore correct. For clarity, additional text will however be added so this objective reads "Respect the adjacent Mill Road Conservation Area, located to the south and west of the site." It is also agreed that an additional objective be added to cite the aspiration to deliver a high quality form of development that responds positively to the site's context.**

***Action***

Amend Key Objective 5 to read as "Respect the adjacent Mill Road Conservation Area, located to the south and west of the site, and its setting." Add additional objective 12 to read as follows, "Deliver a high quality form of development that responds positively to the site's context".

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30940 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

2.10 key objectives are supported, but how will they be implemented in this site, this is just a promise without evidence of how it will be implemented

*Response*

Comments noted. These objectives will need to be responded to in the detailed content of any Planning Application that is made. Chapter 4 of the SPD suggest how a development might come forward.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30965 Dr Catriona Crombie [5070]	Object	Not Specified	None

*Summary:*

Medical Practice and Early years Facility  
There is demonstrable need for these services in the community - remove 'if needed' from the text (2.10.1 point 11 page 53)

*Response*

Comments noted. The text has been drafted to reflect that fact that any local enhancements need to be supported by either the Local Education Authority or the NHS. This level of flexibility within the text should therefore be retained.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30971 Ms Dodie Carter [2663]	Object	Not Specified	None

*Summary:*

Medical Practice and Early years Facility  
There is demonstrable need for these services in the community - remove 'if needed' from the text (2.10.1 point 11 page 53)

## Retirement properties

No mention is given to the need for retirement properties in this brief - this was repeatedly raised during the session held. This should be flagged as one of the 'key objectives' for the site.

*Response*

Comments noted. The text has been drafted to reflect that fact that any local enhancements need to be supported by either the Local Education Authority or the NHS. This level of flexibility within the text should therefore be retained. It is also not considered that the need for retirement homes is any greater than the need for general housing. While retirement housing could therefore be brought forward as part of a Planning Application, the provision of retirement accommodation is not considered to be a Key Objective of the SPD.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30956 Miss Victoria Gaillard [3060]	Object	Not Specified	None
<i>Summary:</i>			
Medical Practice and Early years Facility There is demonstrable need for these services in the community - remove 'if needed' from the text (2.10.1 point 11 page 53)			
Retirement properties No mention is given to the need for retirement properties in this brief - this was repeatedly raised during the session held. This should be flagged as one of the 'key objectives' for the site.			

***Response***

**Comments noted.** The text has been drafted to reflect that the provision of local medical and education infrastructure would need to be supported by either the NHS or Local Education Authority, respectively. This level of flexibility within the text should therefore be retained.  
**The Council does not consider that the need for retirement housing outweighs the general need for homes, whether affordable or market.**  
**The Council is seeking a balanced and mixed development of good quality housing suitable for people as they age.**

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30923 CRRA (Cromwell Road Residents Assoc. CRRA) [5274]	Object	Not Specified	None
<i>Summary:</i>			
Medical Practice and Early years Facility There is demonstrable need for these services in the community - remove 'if needed' from the text (2.10.1 point 11 page 53)			
Retirement properties No mention is given to the need for retirement properties in this brief - this was repeatedly raised during the session held. This should be flagged as one of the 'key objectives' for the site.			

***Response***

**Comments noted.** The text has been drafted to reflect that the provision of local medical and education infrastructure would need to be supported by either the NHS or Local Education Authority, respectively. This level of flexibility within the text should therefore be retained.  
**The Council does not consider that the need for retirement housing outweighs the general need for homes, whether affordable or market.**  
**The Council is seeking a balanced and mixed development of good quality housing suitable for people as they age.**

***Action***

None.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30912 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]		Support	Not Specified	None

*Summary:*

-Para 2.10 sets out key objectives for the site, with numbers 3, 4 and 10 being transport-related; the County Council supports these objectives. It is proposed that objective 10 be expanded to specifically refer to car and cycle parking

*Response*

Comments noted.

*Action*

Amend Objective 10 to read, "Provide adequate car and cycle parking in a variety of typologies."

**Paragraph Figure 107**

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30873 Chris Smith [5272]		Object	Not Specified	None

*Summary:*

This map lacks any key as to the annotations and is therefore not sound. The conservation area to the west of the railway line is not shown. Key vistas towards and away from the site are not indicated. Existing features of ecological interest are not shown. We would request that these are added.

*Response*

The Map is illustrating the Key Objectives. A numbered key/symbol can be added to each of the objectives to provide additional clarity for the reader.

*Action*

The Map is illustrating the Key Objectives. A numbered key/symbol can be added to each of the objectives to provide additional clarity for the reader.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30979 Dr Dave Baigent [5107]		Object	Not Specified	None

*Summary:*

Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.

*Response*

Comments noted. Figure 107 shows Cavendish Place. An annotation for Cavendish Road will be added to the road running north-south. The point at which the road name changes is not marked. It is not considered necessary or desirable to show this level of detail as part of the context information as to do so would over complicate the drawing as many other such points of clarification would be needed to be added to the plan also. It is also not possible to show all extension that have been added to nearby properties. The context plans rely on OS based data which will not be up to date. It is not possible to accurately update each and every change to nearby properties that may have occurred since the OS data was issued. The context information should not be treated as an accurate reflection of building forms that exist off site. A detailed assessment of the site's context would be undertaken visually during the consideration of any planning application.

*Action*

Add road name annotation for Cavendish Road.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30789 Historic England (Mr Michael Stubbs) [5804]</b>	Support	Not Specified	None

***Summary:***

The objectives for the SPD as set out at paragraph 2.10 deal with the Mill Road Conservation area. Historic England would recommend that paragraph 2.10 at (5) is slightly amended from  
 (5) Respect the Mill Road conservation area.

To

(5) Respect the Mill Road conservation and its setting.

This would support the Council's 'parameters for change' at paragraph 4.6.2 where the character to the south of the site should reflect the character of the adjacent Mill Road conservation area.

***Response***

Comments noted.

***Action***

Amend Key Objective 5 to read "Respect the adjacent Mill Road Conservation Area, located to the south and west of the site, and its setting."

=====

### 3. Vision

#### Paragraph 3.2.1

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30928 CRRA (Cromwell Road Residents Assoc. CRRA) [5274]	Object	Not Specified	None

*Summary:*

Overall the plan represents some of the issues raised during the meetings held but avoids some in their entirety. We would like to see these addressed in the revisions to the draft and look forward to working with you on their inclusion.

We feel disappointed with the level of engagement that has been made with the local community - the duration and timing of the 'open event' was not adequate or timely enough for thorough understanding by the residents.

#### Response

**Comments noted.** Consultation undertaken during the course of preparing the SPD was considered to be good practice and fully engaged the local community. Reasonable efforts have been made to incorporate comments received during that stage. The open event, while not widely advertised, was well attended.

#### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30941 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

3.2 key principles are supported, but how will they be implemented in this site, this is just a promise without evidence of how it will be delivered

#### Response

**Comments noted.** These principles will need to be responded to in the detailed content of any Planning Application that is made. Chapter 4 of the SPD suggest how a development might come forward.

#### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30961 Miss Victoria Gaillard [3060]	Object	Not Specified	None

*Summary:*

Overall the plan represents some of the issues raised during the meetings held but avoids some in their entirety. We would like to see these addressed in the revisions to the draft and look forward to working with you on their inclusion.

We feel disappointed with the level of engagement that has been made with the local community - the duration and timing of the 'open event' was not adequate or timely enough for thorough understanding by the residents.

#### Response

**Comments noted.** Consultation undertaken during the course of preparing the SPD was considered to be good practice and fully engaged the local community. Reasonable efforts have been made to incorporate comments received during that stage. The open event, while not widely advertised, was well attended.

#### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30976 Ms Dodie Carter [2663]	Object	Not Specified	None

***Summary:***

Overall the plan represents some of the issues raised during the meetings held but avoids some in their entirety. We would like to see these addressed in the revisions to the draft and look forward to working with you on their inclusion.

We feel disappointed with the level of engagement that has been made with the local community - the duration and timing of the 'open event' was not adequate or timely enough for thorough understanding by the residents.

***Response***

**Comments noted.** Consultation undertaken during the course of preparing the SPD was considered to be good practice and fully engaged the local community. Reasonable efforts have been made to incorporate comments received during that stage. The open event, while not widely advertised, was well attended.

***Action***

None.

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**Paragraph Figure 108: Site and surrounds**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30738 Dr Roger Sewell [5506]	Object	Not Specified	None

***Summary:***

Figure 108 subfigure 6: Instead of "a variety of building heights" I would prefer to see "buildings of similar height to those already existing in Cromwell Rd and nearby streets between Mill Road and Coldham's Lane". The development near the station (CB1) has shown what dreadful results come from allowing developers to squeeze in more properties by building upwards. Over time such estates will become dilapidated squalid ghettos.

***Response***

**Comments noted.** The text as drafted reflects the fact that the site's context is varied . The principle of providing a variety of building heights that respond to the surrounding buildings and spaces is considered to be sound.

***Action***

None.

---

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30874 Chris Smith [5272]	Object	Not Specified	None

***Summary:***

Principle 3 does not accord with NPPF : site should protect and enhance ecology and achieve sustainable development. "Promotion" is too loosely worded. Replace with suggested text.

***Response***

**Comments noted.** It is agreed that this text be amended to read "Preserve and enhance the biodiversity of the site and deliver a sustainable form of development".

***Action***

Amend Point 3 to read "Preserve and enhance the biodiversity of the site and deliver a sustainable form of development".

---

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30913 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]		Object	Not Specified	None

***Summary:***

-Figure 108 shows a number of design principles for the site of which 4, 5, and 9 are transport-related. The County Council supports these but considers that the development should not only incorporate the Chisholm Trail (no 5) but should either deliver these directly or provide a contribution to cover the cost of delivery by the County Council.

***Response***

**Comments noted. The Chisholm Trail is to be provided through the site and this route will need to form part of the detailed layout of the development. No amendment to the text is considered necessary.**

***Action***

None.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30739 Dr Roger Sewell [5506]		Support	Not Specified	None

***Summary:***

Figure 108 subfigure 9: Indeed, ENOUGH car parking needs to be provided. Car parking is becoming an increasingly acrimonious issue in Cambridge, in part due to excessive prices for parking in central car parks, and in part due to charging at park and ride sites. Where people live, they are bound to want to park, and modern couples often find themselves both with jobs and both needing to drive to work as the only option. Providing only one car parking space per property is just inviting car parking wars.

***Response***

**Comments noted. The amount of car parking to be provided needs to be carefully considered and justified within any future Planning Application.**

***Action***

None.

**Paragraph Figure 109: Wider area**

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30758 Pat White [3691]		Object	Not Specified	None

***Summary:***

There is no point in saying "investigate" possibility of a new bridge over the railway to supplement Mill Road bridge as we all know Ridgeons/council will not do it. saying "protect the amenity of locals" is ridiculous as we all know that locals will be ignored in favour of blocks of flats. There will be no decent green space. Any animal life on the site should be properly assessed and allowed for. The present trees etc that support wildlife should be kept although we all know they won't.

***Response***

**Comments noted. These are important development principles that should be retained within the SPD.**

***Action***

None.

Figure 109: Wider area

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30914 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]		Object	Not Specified	None

***Summary:***

-Figure 109 shows principles for the wider area. Both points 13 and 14 should be addressed via a full Transport Assessment that should accompany any future planning application.

***Response***

**Comments noted.** Whilst these are important design principles, it is agreed that the technical studies needed should be presented within a Transport Assessment of any Planning Application lodged.

***Action***

None.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30984 Dr Dave Baigent [5107]		Object	Not Specified	None

***Summary:***

Cromwell Road

In regard to Cromwell Road I believe that a major study should take place to take advantage of the lack of traffic that will occur when Ridgeons closes. This could involve some payback for yet another development impinging on the people who live in houses on Cromwell Road. Consideration could perhaps be given to shutting Cromwell Road at one end and then putting in some greenery and landscaping to soften the whole area.

***Response***

**Comments noted.** Objective 11 relates to investigating proposals to enhance public realm along Cromwell Road as/when the HGV vehicles associated with the Ridgeons operation are removed. It is agreed that these matters should be given careful consideration and this detailed work is best undertaken in relation to any Planning Application that is lodged.

***Action***

None.

## 4. Parameters for Change

### Paragraph 4.1.3

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30807 Pat White [3691]	Object	Not Specified	None

*Summary:*

We are going to be stuck with large amounts of traffic at rush hours instead of being spread throughout the day, and before that there will be all the noise, mess and traffic involved in building on-site. When built there will be lots of cars parking on Cromwell Road as over spill. There are some parking off site from the flats already built.

*Response*

Comments noted. This paragraph is setting out the structure of Chapter 4. The specific points raised are responded to in the chapter itself.

*Action*

None.

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### Paragraph Figure 111: Framework Plan

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30798 Pat White [3691]	Object	Not Specified	None

*Summary:*

In the existing housing around this site the builders have not put windows to overlook other properties as this would be immoral. This did not need to be said previously! My house is in a small plot and would be badly overlooked by anything within 20 metres of the boundary. I ask for 2 storey only and the set back from the side/rear boundary to be generous. I also ask for landscaping and for obscure glazing to be used around the edges. I hang out washing rather than using electricity to dry it and this will be difficult now.

*Response*

Comments noted. While these are matters of detail that will be considered in the context of any planning application, the need for the development to respect the amenity of the existing properties in the area is set out within paragraph 4.5.7.

*Action*

None.

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Figure 111: Framework Plan

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30980 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.

*Response*

Comments noted. Figure 111 shows both Cavendish Road and Cavendish Place. The point at which the road name changes is not marked. It is not considered necessary or desirable to show this level of detail as part of the context information as to do so would over complicate the drawing as many other such points of clarification would be needed to be added to the plan also. It is also not possible to show all extensions that have been added to nearby properties. The context plans rely on OS based data which will not be up to date. It is not possible to accurately update each and every change to nearby properties that may have occurred since the OS data was issued. The context information should not be treated as an accurate reflection of building forms that exist off site. A detailed assessment of the site's context would be undertaken visually during the consideration of any planning application.

*Action*

None.

**Paragraph 4.2.1**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30829 Dr Anke Friedrich [3320]	Object	Not Specified	None

*Summary:*

Cambridge needs truly affordable housing such as Council rented homes.  
I agree with distributing the 'affordable' housing across the site.

*Response*

Comments noted.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30942 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

4.2 40% affordable housing provision is welcome, but location and types need to be varied and integrated into the site, this includes one bedroom and bungalow sized properties which the market is failing to provide.

*Response*

Comments noted. The type of housing to be provided (both market and affordable) is to be varied, as set out in Paragraph 4.5.1. The final mix and disposition of units will be determined at the planning application stage.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30743 Dr Roger Sewell [5506]	Support	Not Specified	None

*Summary:*

It is vitally important that the land is used for housing rather than employment as currently the ratio of housing to employment in Cambridge is way too low. It is correspondingly vitally important that any available steps to REDUCE the number of jobs in Cambridge are taken.

*Response*

Comments noted.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30745 Dr Roger Sewell [5506]	Support	Not Specified	None

*Summary:*

I specifically support enforcing the fraction of housing that is affordable to be 40% irrespective of whether the developers like this or find it financially unattractive.

*Response*

Comments noted.

*Action*

None.

**Paragraph 4.2.2**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30800 Pat White [3691]	Object	Not Specified	None

*Summary:*

It is infants and junior school places that are needed as local schools are over subscribed. The local doctors are also full. More low scale housing for the elderly would keep them in the community and free larger houses for families.

Someone needs to setup a meeting with the county council re more schools on the site-if there is ANY intention to explore the option. Which I doubt.

*Response*

Comments noted. Discussions have been held with the Local Education Authority (LEA). It is agreed that a nursery should be provided on site. The LEA has advised that a financial contribution for the provision of extra primary school spaces off site will also be sought as part of any planning approval granted. The NHS has confirmed that a new health care facility is unlikely to be required on site but that financial contributions are also likely to be sought to fund off site improvements.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30927 CRRA (Cromwell Road Residents Assoc. CRRA) [5274]	Object	Not Specified	None

***Summary:***

School Provision

As repeatedly flagged during the development of this brief there is a huge shortage of Primary School places in Romsey, this site represents one of the last remaining opportunities to site a school in a safe residential area away from main roads, the provision of the rail crossing would allow this school to service both Romsey and Petersfield.

***Response***

**Comments noted.** Following discussion with the Local Education Authority it has been agreed that this site is unable to deliver a new school. A new school would occupy much of the site. With little housing then being able to be provided, the development would not be generating its own need to deliver a school and gifting the land to provide a new facility to cater for any existing shortfalls is not viable as this will not fund Ridgeon's relocation from the site. In addition this site provides an important level of housing to meet the objectively assessed needs of Cambridge.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30960 Miss Victoria Gaillard [3060]	Object	Not Specified	None

***Summary:***

School Provision

As repeatedly flagged during the development of this brief there is a huge shortage of Primary School places in Romsey, this site represents one of the last remaining opportunities to site a school in a safe residential area away from main roads, the provision of the rail crossing would allow this school to service both Romsey and Petersfield.

***Response***

**Comments noted.** Following discussion with the Local Education Authority it has been agreed that this site is unable to deliver a new school. A new school would occupy much of the site. With little housing then being able to be provided, the development would not be generating its own need to deliver a school and gifting the land to provide a new facility to cater for any existing shortfalls is not viable as this will not fund Ridgeon's relocation from the site.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30962 Dr Catriona Crombie [5070]	Object	Not Specified	None

***Summary:***

School Provision

As repeatedly flagged during the development of this brief there is a huge shortage of Primary School places in Romsey, this site represents one of the last remaining opportunities to site a school in a safe residential area away from main roads, the provision of the rail crossing would allow this school to service both Romsey and Petersfield.

My house is immediately opposite the proposed development and although in the catchment for St Philips school we are too far away from the school to get a place. St Matthews School is oversubscribed in catchment. This means that as for current residents any new families moving into the proposed development will have to DRIVE past the closest schools to take their children to a school at the other side of town. The plan does not provide for a new school or any facilities to get children to school by any means other than driving (it is too far for a four year old to cycle) and there is no provision for driving or parking.

***Response***

**Comments noted.** Following discussion with the Local Education Authority it has been agreed that this site is unable to deliver a new school. A new school would occupy much of the site. With little housing then being able to be provided, the development would not be generating its own need to deliver a school and gifting the land to provide a new facility to cater for any existing shortfalls is not viable as this will not fund Ridgeon's relocation from the site. In terms of the discussions that have been held with the Local Education Authority (LEA), it is agreed that a nursery should be provided on site. The LEA has advised that a financial contribution for the provision of extra primary school spaces off site will also be sought as part of any planning approval granted.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30975 Ms Dodie Carter [2663]	Object	Not Specified	None

***Summary:***

School Provision

As repeatedly flagged during the development of this brief there is a huge shortage of Primary School places in Romsey, this site represents one of the last remaining opportunities to site a school in a safe residential area away from main roads, the provision of the rail crossing would allow this school to service both Romsey and Petersfield.

***Response***

**Comments noted.** Following discussion with the Local Education Authority it has been agreed that this site is unable to deliver a new school. A new school would occupy much of the site. With little housing then being able to be provided, the development would not be generating its own need to deliver a school and gifting the land to provide a new facility to cater for any existing shortfalls is not viable as this will not fund Ridgeon's relocation from the site.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30830 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

Keep the discussions going. We need more GP capacity and nursery places (as well as school places...) What became of the suggestions of sheltered housing for the elderly?

*Response*

**Comments noted.** Discussions have been held with the Local Education Authority (LEA). It is agreed that a nursery should be provided on site. The LEA has advised that a financial contribution for the provision of extra primary school spaces off site will also be sought as part of any planning approval granted. The NHS has confirmed that a new health care facility is unlikely to be required on site but that financial contributions are also likely to be sought to fund off site improvements. The mix and tenure of housing will be determined at the planning stage but section 4.5 does comment on the need for a varied and mixed approach to be taken, including potentially housing for the elderly.

*Action*

None.

**Paragraph 4.2.3**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30870 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

This is not sufficient. Space should be permanently reserved on site, since there are no additional available local spaces to accommodate such development.

*Response*

**Comments noted.** Following discussion with the Local Education Authority it has been agreed that this site is unable to deliver a new primary school. A new school would occupy much of the site. With little housing then being able to be provided, the development would not be generating its own need to deliver a school and gifting the land to provide a new facility to cater for any existing shortfalls is not viable as this will not fund Ridgeon's relocation from the site. This SPD cannot place a requirement on a land owner to resolve existing shortfalls in infrastructure provision. The proposed approach of reserving land to provide a nursery or health care floorspace, should this be needed, is however deemed to be an appropriate approach. Financial contributions will also be sought to seek off site improvements to primary and secondary school provision.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30943 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

how and where is this within the site?

*Response*

**Comments noted.** This would be detailed in any planning application lodged but it is expected that such floorspace would be provided in the ground floor accommodation of one of the flat blocks.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30831 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

Sounds reasonable. Just make sure the 'identification process' is fair.

*Response*

Comments noted.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30899 allan Brigham [1376]	Support	Not Specified	None

*Summary:*

support

*Response*

Comments noted.

*Action*

None.

**Paragraph 4.2.4**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30871 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

This is not sufficient. The SPD should confirm presumed requirements and make suitable space for such features based on presumed allocation and occupancy; otherwise the exercise becomes meaningless.

*Response*

Comments noted. This level of demand and capacity analysis is best done at the planning application stage when (a) the scope and impacts of the proposed development are known and (b) when the development of the land is imminent and therefore any assessment of capacity is up to date and relevant. If detailed assessments are provided here it is likely that such data would soon be out of date.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30832 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

support

*Response*

Comments noted.

*Action*

None.

**Paragraph 4.3.1 - Pedestrian and cycle connectivity and principles**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30783 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

The opening onto Cavendish Road/Place

Figure 115 indicates the opening onto Cavendish Road/Place and this is a little clearer on page 77 Figure 135. However, I am also concerned that since the ownership of 133 Cavendish Road has been recognised as not being part of the site, the 'Indicative character and form' shown on page 79 Figure 136 is unclear. More detail is needed about how the junction with Cavendish Road/Place is proposed. Real consideration is needed with this junction to both safety and the aesthetics of how it will affect my property at 96 Cavendish Road and surrounding properties.

I would ask when this is done that consideration is given to that this exit being opposite my property as it is now, and not as it is on the plan.

I would ask that consideration be given to how this exit will impinge on my home (some of which has windows looking directly into the proposed exit from Ridgeons. The detail is very unclear and in particular I would ask that the possibility of houses being built close to the exit be at two storeys and be pushed back so as to allow a considerable green space at this point.

I do recognise that my house has been developed in a somewhat eclectic way. The face is still in character with the rest of the conservation area and as this ends the side of my house, as it has been extended, provides a phased move from Victorian to modern design that eases towards the modern houses on Cavendish Place.

*Response*

**Comments noted. The precise details of this access point will be fully detailed in any planning application. The principle of providing a route through the site and onto Cavendish Place/Road has been established through discussions with the County Council in respect of the Chisholm Trail and is considered to be important for the connectivity of the wider area. As set out in paragraph 4.5.7, all new buildings will be required to respect the amenity of surrounding existing properties. This impact analysis will be undertaken in the context of a planning application when more detailed plans are available.**

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30925 CRRA (Cromwell Road Residents Assoc. CRRA) [5274]	Object	Not Specified	None

*Summary:*

Cycle bridge

At no point during the development of the brief has due consideration been given to the creation of a new and safe cycle crossing for the rail way line - either over or under the tracks. We do not believe that this 'scoping work' has attempted to identify or assess all the opportunities. Stating that there is currently not the funding to undertake this project is an extension of the lack of future planning that has enabled piece-meal development of Cromwell Road to date. The rush to spend 'City Deal' money in the last year is evidence enough that this project could be undertaken at a later date for the benefit of both residents within the city and those who commute by bicycle in. Space needs to be left so that this opportunity can be realised in the future to enable the creation of a more sustainable city.

*Response*

**Comments noted.** As set out in chapter 2, the possibility of a bridge being provided that passes directly over the railway line has been investigated. A combination of the provision of alternatives and the lack of space to land a bridge meant that this option was not pursued. A development of this scale also does not generate the need for a bridge in its own right. As part of the Chisholm Trail work, discussions are being held to see if a bridge connecting this site and the Mill Road depot site could be provided. This requires agreement to be reached with Network Rail and the City Council over the use of its land. If such consent is given then the ability to design and deliver such a connection, using part of the Ridgeons site, will be investigated in the context of any planning application made. Figure 123 is to be updated to reflect this.

*Action*

Figure 123 to be updated to reflect potential connections into and over the adjacent Network Rail land.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30958 Miss Victoria Gaillard [3060]	Object	Not Specified	None

*Summary:*

Cycle bridge

At no point during the development of the brief has due consideration been given to the creation of a new and safe cycle crossing for the rail way line - either over or under the tracks. We do not believe that this 'scoping work' has attempted to identify or assess all the opportunities. Stating that there is currently not the funding to undertake this project is an extension of the lack of future planning that has enabled piece-meal development of Cromwell Road to date. The rush to spend 'City Deal' money in the last year is evidence enough that this project could be undertaken at a later date for the benefit of both residents within the city and those who commute by bicycle in. Space needs to be left so that this opportunity can be realised in the future to enable the creation of a more sustainable city.

*Response*

**Comments noted.** As set out in chapter 2, the possibility of a bridge being provided that passes directly over the railway line has been investigated. A combination of the provision of alternatives and the lack of space to land a bridge meant that this option was not pursued. A development of this scale also does not generate the need for a bridge in its own right. As part of the Chisholm Trail work, discussions are being held to see if a bridge connecting this site and the Mill Road depot site could be provided. This requires agreement to be reached with Network Rail over the use of its land. If such consent is given then the ability to design and deliver such a connection, using part of the Ridgeons site, will be investigated in the context of any planning application made. Figure 123 is to be updated to reflect this.

*Action*

Figure 123 to be updated to reflect potential connections into and over the adjacent Network Rail land.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30967 Dr Catriona Crombie [5070]	Object	Not Specified	None

***Summary:***

Cycle bridge

At no point during the development of the brief has due consideration been given to the creation of a new and safe cycle crossing for the rail way line - either over or under the tracks. We do not believe that this 'scoping work' has attempted to identify or assess all the opportunities. Stating that there is currently not the funding to undertake this project is an extension of the lack of future planning that has enabled piece-meal development of Cromwell Road to date. The rush to spend 'City Deal' money in the last year is evidence enough that this project could be undertaken at a later date for the benefit of both residents within the city and those who commute by bicycle in. Space needs to be left so that this opportunity can be realised in the future to enable the creation of a more sustainable city.

***Response***

**Comments noted.** As set out in chapter 2, the possibility of a bridge being provided that passes directly over the railway line has been investigated. A combination of the provision of alternatives and the lack of space to land a bridge meant that this option was not pursued. A development of this scale also does not generate the need for a bridge in its own right. As part of the Chisholm Trail work, discussions are being held to see if a bridge connecting this site and the Mill Road depot site could be provided. This requires agreement to be reached with Network Rail over the use of its land. If such consent is given then the ability to design and deliver such a connection, using part of the Ridgeons site, will be investigated in the context of any planning application made. Figure 123 is to be updated to reflect this.

***Action***

Figure 123 to be updated to reflect potential connections into and over the adjacent Network Rail land.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30973 Ms Dodie Carter [2663]	Object	Not Specified	None

***Summary:***

Cycle bridge

At no point during the development of the brief has due consideration been given to the creation of a new and safe cycle crossing for the rail way line - either over or under the tracks. We do not believe that this 'scoping work' has attempted to identify or assess all the opportunities. Stating that there is currently not the funding to undertake this project is an extension of the lack of future planning that has enabled piece-meal development of Cromwell Road to date. The rush to spend 'City Deal' money in the last year is evidence enough that this project could be undertaken at a later date for the benefit of both residents within the city and those who commute by bicycle in. Space needs to be left so that this opportunity can be realised in the future to enable the creation of a more sustainable city.

***Response***

**Comments noted.** As set out in chapter 2, the possibility of a bridge being provided that passes directly over the railway line has been investigated. A combination of the provision of alternatives and the lack of space to land a bridge meant that this option was not pursued. A development of this scale also does not generate the need for a bridge in its own right. As part of the Chisholm Trail work, discussions are being held to see if a bridge connecting this site and the Mill Road depot site could be provided. This requires agreement to be reached with Network Rail over the use of its land. If such consent is given then the ability to design and deliver such a connection, using part of the Ridgeons site, will be investigated in the context of any planning application made. Figure 123 is to be updated to reflect this.

***Action***

Figure 123 to be updated to reflect potential connections into and over the adjacent Network Rail land.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30833 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

support. Please privilege and protect pedestrians and cyclists as much as ever possible to discourage car use.

*Response*

Comments noted.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30884 Natural England (Janet Nuttall) [1009]	Support	Not Specified	None

*Summary:*

Natural England agrees that the Ridgeons site offers an excellent opportunity to open-up a currently closed site and make connections with the wider existing street network and future Chisholm Cycle Trail through provision of pedestrian and cycle access routes. Opportunities to enhance connectivity with areas of off-site open space and green corridors should be maximised as far as possible.

*Response*

Comments noted.

*Action*

None.

**Paragraph 4.3.2**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30766 Pat White [3691]	Object	Not Specified	None

*Summary:*

As there are supposed to be all these extra hundreds of cyclists using the Chisholm trail they will obviously need to get into town over the railway line, or do they evaporate when they get into Romsey Town?

*Response*

Comments noted. As set out in chapter 2, the possibility of a bridge being provided that passes directly over the railway line has been investigated. A combination of the provision of alternatives and the lack of space to land a bridge meant that this option was not pursued. A development of this scale also does not generate the need for a bridge in its own right. As part of the Chisholm Trail work, discussions are being held to see if a bridge connecting this site and the Mill Road depot site could be provided. This requires agreement to be reached with Network Rail over the use of its land. If such consent is given then the ability to design and deliver such a connection, using part of the Ridgeons site, will be investigated in the context of any planning application made. Figure 123 is to be updated to reflect this. If it is not possible to deliver a connection over the railway line, the development of this site will deliver the links that are needed to provide the Chisholm Trail link from Cromwell Road onto the railway sidings.

*Action*

Figure 123 to be updated to reflect potential connections into and over the adjacent Network Rail land.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30781 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

If Cavendish Road does actually become part of the Chisholm trail then this will inevitably cause friction in this two way road where a car and a cycle cannot pass because of parked cars.

I hope this potential danger and cause of friction will be thought about again. What is needed is either a less ambiguous route with a view to ensuring that cycles pass through the Ridgeons site to the railway side of the houses on Cavendish Road. Or, if the intention is to use Cavendish Road for even some of the cycles on the Chisholm trail then there needs to be some serious consideration of how the traffic, parked cars and cycles will mix. If this is the case then there will need to be a radical solution that will have severe implications on the surrounding roads.

**Response**

Comments noted. Following further dialogue with the County Council it is understood that the preferred route for the Chisholm Trail will be taken from the Ridgeons site, over the network rail land and onto the sidings. Only if this connection cannot be made across the Network Rail land will the trail be specifically directed onto Cavendish Place/Road. A pedestrian and cycle link from the Ridgeons site onto Cavendish Road/Place will still be provided as part of this development, to enhance wider connectivity. If the Chisholm Trail is able to pass over the Network Rail land then the number of cyclists using this link onto Cavendish Place/Road will be much reduced and the potential for conflict will also be much reduced.

**Action**

Figure 123 to be updated to reflect potential connections into and over the adjacent Network Rail land.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30836 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

As long as the Chisholm trail is not supposed to go through Brampton Road.

**Response**

Comments noted. The route of the Chisholm Trail on the wider road network is not however a matter for this SPD. This will be detailed in the planning applications that will be made in due course for the route itself.

**Action**

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30915 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]	Support	Not Specified	None

*Summary:*

-Section 4.3 discusses transport and access. Para 4.3.2 discusses the Chisholm Trail but it is proposed that text saying "but the details of this will need to be agreed with the County Council" is added to the end.

**Response**

Comments noted. Agreed in part. It is also suggested that this text be updated to reflect the fact that the preferred strategy for the Chisholm Trail is to be pass over the Network Rail Land, rather than onto Cavendish Place, should permission for such a link be given.

**Action**

Update paragraph 4.3.2 as suggested above and amend the text to add an additional sentence "The preferred connection for the Chisholm Trail is via the Network Rail land."

### Paragraph 4.3.3

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30916 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]		Object	Not Specified	None

*Summary:*

-Similarly 4.3.3 (and 4.3.4 and 4.3.5 discusses street design / access and again the details of this will need to be agreed with the County Council.

#### *Response*

Comments noted. It is hoped that agreement would be achieved as part of the consideration of a planning application.

#### *Action*

None.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30834 Dr Anke Friedrich [3320]		Support	Not Specified	None

*Summary:*

support

#### *Response*

Comments noted.

#### *Action*

None.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30835 Dr Anke Friedrich [3320]		Support	Not Specified	None

*Summary:*

Make sure that the generous pavements are not used for parking though.

#### *Response*

Comments noted.

#### *Action*

None.

## Paragraph 4.3.4 - Vehicle access, routes and hierarchy

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30740 Dr Roger Sewell [5506]	Object	Not Specified	None

*Summary:*

Permitting only one vehicle access route to a site with so many dwellings is asking for queues of traffic to build up and the entrance to the site at peak times. Much better to provide more than one access point, and if you want to stop through traffic then design it without a through route for motor vehicles.

*Response*

**Comments noted. The planning application will be supported by a Transport Assessment which will model the traffic impact. Initial studies undertaken have however shown that a single point of access can support the level of growth being provided. Given the surrounding road layout, a single vehicular access is considered to be the preferred strategy.**

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30811 Mrs Yulin Ginns [3423]	Object	Not Specified	None

*Summary:*

only one vehicle entrance is not enough for 245 dwellings (could have more than 400 cars) queues of traffic would to build up and the entrance to the site at peak times. The existing delivery, currently closed vehicle access should be used as another entrance.

*Response*

**Comments noted. The planning application will be supported by a Transport Assessment which will model the traffic impact. Initial studies undertaken have however shown that a single point of access can support the level of growth being provided. Given the surrounding road layout, a single vehicular access is considered to be the preferred strategy.**

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30917 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]	Object	Not Specified	None

*Summary:*

-Similarly 4.3.3 (and 4.3.4 and 4.3.5 discusses street design / access and again the details of this will need to be agreed with the County Council.

*Response*

**Comments noted. This agreement would form part of the consideration of a planning application.**

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30944 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

one entrance for 300 plus cars is questioned, and considerations of a secondary access south of site should be made

**Response**

Comments noted. The planning application will be supported by a Transport Assessment which will model the traffic impact. Initial studies undertaken have however shown that a single point of access can support the level of growth being provided. Given the surrounding road layout, a single vehicular access is considered to be the preferred strategy.

**Action**

None.

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**Paragraph 4.3.5**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30810 Mrs Yulin Ginns [3423]	Object	Not Specified	None

*Summary:*

The existing vehicle access should be used as another entrance for cars as well as pedestrians and cyclists. The continuation of using it as an alternative access will help to distribute the traffic flow in the rush hours and reduce the noise level for residents live In 77, 79, 81, 83, 83a, 83b Cromwell road.

**Response**

Comments noted. The planning application will be supported by a Transport Assessment which will model the traffic impact. Initial studies undertaken have however shown that a single point of access can support the level of growth being provided. Given the surrounding road layout, a single vehicular access is considered to be the preferred strategy. Noise impacts will also be detailed in the planning application. Given the existing use and the existing volume of traffic generated by the Ridgeons operation it is however not expected that harmful levels of noise will be generated by vehicles entering or leaving the site.

**Action**

None.

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<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30812 Mrs Yulin Ginns [3423]	Object	Not Specified	None

*Summary:*

It should be used as alternative vehicles access to reduce the que and noise in the rush hours.

**Response**

Comments noted. The planning application will be supported by a Transport Assessment which will model the traffic impact. Initial studies undertaken have however shown that a single point of access can support the level of growth being provided. Given the surrounding road layout, a single vehicular access is considered to be the preferred strategy. Noise impacts will also be detailed in the planning application. Given the existing use and the existing volume of traffic generated by the Ridgeons operation it is however not expected that harmful levels of noise will be generated by vehicles entering or leaving the site.

**Action**

None.

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<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30918 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]		Object	Not Specified	None

*Summary:*

-Similarly 4.3.3 (and 4.3.4 and 4.3.5 discusses street design / access and again the details of this will need to be agreed with the County Council.

*Response*

Comments noted. The planning application will be supported by a Transport Assessment which will model the traffic impact. Initial studies undertaken have however shown that a single point of access can support the level of growth being provided. Given the surrounding road layout, a single vehicular access is considered to be the preferred strategy. Noise impacts will also be detailed in the planning application. Given the existing use and the existing volume of traffic generated by the Ridgeons operation it is however not expected that harmful levels of noise will be generated by vehicles entering or leaving the site.

*Action*

Add new sentence to read "A Transport Assessment will be required at planning application stage" in paragraph 4.3.6.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30837 Dr Anke Friedrich [3320]		Support	Not Specified	None

*Summary:*

Please open for pedestrians and cyclists.

*Response*

Comments noted.

*Action*

None.

**Paragraph 4.3.6**

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30922 CRRA (Cromwell Road Residents Assoc. CRRA) [5274]		Object	Not Specified	None

*Summary:*

Road design

Shared usage roads please see that attached report. Given the current levels of maintenance on Romsey's roads we do not feel this is a good idea that should be taken forward - especially as the development forms part of the Chisholm trail route.

<http://www.theihe.org/wp-content/uploads/2013/08/Holmes-Report-on-Shared-Space-.pdf>

*Response*

Comments noted. It is considered that in the correct context, where designed correctly, and where supported by appropriate primary routes, shared surfaces can be successful. Given the shape of this site, and given only one vehicle access is to be provided to the north of the site, many of the routes within the site are likely to be lightly trafficked. There is therefore the opportunity to deliver flexible street designs as part of the final design. Whether and where these are appropriate will depend on the final layout and design of the scheme. With this in mind this paragraph should be reworded to advise that the use of shared surfaces on secondary routes will be encouraged where appropriate and possible.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30955 Miss Victoria Gaillard [3060]	Object	Not Specified	None

*Summary:*

Road design

Shared usage roads please see that attached report. Given the current levels of maintenance on Romsey's roads we do not feel this is a good idea that should be taken forward - especially as the development forms part of the Chisholm trail route.

<http://www.theihe.org/wp-content/uploads/2013/08/Holmes-Report-on-Shared-Space-.pdf>

*Response*

**Comments noted.** It is considered that in the correct context, where designed correctly, and where supported by appropriate primary routes, shared surfaces can be successful. Given the shape of this site, and given only one vehicle access is to be provided to the north of the site, many of the routes within the site are likely to be lightly trafficked. There is therefore the opportunity to deliver flexible street designs as part of the final design. Whether and where these are appropriate will depend on the final layout and design of the scheme. With this in mind this paragraph should be reworded to advise that the use of shared surfaces on secondary routes will be encouraged where appropriate and possible.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30964 Dr Catriona Crombie [5070]	Object	Not Specified	None

*Summary:*

Road design

There is an opportunity here to make a dedicated route for cycling. The proposal for the Chisholm Trail to run down a busy cut through (one of the few roads that runs east/west across the city) is simply a recipe for accidents. Cromwell Road is already a very dangerous place to cycle, particularly at either end where the road bends round and you can't see what is coming. More traffic combined with the Chisholm Trail chucking cyclists on to a busy road is foolish at best. The site could link to quiet roads through the existing developments and link to a new bridge to make the Chisholm Trail a real option for cyclists. As it is the Chisholm Trail will be nothing more than a press release for the council, it will not be a safe route to cycle.

*Response*

**Comments noted.** This SPD is not seeking to guide the route of the Chisholm Trail, beyond the site boundary of the Ridgeon site. While separate to this SPD, it is understood however that if the trail is to pass along Cromwell Road, improvements to the highway are being planned which include the provision of a dedicated cycle link. Such works would become possible if Ridgeons were to relocate away from the site as the highway would no longer need to cater for high volumes of HGV traffic. As set out above, the actual route of the trail through the site is still a matter that is being investigated by the County Council. The preferred option would be for the Chisholm Trail to pass from the Ridgeons site, into the adjacent Network Rail land and then onto the sidings. This however requires the approval of Network Rail. The fall back will be that the trail passes onto Cavendish Place and then onto the sidings. The relevant sections of this SPD are being amended to illustrate this either/or scenario. The matter of the bridge is discussed in previous sections also. The County Council is investigating if some form of link over the railway line can be provided. These discussions are being held separately and if the relevant consents are secured an access onto a bridge could be delivered on the Ridgeons site if of an appropriate design and layout.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30970 Ms Dodie Carter [2663]	Object	Not Specified	None

*Summary:*

Road design

Shared usage roads please see that attached report. Given the current levels of maintenance on Romsey's roads we do not feel this is a good idea that should be taken forward - especially as the development forms part of the Chisholm trail route.

<http://www.theihe.org/wp-content/uploads/2013/08/Holmes-Report-on-Shared-Space-.pdf>

**Response**

**Comments noted.** It is considered that in the correct context, where designed correctly, and where supported by appropriate primary routes, shared surfaces can be successful. Given the shape of this site, and given only one vehicle access is to be provided to the north of the site, many of the routes within the site are likely to be lightly trafficked. There is therefore the opportunity to deliver flexible street designs as part of the final design. Whether and where these are appropriate will depend on the final layout and design of the scheme. With this in mind this paragraph should be reworded to advise that the use of shared surfaces on secondary routes will be encouraged where appropriate and possible.

**Action**

None.

**Paragraph Figures 114 to 117**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30875 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

No information or data has been provided on transport impacts from the development within the document, especially on Cromwell Road/Coldhams Lane junction and through to Mill Road, but also on other side streets. This is especially of concern with increases in Sunday traffic movements and weekend congestion on the Beehive. Since no data is provided it is difficult to indicate if the principles in the following section are correct or not due to lack of information. This affects sustainability of the site.

**Response**

**Comments noted.** These figures are setting out the approach to connectivity and access. Given the shape of the site, the access strategy that is described is accepted as being the correct approach. The only other option is to create a vehicular access to the south, into the narrow historic streets. This has been discounted. The wider transport impacts will need to be demonstrated within a Transport Assessment that will support any planning application. The Transport Assessment will need to prove that the quantum of development being applied for within that application is justified and appropriate.

**Action**

None.

## Paragraph 4.3.7 - Car Parking

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30741 Dr Roger Sewell [5506]			

*Summary:*

Only one car parking space per dwelling, with the dwellings capable of housing married couples, is asking for big trouble with car parking disputes. This is already a problematic issue in many parts of Cambridge, and adding to the problem is reckless and irresponsible. Many married couples nowadays find themselves forced by economic pressures to both work, and inevitably a sizable fraction of these find themselves both needing to drive to work.

### Response

**Comments noted.** The car parking allocation of any planning application made will need to be justified within the Transport Assessment. This assessment will need to look at census data and travel patterns of other developments in Cambridge to justify its parking allocation. Given the sites sustainable location, and given the fact that that Chisholm Trail will pass through the site, it is however considered that it is appropriate to promote a car parking allocation of 1:1 with visitor parking within this SPD.

### Action

None

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30813 Mrs Yulin Ginns [3423]			

*Summary:*

less than 2 car parking spaces per dwelling, with the dwellings capable of housing married couples, is asking for big trouble with car parking disputes. This is already a problematic issue in surrounding neighbor hood and adding to the problem is reckless and irresponsible. for examples. 14 cars are parking at the private road for Cromwell road 77 - 83, only 5 parking spaces were designed. The bin man have difficulties to drive through and the road because so narrow that people lived in 81,83,83a and 83b can not drive their cars through.

### Response

**Comments noted.** The car parking allocation of any planning application made will need to be justified within the Transport Assessment. This assessment will need to look at census data and travel patterns of other developments in Cambridge to justify its parking allocation. Given the sites sustainable location, and given the fact that that Chisholm Trail will pass through the site, it is however considered that it is appropriate to promote a car parking allocation of 1:1 with visitor parking within this SPD. Matters such as access for bin collection will need to be considered and justified also.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30872 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

The departure from the local plan provision is unsupported by facts and should be removed and dealt with via a planning permission based on specifics e.g. home types. Presently it is irrelevant to the document, but prejudicial. The provision of insufficient parking will cause overspill parking on adjacent streets with an adverse effect on residents. This is a significant issue and cannot be controlled. The reduction in parking therefore simply benefits the developer by increasing densities, but is deleterious to the existing residents.

*Response*

**Comments noted. This is not a departure from the Local Plan. The Council's parking standards are maximum standards. This paragraph of the SPD also does not seek to set a car parking allocation for the site and confirms that the final parking allocation that will be detailed in any planning application made will need to be justified.**

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30919 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]	Object	Not Specified	None

*Summary:*

-Para 4.3.7 discusses car parking. Levels of parking provision will need to be assessed in detail as part of a Transport Assessment (TA) accompanying a subsequent planning application. Whilst the level of one per dwelling currently set out might be reasonable the County Council considers this needs to be determined through an analysis, at the TA stage, of issues such as local car ownership and the requirements of visitors.

*Response*

**Comments noted.**

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30926 CRRA (Cromwell Road Residents Assoc. CRRA) [5274]	Object	Not Specified	None

*Summary:*

Parking  
The document depicts lots of 'on street' parking justified it seems on the basis of this being the standard across much of Romsey. Given much of this road network is forming part of the Chisholm Trail the assumption should be against this; keeping the roads clear for safe passage on bike and by foot. Better design and planning for the provision of parked cars (such as that seen in Accordia development) should be included within this brief.

*Response*

**Comments noted. The interaction between the Chisholm Trail and vehicular routes will need to be justified in any planning application made. It is however the intention to provide an off road link for the Chisholm Trail through the site. This will need to be fully detailed within the planning application.**

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30951 Ms Lyn Alcantara [2791]	Object	Not Specified	None

***Summary:***

I am concerned that adequate provision for parked cars has not been provided on the plans. On street parking is in my opinion not adequate for a new development for two reasons 1) there is already inadequate on street parking In Cromwell Road and neighbouring streets because of previous housing developments on Cromwell Rd and Cavendish Crt, and also as overspill from station commuters 2) the proposed Chisholm Trail would require car-free access.

I would strongly hope that sufficient numbers of designated parking places would be provided within the development to protect existing residents' safety and parking.

***Response***

**Comments noted. This paragraph of the SPD also does not seek to set a car parking allocation for the site and confirms that the final parking allocation that will be detailed in any planning application made will need to be justified.**

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30952 Dr Jake Grimmett [5124]	Object	Not Specified	None

***Summary:***

I am a resident of Cavendish Road, living 25m from where the Ridgeons site border. I am greatly concerned that insufficient parking spaces will be provided on the proposed development. The effect of this will be that people living in the new development will park on Cavendish road, prompting the Council to introduce a residents parking scheme on neighbouring roads.

I am very much against residence parking schemes, they will add a further £52 cost per year to owning a car, and are a form of stealth taxation.

***Response***

**Comments noted. This paragraph of the SPD does not seek to set a car parking allocation for the site and confirms that the final parking allocation that will be detailed in any planning application made will need to be justified. A Controlled Parking Zone for the nearby streets is not being proposed as part of this SPD. Whilst a "CPZ" would be means of preventing residents from the Ridgeons development parking within nearby streets, this is an entirely separate process.**

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30959 Miss Victoria Gaillard [3060]	Object	Not Specified	None

*Summary:*

Parking

The document depicts lots of 'on street' parking justified it seems on the basis of this being the standard across much of Romsey. Given much of this road network is forming part of the Chisholm Trail the assumption should be against this; keeping the roads clear for safe passage on bike and by foot. Better design and planning for the provision of parked cars (such as that seen in Accordia development) should be included within this brief.

**Response**

**Comments noted. The interaction between the Chisholm Trail and vehicular routes will need to be justified in any planning application made. It is however the intention to provide an off road link for the Chisholm Trail through the site. This will need to be fully detailed within the planning application.**

**Action**

None

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30968 Dr Catriona Crombie [5070]	Object	Not Specified	None

*Summary:*

Parking

The document depicts lots of 'on street' parking justified it seems on the basis of this being the standard across much of Romsey. Given much of this road network is forming part of the Chisholm Trail the assumption should be against this; keeping the roads clear for safe passage on bike and by foot. Better design and planning for the provision of parked cars (such as that seen in Accordia development) should be included within this brief. Parking is already at a premium in Romsey and is getting increasingly challenging on Cromwell Road. Parking need much more thought. People will have cars and the life style that the council is forcing us to live demands that a car is necessary. I do not want to drive my children to school but the lack of a local school means this is necessary (a bus up Mill Road into town to change buses to go back out again is not a realistic commute for any parent that has to get to work in the morning nor should it be expected of our children).

**Response**

**Comments noted. The interaction between the Chisholm Trail and vehicular routes will need to be justified in any planning application made. It is however the intention to provide an off road link for the Chisholm Trail through the site. This will need to be fully detailed within the planning application.**

**Action**

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30974 Ms Dodie Carter [2663]	Object	Not Specified	None

*Summary:*

Parking

The document depicts lots of 'on street' parking justified it seems on the basis of this being the standard across much of Romsey. Given much of this road network is forming part of the Chisholm Trail the assumption should be against this; keeping the roads clear for safe passage on bike and by foot. Better design and planning for the provision of parked cars (such as that seen in Accordia development) should be included within this brief.

**Response**

**Comments noted. The interaction between the Chisholm Trail and vehicular routes will need to be justified in any planning application made. It is however the intention to provide an off road link for the Chisholm Trail through the site. This will need to be fully detailed within the planning application.**

**Action**

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30838 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

As a car-free development apparently is seen as unrealistic (why???), this seems to be the best deal we can get. According to the gentleman from the council at the recent meeting the roads will be private roads; thus the police cannot enforce parking regulations. This is a really big issue with the other four developments in our area. Parked cars block emergency access to the development next to Ridgeons and pavements at Hampton Gardens at all times.

*Response*

Comments noted. The car parking allocation of any planning application made will need to be justified within the Transport Assessment. This assessment will need to look at census data and travel patterns of other developments in Cambridge to justify its parking allocation. Given the site's sustainable location, and given the fact that Chisholm Trail will pass through the site, it is however considered that it is appropriate to promote a car parking allocation of 1:1 with visitor parking within this SPD. An appropriate balance clearly needs to be struck between promoting the use of non car modes and catering for the demands of the development. It is not known if the roads will be private or adopted. The design and layout of the road network will however need to be fully detailed in any planning application made to ensure the access difficulties described do not arise because of poor design.

*Action*

None.

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**Paragraph 4.3.8**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30839 Dr Anke Friedrich [3320]	Object	Not Specified	None

*Summary:*

Please put all cars - except for handicapped - undercroft and make sure car clubs move in with several cars.

*Response*

Comments noted. The final treatment of parking across the site will be set out and approved as part of any planning application lodged. The use of car clubs within the site is being encouraged within this paragraph. The final provision will be informed by specific advice from the operators of these car clubs.

*Action*

None.

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<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30945 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

the variety of parking options mentioned is welcome, but the indicative plan does not show any cars at all- this is visually confusing and misleading, which may raise concerns about practicalities

*Response*

Comments noted. The images provided are very schematic and are of a high level nature. The aim of this SPD is to guide the future development of the land, not plan it out in detail. The final treatment of parking across the site will be set out and approved as part of any planning application lodged.

*Action*

None.

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## Paragraph Figure 118 to 121

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30752 Mrs Yulin Ginns [3423]			

*Summary:*

current parking system at wenstanly court isn't working, which leads to their residents to park their cars at the private road in front of no.81,82,83A,83B. This is constant problem, 1:1 ratio,does not provide enough parking space for the new house. Our private road will be used as overspill car park. this also create more danger for children lived in these properties.

### Response

Comments noted. This paragraph of the SPD does not seek to set a car parking allocation for the site and confirms that the final parking allocation that will be detailed in any planning application made will need to be justified. These observations are noted. The number of spaces provided, their design and disposition across the site will all need to be determined at the planning application stage. Careful consideration of car usage in other similar developments will need to be undertaken.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30814 Mrs Yulin Ginns [3423]			

*Summary:*

underground car park should be built and residential parking only should be inforced to protect existing residents space.

### Response

Comments noted. The nature and treatment of car parking areas to be provided on site will also be determined at the Planning Application stage. The promotion of the use of a range of typologies is supported.

### Action

None.

## Paragraph 4.3.10 - Cycle Parking

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30840 Dr Anke Friedrich [3320]			

*Summary:*

For residents, cycle parking also needs to be sheltered. Visitors can do without roofs.

### Response

Comments noted. The design of all cycle parking spaces will be detailed within any planning application made. Covered cycle parking spaces will be provided for residents, as required by the Council's Cycle Parking Guide.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30742 Dr Roger Sewell [5506]	Support	Not Specified	None

*Summary:*

It is essential that adequate cycle parking be provided. An example of where totally insufficient cycle parking has been provided is in the CB1 development, where cycles hanging from trees and other street furniture are commonplace sites, and where most cycle hoops are occupied almost all the time.

**Response**

**Comments noted.** The cycle parking allocation will need to comply with the Council's policy. The precise number, design and layout of spaces will need to be fully detailed at the planning application stage.

**Action**

None

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**Paragraph Figure 123 - Access and movement**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30751 Mrs Yulin Ginns [3423]	Object	Not Specified	None

*Summary:*

increase noise level for 79,81,82 Cromwell Road. No. 81 has 3 of the bedrooms facing Ridgeons. the noise will effect us 24 hours and 7 days a week.

**Response**

**Comments noted.** This is an established access that serves the Ridgeons site. Whilst this development will result in the access being used in the evening and on Sundays (when Ridgeons are closed) the proposed residential use of the site will provide a more appropriate use for this residential area. The precise relationship of any development with neighbouring properties will need to be carefully assessed as part of any planning application made. The access principles set out within this Figure are however considered to be clearly set out and appropriate however.

**Action**

None.

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<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30953 Dr Jake Grimmett [5124]	Object	Not Specified	None

*Summary:*

I would also like to add my support for the addition of a cycle / pedestrian bridge or underpass across the railway. This would greatly increase the cohesion between Romsey and Petersfield.

**Response**

**Comments noted.** The development does not generate the need for a bridge in its own right. Discussions are on going with the County Council in respect of potential connections that might be able to be delivered as part of the Chisholm Trail.

**Action**

None.

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<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30981 Dr Dave Baigent [5107]	Object	Not Specified	None

***Summary:***

Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.

Neither support/object.

The use by the Chisholm trail of Cavendish Road will increase this complication, and a lack of local knowledge is likely to lead to a friction between vehicles and what could be at peak time be an almost endless stream of cycles.

**Object**

The suggestion on pages 36 Figure 72, on page 52, Figure 107, and again on page 65, Figure 111 all suggest a primary network would allow cycles to enter Cavendish Road with an expectation I suspect that they access Mill Road. This is a move away from the plan on page 33 and raises concerns if allowed to happen without a rethink of the arrangements on Cavendish Road.

**Object**

Cycling, vehicles and Cavendish Road: a two way street that cannot accommodate two vehicles or a vehicle and a bike passing each other without the use of passing places.

***Response***

Comments noted. Figure 123 shows both Cavendish Road and Cavendish Place. The point at which the road name changes is not marked. It is not considered necessary or desirable to show this level of detail as part of the context information as to do so would over complicate the drawing as many other such points of clarification would be needed to be added to the plan also. It is also not possible to show all extension that have been added to nearby properties. The context plans rely on OS based data which will not be up to date. It is not possible to accurately update each and every change to nearby properties that may have occurred since the OS data was issued. The context information should not be treated as an accurate reflection of building forms that exist off site. A detailed assessment of the site's context would be undertaken visually during the consideration of any planning application. As set out above, this figure is to be updated to reflect the fact that the Chisholm Trail may pass directly onto the sidings, via the adjacent Network Rail land, should permission be granted by Network Rail for such a connection to be made. If such a connection is not possible, the County Council is advising that the pedestrian and cycle link that is to be delivered onto Cavendish Place/Road, from the Ridgeons site, will be used to complete the Chisholm Trail. The use of Cavendish Place/Road by the trail would be a matter of consideration within the planning application for the Chisholm Trail itself.

***Action***

Figure 123 to be updated to illustrate that the preferred route of the Chisholm Trail will be onto the sidings via the Network Rail.

## Paragraph 4.3.11 - Indicative street typologies

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30815 Mrs Yulin Ginns [3423]	Object	Not Specified	None

*Summary:*

The impact on light, outlook affects the enjoyment of my property due to narrow the existing entrance. I am also very concerned about the increasing noise level from construction, cars in rush hours, and more than 400 people lived in the new development as I have 4 bedrooms directly facing current entrance.

*Response*

**Comments noted.** These are indicative street sections only. The impact of the development on the amenities of nearby properties will need to be fully considered during the determination of any planning application.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30946 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

Figures 125-128 do not sufficiently demonstrate the proposed elevation cut through and this graphic should be made clearer

*Response*

**Comments noted.** These are indicative street sections only. The elevations of buildings are not being designed as part of this SPD. This is a matter of detail that will be determined at the planning application stage.

*Action*

None.

## Paragraph Figure 124 to 128

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30744 Dr Roger Sewell [5506]	Object	Not Specified	None

*Summary:*

I object specifically to street typology 3. People should be housed in two or at most three storey dwellings with windows both front and back and garden space. The CB1 development shows why high rise absolutely needs to be avoided - more similar areas would turn this part of Cambridge into an urban ghetto.

*Response*

**Comments noted.** The draft Local Plan allocation seeks to deliver 245 dwellings. Some taller blocks of development will be required to be provided on this site. As is referenced in Chapter 2, the site's context supports taller buildings being provided, in the correct location on the site.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30753 Mrs Yulin Ginns [3423]	Object	Not Specified	None

*Summary:*

increase noise level for existing houses.

**Response**

**Comments noted.** These are indicative street sections only. The impact of the development on the amenities of nearby properties will need to be fully considered during the determination of any planning application.

**Action**

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30924 CRRA (Cromwell Road Residents Assoc. CRRA) [5274]	Object	Not Specified	None

*Summary:*

## Road Network

There are inconsistencies in the document to how roads are depicted - or whether they are depicted at all. Page 79 of the document and figure 127 depict a road that is running North South behind the main block of flats. This is not illustrated elsewhere in the document and it is difficult to understand how this works with the street network as currently shown on Figure 123 Access and Movement

Development within the entry way to the site will create a 'over developed' feel to Cromwell Road, and will dangerously limit access onto and off the site by creating 2 tight 90o turnings given the fact that these are proposed for vehicular, pedestrian and cyclist access this presents a danger to the road users.

**Response**

**Comments noted.** Many of the illustrations provided within the SPD (such as Figure 123) are showing general locations where development might occur rather than the outline of specific buildings. Figure 123 also illustrates the primary vehicle network only. Secondary routes will also be provided, including, in all likelihood, a route running adjacent to the railway in some form. This is however a matter of detail that will be provided as part of any planning application lodged. In terms of the illustration of development occurring within the entrance into the site, this is an indicative section only. Built form has however been shown here as there may be merit in providing built form here to create a more domestic feel to the entrance (rather than the very wide commercial type entrance that exists at present). The precise layout of buildings will again be determined at the planning application stage.

**Action**

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30957 Miss Victoria Gaillard [3060]	Object	Not Specified	None

***Summary:*****Road Network**

There are inconsistencies in the document to how roads are depicted - or whether they are depicted at all. Page 79 of the document and figure 127 depict a road that is running North South behind the main block of flats. This is not illustrated elsewhere in the document and it is difficult to understand how this works with the street network as currently shown on Figure 123 Access and Movement

Development within the entry way to the site will create a 'over developed' feel to Cromwell Road, and will dangerously limit access onto and off the site by creating 2 tight 90o turnings given the fact that these are proposed for vehicular, pedestrian and cyclist access this presents a danger to the road users.

***Response***

**Comments noted.** Many of the illustrations provided within the SPD (such as Figure 123) are showing general locations where development might occur rather than the outline of specific buildings. Figure 123 also illustrates the primary vehicle network only. Secondary routes will also be provided, including, in all likelihood, a route running adjacent to the railway in some form. This is however a matter of detail that will be provided as part of any planning application lodged. In terms of the illustration of development occurring within the entrance into the site, this is an indicative section only. Built form has however been shown here as there may be merit in providing built form here to create a more domestic feel to the entrance (rather than the very wide commercial type entrance that exists at present). The precise layout of buildings will again be determined at the planning application stage.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30966 Dr Catriona Crombie [5070]	Object	Not Specified	None

***Summary:*****Road Network**

There are inconsistencies in the document to how roads are depicted - or whether they are depicted at all. Page 79 of the document and figure 127 depict a road that is running North South behind the main block of flats. This is not illustrated elsewhere in the document and it is difficult to understand how this works with the street network as currently shown on Figure 123 Access and Movement Development within the entry way to the site will create a 'over developed' feel to Cromwell Road, and will dangerously limit access onto and off the site by creating 2 tight 90 degree turnings given the fact that these are proposed for vehicular, pedestrian and cyclist access this presents a danger to the road users.

***Response***

**Comments noted.** Many of the illustrations provided within the SPD (such as Figure 123) are showing general locations where development might occur rather than the outline of specific buildings. Figure 123 also illustrates the primary vehicle network only. Secondary routes will also be provided, including, in all likelihood, a route running adjacent to the railway in some form. This is however a matter of detail that will be provided as part of any planning application lodged. In terms of the illustration of development occurring within the entrance into the site, this is an indicative section only. Built form has however been shown here as there may be merit in providing built form here to create a more domestic feel to the entrance (rather than the very wide commercial type entrance that exists at present). The precise layout of buildings will again be determined at the planning application stage.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30972 Ms Dodie Carter [2663]	Object	Not Specified	None

***Summary:*****Road Network**

There are inconsistencies in the document to how roads are depicted - or whether they are depicted at all. Page 79 of the document and figure 127 depict a road that is running North South behind the main block of flats. This is not illustrated elsewhere in the document and it is difficult to understand how this works with the street network as currently shown on Figure 123 Access and Movement

Development within the entry way to the site will create a 'over developed' feel to Cromwell Road, and will dangerously limit access onto and off the site by creating 2 tight 90o turnings given the fact that these are proposed for vehicular, pedestrian and cyclist access this presents a danger to the road users.

***Response***

**Comments noted.** Many of the illustrations provided within the SPD (such as Figure 123) are showing general locations where development might occur rather than the outline of specific buildings. Figure 123 also illustrates the primary vehicle network only. Secondary routes will also be provided, including, in all likelihood, a route running adjacent to the railway in some form. This is however a matter of detail that will be provided as part of any planning application lodged. In terms of the illustration of development occurring within the entrance into the site, this is an indicative section only. Built form has however been shown here as there may be merit in providing built form here to create a more domestic feel to the entrance (rather than the very wide commercial type entrance that exists at present). The precise layout of buildings will again be determined at the planning application stage.

***Action***

None.

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**Paragraph 4.4.1**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30876 Chris Smith [5272]	Object	Not Specified	None

***Summary:***

The area of open space required should be detailed as a minimum, based on local deficiencies within Romsey, local plan and national requirements as well as the needs of proposed residents. Sports space should also be included. We request that these additions are made to the text.

***Response***

**Comments noted.** This section sets out a framework for the areas of open space. For example, character area 3 shall be larger enough for active recreation. The precise dimensions of the different areas of open space shall be set out within any Planning Applications that are made. The level of open space provision applied for will need to be carefully assessed to ensure it accords with the principles of this SPD. Formal sports provision is unlikely to be provided on site, as per Paragraph 4.4.7.

***Action***

None.

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<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30841 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

strongly support.

**Response**

Comments noted.

**Action**

None.

**Paragraph 4.4.3**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30842 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

Strongly support.

**Response**

Comments noted.

**Action**

None.

**Paragraph 4.4.4**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30794 Anglian Water (Sue Bull) [1288]	Support	Not Specified	None

*Summary:*

We are pleased to see the proposed use of sustainable drainage. Anglian Water's surface water policy follows the SUDs hierarchy outlined in Part H of the Building Regulations.

**Response**

Comments noted.

**Action**

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30883 Natural England (Janet Nuttall) [1009]	Support	Not Specified	None

*Summary:*

Natural England welcomes proposals to include significant areas of multi-functional green infrastructure, incorporating informal open space and sustainable drainage (SuDS).

*Response*

Comments noted.

*Action*

None.

**Paragraph 4.4.5 - Open space character areas**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30877 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

Insufficient greenspace of a poor design and not meeting local plan standards for allotments and sports.

*Response*

Comments noted. Given the site's location and size it is more appropriate to spend money on existing allotment sites than trying to provide allotments on-site. However, there is an opportunity to provide food bearing plants onsite to support local food production. The recently approved Playing Pitch Strategy and Indoor Sports Facility Strategy outlines respective action plans to increase sports capacity and the opportunity for sport in Cambridge. These strategies take account of the quantum of growth planned for in the emerging Local Plan including the Ridgeon's site.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30900 allan Brigham [1376]	Object	Not Specified	None

*Summary:*

The open space is too narrow - it looks more like a verge than an open space. Where is the area for ball games or play areas that do not disturb neighbours ? Where are the allotments ? The informal wild area is appears to be in an overshadowed corner over looked by the proposed marquee building.

*Response*

Comments noted. These are schematic drawings only but the open space areas shown are of a significant in area. The southern most parcel of the opens space is likely to measure 35m+ in width. It is envisaged that Area 3 will be where the main active recreation occurs. The dimensions of this area are sufficient to enable this to occur. Allotments could be provided as part of the final design. This will be set out within the landscaping scheme of any planning application that is lodged.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30905 Eleanor Gray [5810]	Object	Not Specified	None

*Summary:*

The extent to which open space is actually used is largely dependent on it being private. Back gardens, where children can play securely while parents are busy in the house are vastly more used than open spaces dissociated from individual dwellings, for example, the silent greens in front on Pym court. I would therefore support houses with private gardens over flats with a large open play area.

**Response**

Comments noted. Private gardens will be provided for the proposed development. These private garden areas are not shown on Figure 132 but will form part of the identified "building zone". The main open space will be public open space accessible to all.

**Action**

None.

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**Paragraph Figures 129 to 132**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30816 Mrs Yulin Ginns [3423]	Object	Not Specified	None

*Summary:*

the open space could also be extended to entrance.

**Response**

Comments noted. The final layout of the open space will be determined at the planning application stage. Measures to invite people into the site and towards the central area of open space will need to form part of the detailed layout of the development. Figure 125 includes an indicative entrance concept.

**Action**

None.

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<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30921 CRRA (Cromwell Road Residents Assoc. CRRA) [5274]	Object	Not Specified	None

*Summary:*

The layout for the open space as it currently is depicted was flagged as being inappropriate to achieve its objective as being 'usable' open space during one of the scoping meetings. The linear nature of the space and it being bounded on all 3/4 sides by roads means that it will not provide a safe space for children to play. It is clear that its design is to enable taller development by offsetting the developments through this space.

**Response**

Comments noted. The potential treatment of the central open space has been further considered in light of the comments made during earlier workshop stages regarding its relationship with roads. The layout has been updated so roads no longer pass through the open space. Given its width and length a safe and useable area of open space can be delivered. It is likely that an off road cycle link will be provided between the park area and the road to the east. The planting in and around the open space area, and the treatment of any boundaries, will also need to be set out within any planning application to demonstrate how the usability of this space can be maximised.

**Action**

None.

---

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30954 Miss Victoria Gaillard [3060]	Object	Not Specified	None

*Summary:*

The layout for the open space as it currently is depicted was flagged as being inappropriate to achieve its objective as being 'usable' open space during one of the scoping meetings. The linear nature of the space and it being bounded on all 3/4 sides by roads means that it will not provide a safe space for children to play. It is clear that its design is to enable taller development by offsetting the developments through this space.

*Response*

Comments noted. The potential treatment of the central open space has been further considered in light of the comments made regarding its relationship with roads. The layout has been updated so roads no longer pass through the open space. Given its width and length a safe and useable area of open space can be delivered. It is likely that an off road cycle link will be provided between the park area and the road to the east. The planting in and around the open space area, and the treatment of any boundaries, will also need to be set out within any planning application to demonstrate how the usability of this space can be maximised.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30963 Dr Catriona Crombie [5070]	Object	Not Specified	None

*Summary:*

Open Space

The layout for the open space as it currently is depicted was flagged as being inappropriate to achieve its objective as being 'usable' open space during one of the scoping meetings. The linear nature of the space and it being bounded on all 3/4 sides by roads means that it will not provide a safe space for children to play. It is clear that its design is to enable taller development by offsetting the developments through this space.

*Response*

Comments noted. The potential treatment of the central open space has been further considered in light of the comments made regarding its relationship with roads. The layout has been updated so roads no longer pass through the open space. Given its width and length a safe and useable area of open space can be delivered. It is likely that an off road cycle link will be provided between the park area and the road to the east. The planting in and around the open space area, and the treatment of any boundaries, will also need to be set out within any planning application to demonstrate how the usability of this space can be maximised.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30969 Ms Dodie Carter [2663]	Object	Not Specified	None

*Summary:*

The layout for the open space as it currently is depicted was flagged as being inappropriate to achieve its objective as being 'usable' open space during one of the scoping meetings. The linear nature of the space and it being bounded on all 3/4 sides by roads means that it will not provide a safe space for children to play. It is clear that its design is to enable taller development by offsetting the developments through this space.

*Response*

Comments noted. The potential treatment of the central open space has been further considered in light of the comments made regarding its relationship with roads. The layout has been updated so roads no longer pass through the open space. Given its width and length a safe and useable area of open space can be delivered. It is likely that an off road cycle link will be provided between the park area and the road to the east. The planting in and around the open space area, and the treatment of any boundaries, will also need to be set out within any planning application to demonstrate how the usability of this space can be maximised.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30982 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.

*Response*

Comments noted. Figure 132 shows both Cavendish Road and Cavendish Place. The point at which the road name changes is not marked. It is not considered necessary or desirable to show this level of detail as part of the context information as to do so would over complicate the drawing as many other such points of clarification would be needed to be added to the plan also. It is also not possible to show all extension that have been added to nearby properties. The context plans rely on OS based data which will not be up to date. It is not possible to accurately update each and every change to nearby properties that may have occurred since the OS data was issued. The context information should not be treated as an accurate reflection of building forms that exist off site. A detailed assessment of the site's context would be undertake visually during the consideration of any planning application.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30787 Mr D Johnson [1492]	Support	Not Specified	None

*Summary:*

I am pleased to see the area of open space marked 1 on the plan - it is important to retain this as a buffer between Winstanley Court and the new development.

*Response*

Comments noted. As set out above, some clearance of existing landscaped features is however likely to be provided but replanting can be secured at the Planning Application stage.

*Action*

Amend Text in paragraph 1 of section 4.4.5 to read "Vegetation substantially retained".

## Paragraph 4.4.6 - Children's play space

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30878 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

There is high local demand for allotments, which has been repeatedly stated to the developer. As such the need for this provision should be made in this document.

### Response

Comments noted.

### Action

None.

## Paragraph 4.4.7 - Outdoor sports pitches

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30879 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

Lack of local provision and free land means that sports facilities must be provided on site instead of a commuted sum.

### Response

Comments noted. The position set out within the SPD is considered appropriate.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30901 allan Brigham [1376]	Object	Not Specified	None

*Summary:*

Commuted sums are inadequate. Young children will want to informally kick balls around football etc without resorting to Coldhams Common or Romsey Rec. Weston Homes already have a big sign saying no ball games. The open space here should be for the use of everyone in Cromwell Road. That number of residents (600 people ?) merits an accessible for ball games.

### Response

Comments noted. The position set out within the SPD is considered appropriate.

### Action

None.

## Paragraph 4.4.8 - Shadow studies

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30947 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

the existing site has no internal trees or green space, therefore the proposed open space should include mixture of mature and newly planted trees. Should the Chisholm Trail follow a tree lined path? How obvious should the trail be? There is no mention of street furniture, benches, bins, maintenance, who will own the land, etc.

*Response*

Comments noted. These are matters of detail that will be set out within any planning application that is made, including ownership.

*Action*

None.

## Paragraph Figure 135: Building heights and types

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30754 Mrs Yulin Ginns [3423]	Object	Not Specified	None

*Summary:*

the ground of no.81 Cromwell Road is about 1m lower than Ridgeon. 2-3 storeys building would new effect the light and invade privacy of no. 81 Cromwell Road.

*Response*

Comments noted. The building heights are shown in a schematic way. When a planning application is lodged, the relationship shared between the proposed built form and adjacent buildings will need to be carefully considered and measures to safeguard amenity reviewed. If local typography means that less than 2 or 3 storeys is needed in any location, this would be reflected in the application that is made. The purpose of this Figure is to show the area where taller buildings are to be provided and where more domestic scale buildings will occur.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30788 Mr D Johnson [1492]	Object	Not Specified	None

*Summary:*

It is inconsistent to state that the 4-6 storey buildings should be built away from existing properties, only to have a marker building overlooking Winstanley Court. If there needs to be a marker building it should be located by the Network Rail land (which does not overlook other properties). A fewer storey building could be located in its place. This would be less objectionable and consistent with your aims.

*Response*

Comments noted. As set out within paragraph 4.5.7, the impact of the development on the amenities of existing properties will be considered and assessed in any planning application made. The design of any marker building will also need to be set out within any planning application lodged. The logic of having a marker building here is to help mark the views up the open space and through the entrance. The principle remains sound subject to the impact of any built form on existing properties being appropriately justified within any planning application.

*Action*

None.

Figure 135: Building heights and types

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30983 Dr Dave Baigent [5107]	Object	Not Specified	None

*Summary:*

Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.

## Object

As number 133 Cavendish Road is now recognised as not being owned by Ridgeons, I believe there should be a greater mitigation to stop 133 Cavendish Road being dwarfed by the development.

*Response*

Comments noted. Figure 135 shows both Cavendish Road and Cavendish Place. The point at which the road name changes is not marked. It is not considered necessary or desirable to show this level of detail as part of the context information as to do so would over complicate the drawing as many other such points of clarification would be needed to be added to the plan also. It is also not possible to show all extension that have been added to nearby properties. The context plans rely on OS based data which will not be up to date. It is not possible to accurately update each and every change to nearby properties that may have occurred since the OS data was issued. The context information should not be treated as an accurate reflection of building forms that exist off site. A detailed assessment of the site's context would be undertake visually during the consideration of any planning application.

*Action*

None.

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**Paragraph 4.5.2**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30746 Dr Roger Sewell [5506]	Object	Not Specified	None

*Summary:*

Single aspect North-facing homes should indeed be avoided, but if at all possible single aspect homes should be avoided completely.

*Response*

Comments noted.

*Action*

None.

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## Paragraph 4.5.4 - Building heights

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30885 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

No justification for text, especially no analysis of visual and character impacts. Justification should be provided and these issues recognised.

*Response*

Comments noted. A range of building heights is appropriate for such a large edge of railway location. The assessment of context is provided within Chapter 2. The broad principles provided here are setting out how the draft allocation of 245 dwellings could be accommodated on the site in a manner that responds to the character and context of the area.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30948 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

it is appreciated that a mix of housing types and heights are required to accommodate the density and that the taller buildings be located adjacent to the railway. However, every effort should be made to minimise the maximum height to accord with the adjacent residential area.

*Response*

Comments noted. The broad height of buildings is set out within Figure 135. The final scale and design of individual buildings and blocks will be set out within any planning application that is made. The response to the site's context and character will need to be justified within the Design and Access Statement.

*Action*

None.

## Paragraph 4.5.5

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30817 Mrs Yulin Ginns [3423]	Object	Not Specified	None

*Summary:*

houses of 2-3 storeys porpoises near entrance will block the light of my house and overlooked my house/bedrooms.

*Response*

Comments noted. The building heights are shown in a schematic way. When a planning application is lodged, the relationship shared between the proposed built form and adjacent buildings will need to be carefully considered, including impact on light levels in adjacent property. If local typography means that less than 2 or 3 storeys is needed in any location, this would be reflected in the application that is made. The purpose of this Figure is to show the area where taller buildings are to be provided and where more domestic scale buildings will occur.

*Action*

None.

## Paragraph 4.5.6

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30747 Dr Roger Sewell [5506]		Object	Not Specified	None

*Summary:*

First, 4-6 storeys is far too high. This part of town currently is low rise, and it should be allowed to remain so, with 3 storeys an absolute maximum.

Second, the concept of a "marker building" raises visions of the Marque at the corner of Cherry Hinton Rd and Hills Rd, which is an unmitigated disaster where the interests of developers have been allowed to override the interests of the current inhabitants of the city.

### *Response*

**Comments noted.** As set out within Chapter 2, the area benefits from a mixed character with a range of building types, heights and sizes. The principle of providing taller flats towards the western boundary of the site is considered to be a sound approach therefore. What constitutes a marker building is defined within the Glossary of terms. It is a simple acknowledgement that there may be scope to deliver a means of wayfinding, interest and variety to the built form in visually prominent locations such as this. The final treatment of this and any other building would be determined at the planning application stage.

### *Action*

None.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30881 Chris Smith [5272]		Object	Not Specified	None

*Summary:*

Marker building is not defined in the text or a commonly used word. The location is within potential BAP habitat and presumably refers to a high block of flats. The reference to marker building in the document should be deleted due to lack of clarity as to its purpose.

### *Response*

**Comments noted.** The term "marker building" is defined within the Glossary of Terms. It does not necessarily mean that this building will be taller. The building height assumptions are set out within Figure 135.

### *Action*

None.

## Paragraph 4.5.7 - Boundaries

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30886 Chris Smith [5272]		Object	Not Specified	None

*Summary:*

"Existing vegetation within the boundary should be retained where possible." This sentence should be changed to protect habitats within the site and allow the council to fulfil NERC and NPPF obligations for biodiversity.

### *Response*

**Comments noted.** Any planning application will need to be supported by an Ecological Appraisal. The suggested text changes are not considered to be necessary.

### *Action*

None.

## Paragraph Figure 136: Indicative form and character

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30949 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

### *Summary:*

Figure 136 is the most helpful and enables some opportunity to visualise the concept. This is also the form and shape preferred compared to the over simplified linear figures. Those flats located adjacent the railway may be most disadvantaged due to noise, odour and vibration. Mitigations should be suggested in the SPD to allay fears. Figure 136 shows some sort of structures located against the boundary- would these be storage units? Clarification is recommended. There are two buildings (one being the marker) that are hexagon shaped and could mislead people. Further clarification on both structures and an in-principle statement about the nature and intent to be derived from the 'marker' or 'landmark' building should be included. Key elevations include views from existing rear gardens onto side of proposed new terraces, views from railway and other key views. Perhaps further description of how these key viewpoints will be dealt with would again ease neighbour concerns.

### *Response*

**Comments noted.** The more schematic sketches are illustrating broad building zones rather than individual buildings and/or blocks. Matters of odour, noise and vibration will all be detailed in full in any planning application that is to be lodged. The indicative building forms along the railway are shown as mews type residential buildings. The term marker building is defined in the glossary of terms. The key viewpoints will be addressed in any planning application lodged and are a level of detail beyond the scope of this SPD.

### *Action*

None.

## Paragraph 4.6.1

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30782 Dr Dave Baigent [5107]	Object	Not Specified	None

### *Summary:*

There needs to be more detail about how the junction with Cavendish Road/Place is proposed given that this exit is opposite my property and not as it is on the plan.

Please give consideration as to how this exit will impinge on my home (some of which has windows looking directly into the proposed exit from Ridgeons. The detail is very unclear and in particular I would ask that the possibility of houses being built close to the exit be at two storeys and be pushed back so as to allow a considerable green space at this point.

I do recognise that my house has been developed in a somewhat eclectic way. The face is still in character with the rest of the conservation area and as this ends the side of my house, as it has been extended, provides a phased move from Victorian to modern design that eases towards the modern houses on Cavendish Place.

### *Response*

**Comments noted.** The precise layout of the cycle and pedestrian link onto Cavendish Place/Road, together with any built form that might align such a link, will be detailed in any future planning application. This SPD is simply setting out the framework that more detailed masterplans will follow. It is establishing the principle of creating a pedestrian and cycle link into the site, to improve connectivity. Any future planning application will need to show that the proposed development will not have an adverse impact on existing properties located close to the site.

### *Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30847 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

support

*Response*

Comments noted.

*Action*

None.

**Paragraph 4.6.2 - Character Areas**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30848 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

Make sure these houses provide enough space for a family to actually live in.

If there is not storage space anywhere, they probably are not big enough.

A child's room needs enough floor space for a grown up bed, a desk, a wardrobe, a shelf and still some available space on the floor to play on...

*Response*

Comments noted. This is matter of detail that will be picked up at the planning application stage.

*Action*

None.

**Paragraph 4.6.3**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30887 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

Replace "large enough" with "sufficient dimensions for use by local community". Minimum dimensions and area should be specified as per local plan and national guidance.

*Response*

Comments noted. These are schematic drawings only but the open space areas shown are of a significant in area. The southern most parcel of the opens space is likely to measure 35m+ in width. It is envisaged that Area 3 will be where the main active recreation occurs. The dimensions of this area are sufficient to enable this to occur. Allotments could be provided as part of the final design. This will be set out within the landscaping scheme of any planning application that is lodged.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30849 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

support

*Response*

Comments noted.

*Action*

None.

**Paragraph 4.6.4**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30748 Dr Roger Sewell [5506]	Object	Not Specified	None

*Summary:*

First, 4-6 storeys is far too high. This part of town currently is low rise, and it should be allowed to remain so, with 3 storeys an absolute maximum. Second, the concept of a "marker building" raises visions of the Marque at the corner of Cherry Hinton Rd and Hills Rd, which is an unmitigated disaster where the interests of developers have been allowed to override the interests of the current inhabitants of the city.

*Response*

Comments noted. As set out within Chapter 2, the area benefits from a mixed character with a range of building types, heights and sizes. The principle of providing taller flats towards the western boundary of the site is considered to be a sound approach therefore. What constitutes a marker building is defined within the Glossary of terms. It is a simple acknowledgement that there may be scope to deliver a means of wayfinding, interest and variety to the built form in visually prominent locations such as this. The final treatment of this and any there building would be determined at the planning application stage.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30805 Pat White [3691]	Object	Not Specified	None

*Summary:*

A marker building is a means of sliding in a very tall block of flats.

*Response*

Comments noted. Marker building is defined within the Glossary of Terms. It does not necessarily mean that this building should be taller than others. Indeed the building heights are depicted in Figure 135.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30846 Dr Anke Friedrich [3320]	Object	Not Specified	None

*Summary:*

No - I assume high-rise - marker building please as there is no history of any towers or other high rising features. What would it mark???

If a developer wants to leave their mark, how about inspired architecture that is sensitive to the surroundings rather than more of the same.

*Response*

**Comments noted.** Marker building is defined within the Glossary of Terms. It does not necessarily mean that this building should be taller than others. Indeed the building heights are depicted in Figure 135.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30902 allan Brigham [1376]	Object	Not Specified	None

*Summary:*

A marker building is how The Marque was justified. Not a success. If a landmark is required why not plant a group of forest trees ?  
Six story flats too high

*Response*

**Comments noted.** Marker building is defined within the Glossary of Terms. It does not necessarily mean that this building should be taller than others. Six stories is a maximum and already exists in this location - if well designed then such a building height could work here. The building heights are depicted in Figure 135.

*Action*

None.

**Paragraph 4.6.5**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30888 Chris Smith [5272]	Object	Not Specified	None

*Summary:*

The SPD provides no details of tree planting or landscaping, which is essential for the character. We ask that text is inserted stating that "significant provision should be made to incorporate trees of stature and high quality landscaping within the site".

*Response*

**Comments noted.** The text provided here is providing high level guidance on the 4 character areas only. Landscaping will form a key component of the creation of each of these character area. The landscaping strategy for the site will be detailed within any Planning Application lodged.

*Action*

None.

## Paragraph 4.7.1 - Site-wide sustainability

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30749 Dr Roger Sewell [5506]	Object	Not Specified	None

*Summary:*

I object specifically to any attempt to (viii) deliberately provide employment opportunities in this area beyond those that are absolutely necessary (such as school and medical centre). Cambridge already has too many jobs in it, and the ratio of jobs to houses needs to be driven downwards; to do this effectively without expanding the city mandates a reduction, not an increase, in the employment opportunities in the city.

*Response*

**Comments noted.** The appropriate uses for this site are housing with supporting uses (and so possibly generated employment) such as a nursery, a medical facility and/or a community space potentially being provided to mitigate the impacts of the development.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30806 Pat White [3691]	Object	Not Specified	None

*Summary:*

The sewage system of Cambridge should be considered as it is over loaded and is mostly Victorian. There is an appalling smell near Hampden Gardens (just down Cromwell road) and this has to be rodded every few weeks. In the future the local population will have to pay for this as developers and builders will be long gone. Why should locals have to pay?

*Response*

**Comments noted.** Foul drainage will be added to the list.

*Action*

Add foul drainage to the list at new xi.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30950 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

key objectives are supported, but how will they be implemented in this site. Further details would be very helpful. Additionally, there is no mention of public art within the site. The small development located at Yarrow Road and Cambridge Road demonstrates how art, enclosure, sustainability and quality can be done quite well. Also, there are no clear proposals for enhancing biodiversity, wildlife, etc.? The document shows the potential use of bird boxes and solar panels, but little else.

Finally, CambridgePPF requests that it is included in future discussions about the specific details and design parameters that typically precede a formal planning application. The draft SPD is an excellent starting point, but we feel some of the detail that gives character and definition, such as offering a palette of materials, details, etc. could be useful. We encourage a variety to avoid further developments taunting [?] the new 'Cambridge vernacular'.

*Response*

**Comments noted.** Further details of how these strategies will be implemented on site will be provided within the planning application for the land. Public Art will be covered within any planning application lodged with a strategy being provided. The materials to be used will be assessed and agreed in the context of any planning application that is made.

*Action*

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30795 Anglian Water (Sue Bull) [1288]	Support	Not Specified	None

***Summary:***

We are pleased to see the proposed use of sustainable drainage. Anglian Water's surface water policy follows the SUDs hierarchy outlined in Part H of the Building Regulations.

I would recommend 'foul drainage' is added to the list of relevant issues that require a strategy.

The developer has contacted the Planning Team at Anglian Water via our pre planning service and a report has been provided that identifies a drainage strategy.

***Response***

**Comments noted. Foul drainage will be added to the list.**

***Action***

**Add foul drainage to the list at new xi.**

---

***Representation(s)******Nature Appearance Soundness Tests***

30845 Dr Anke Friedrich [3320]	Support	Not Specified	None
--------------------------------	---------	---------------	------

***Summary:***

As Cambridge really needs to move on with its green credentials, sustainable development of the Ridgeons Site MUST be a priority and a developer with a proven track record in providing sustainable housing should be chosen. This would also include the general quality of the buildings to avoid early requirements for maintenance work...

***Response***

**Comments noted.**

***Action***

**None.**

---

***Representation(s)******Nature Appearance Soundness Tests***

30882 Natural England (Janet Nuttall) [1009]	Support	Not Specified	None
--	---------	---------------	------

***Summary:***

Natural England supports the proposal to create a sustainable development on this site in line with the requirements of the Cambridge Sustainable Design and Construction SPD. Measures to enhance biodiversity, design for climate change and address water use and pollution are welcomed. We particularly support initiatives such as tree and landscaping schemes, incorporation of habitats for birds, bats and insects including green and brown roofs. We advise that planting schemes should include native species of local provenance wherever possible to maximise biodiversity gain.

***Response***

**Comments noted.**

***Action***

**None.**

---

## Paragraph 4.7.2

### Representation(s)

30796 Anglian Water (Sue Bull) [1288]

<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
Support	Not Specified	None

#### *Summary:*

4.7.2(ii)

We are pleased to see the proposed use of sustainable drainage. Anglian Water's surface water policy follows the SUDs hierarchy outlined in Part H of the Building Regulations.

### Response

Comments noted.

### Action

None.

## Paragraph 4.7.4 Ecology

### Representation(s)

30803 Pat White [3691]

<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
Object	Not Specified	None

#### *Summary:*

You need to hang on to any vegetation already there. Trees clean the polluted atmosphere and soak up water.

### Response

Comments noted. Existing, good quality vegetation will be retained where possible and practical. The detailed landscape strategy for the site will be detailed within any planning application that is made for the land.

### Action

None.

### Representation(s)

30804 Pat White [3691]

<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
Object	Not Specified	None

#### *Summary:*

I've no idea which site you are talking about as I know there is a wide variety of wild life on the Ridgons site. Presumably you don't want the site to be considered valuable to wildlife?

### Response

Comments noted. The whole site has been the subject of an ecological survey. While there are some areas of value/interest, when taken as a whole, the land which is largely surfaced with concrete hardstanding has a low ecological value.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30889 Chris Smith [5272]	Object	Not Specified	None

***Summary:***

This section fails to offer any concrete deliverables. No justification is provided for the assessment of it being of "low ecological value" in the context of the NERC duties placed upon the council i.e. does not identify BAP species or habitats. There should be no net loss of biodiversity. The site should include ANGS for residents in line with NE standards. Loss of the pond on site should be replaced on a like for like basis. Commuting and foraging habitat for bats should be maintained.

***Response***

An Ecological Appraisal of the site has already been undertaken and this has informed this section of the SPD. Any planning application that is made will need to be supported by a detailed ecological appraisal with the impacts of the development on the biodiversity and ecological value of the site assessed, mitigated and where possible enhanced.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30880 Natural England (Janet Nuttall) [1009]	Support	Not Specified	None

***Summary:***

We agree with the conclusions of the Habitats Regulations Assessment (HRA) screening report that the draft Ridgeons Site SPD is unlikely alone, and in-combination, to have any significant effect on the conservation objectives of Natura 2000 and Ramsar sites.

***Response***

Comments noted.

***Action***

None.

**Paragraph 4.7.5**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30843 Dr Anke Friedrich [3320]	Support	Not Specified	None

***Summary:***

Can this please put in stronger words, i.e. 'Flat and low pitched roofs WILL IMPROVE the ecology...' etc

This is all quite vague.

***Response***

These measures need to set out in more detail before more definitive statements such as these can be made. These more detailed assessments will be carried out in the context of any planning application that is lodged.

***Action***

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30850 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

Green or brown roofs and solar panels are fine.  
Should flat roofs not be used for either of these, I strongly support pitched roofs (with solar panels). No more boxes in stead of houses.

*Response*

**Comments noted.** These are matters of details that will be dealt with in the context of any planning application that is lodged.

*Action*

None.

---

**Paragraph 4.7.6**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30844 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

Please go beyond vague intentions and make sure this happens.

*Response*

**Comments noted.** More definitive commitments will be made in the context of any planning application that is lodged.

*Action*

None.

---

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30851 Dr Anke Friedrich [3320]	Support	Not Specified	None

*Summary:*

support.

*Response*

Comments noted.

*Action*

None.

---

## Paragraph 4.8.1

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Object	Not Specified	None
30890 Chris Smith [5272]			

*Summary:*

Since the need for these informs the number of the deliverable homes at the site, any traffic improvements should be detailed now e.g. the text should indicate whether junction upgrades are necessary on Coldham's Lane. We note many of the planning obligations cannot be provided by commuted sums e.g. additional open space. Those to be provided on-site should be included in the text here.

### Response

The required traffic improvements will be set out in the context of a Transport Assessment that will support any planning application that is made. A full list of all planning obligations will be agreed during the consideration of any planning application lodged rather than in the context of this SPD.

### Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
	Support	Not Specified	None
30920 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]			

*Summary:*

-Para 4.8.1 discusses planning obligations. The County Council welcomes recognition that other off-site transport improvements will likely be needed off-site.

### Response

Comments noted.

### Action

None.

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## Appendix B

### **Ridgeons Site, Cromwell Road - Planning and Development Brief – July 2016**

Proposed amendments to the draft Planning and Development Brief – December 2015 are listed below along with the corresponding representation id(s) that the amendment addresses. Text changes are represented as follows: new text is underlined; and deleted text has a line struck through.

<b>Location of amendment</b>	<b>Change</b>	<b>Representation Id</b>
Figure 1	Plan to be updated to show both Cavendish Road and Cavendish Place.	30977
Paragraph 1.2.1	This document sets out the joint aspirations of Cambridge City Council and Ridgeons for the redevelopment of the Ridgeons Cromwell Road site. The aspiration is to create a well designed housing development that responds to the character of the surrounding area. The aim is to incorporate market housing and affordable housing <u>to deliver a range of dwelling types and sizes</u> , public open space, pedestrian and cycle routes through the site, <u>as well as the provision of enhanced infrastructure to mitigate the impacts of the development, either on or off site</u> .	30891 & 30903
2.2, Figure 4	Amend spelling mistake "Catharine Street"	30786
2.2, Figures 11 to 19	Replace Figure 14.	30770
Paragraph 2.5.7	There are four medical practices in the NHS catchment area of the site – three of these are within the study area. There are also <u>three</u> <del>four</del> dental practices and one hospital. Brookfields Community Hospital offers a range of services, including speech therapy, rehabilitation, physiotherapy and palliative care.	30821
Figure 65	Update Figure 65 to reflect the latest route of the Chisholm Trail.	30777 & 30790
Paragraph 2.6.6	The streets around the Ridgeons site do not have a controlled parking zone (CPZ). <u>Parking pressures already exist in nearby streets.</u>	30859
Figure 67	Narrow road (two cars can't pass <u>and vehicle and cycle passing is in places constrained</u> ).	30774 & 30776
Figure 73	Figure 73 agreed to be updated to reflect latest proposals for the Chisholm Trail.	30778

Location of amendment	Change	Representation Id
Paragraph 2.6.9	<p>The most up-to-date proposals for the Chisholm Trail from February 2016, illustrated here in Figure 73, recommend a new north- south cycle route through Cambridge utilising land next to the railway.</p> <p>The proposed route is shown to run next to the railway behind the houses on Cavendish Road, across the adjacent Network Rail site, through the southern side of the Ridgeons site and through to the shops on the Cromwell Road mini-roundabout. A secondary spur is shown running north through the Ridgeons site to Cromwell Read. The trail then splits with routes along Cromwell Road and Brampton Road to Coldhams Lane.</p>	30824, 30894 & 30906
Paragraph 2.6.13	<p>In light of the above it is considered that the provision of a new bridge, as shown in Figure 74, is not appropriate, necessary or deliverable. If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative.</p>	30762, 30791, 30860, 30861, 30895, 30907, 30896, 30936, 30792, 30909, 30910 & 30911
Paragraph 2.9.5	<p>To deliver 75 homes per hectare 245 dwellings and public open space, the studies imply that a combination of houses and flats will be required, as well as buildings of 4 or more storeys on parts of the site.</p>	30866
Paragraph 2.10.1: Objective 7	<p>Address opportunities for Preserve and enhance the sustainability and ecology on biodiversity value of the site.</p>	30868
Paragraph 2.10.1: Objective 5	<p>Respect the adjacent Mill Road Conservation Area, located to the south and west of the site, and its setting.</p>	30869
Paragraph 2.10.1: Objective 10	<p>Provide adequate car and cycle parking in a variety of typologies.</p>	30912
Paragraph 2.10.1: Objective 12	<p>Deliver a high quality form of development that responds positively to the site's context.</p>	30869
Figure 107	<p>The Map is illustrating the Key Objectives. A numbered key/symbol can be added to each of the objectives to provide additional clarity for the reader.</p>	30873
Figure 107	<p>Add road name annotation for Cavendish Road</p>	30979
Figure 108, No. 3	<p>Promote ecology and sustainability. Protect and enhance the biodiversity of the site and deliver a sustainable form of development.</p>	30874
Figure 123	<p>Updated to illustrate that the preferred route of the Chisholm Trail will be onto the sidings via the Network Rail.</p>	30981

<b>Location of amendment</b>	<b>Change</b>	<b>Representation Id</b>
4.3.6	There should be a hierarchy of vehicle routes through the site, with a primary street serving the spine of the development to the east of the public open space. All secondary routes should be shared surfaces where possible. Shared surfaces are streets where kerbs and traffic signs are reduced to help create equal priority between pedestrians, cyclists and vehicles. <u>A Transport Assessment will be required at planning application stage.</u>	30918
Paragraph 4.4.5-1	Retained vegetation. A more wild and planted public space in the north of the site which <u>substantially</u> retains the existing vegetation and also has the potential for sustainable drainage.	30787
Paragraph 4.7.1	Add foul drainage to the list at new xi.	30795

# Ridgeons site, Cromwell Road

Planning and Development Brief



July 2016

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**This publication has been produced by:**

Pollard Thomas Edwards with Carter Jonas on behalf of Ridgeons and Cambridge City Council

**Tel:** 01223 457000

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## APPENDICES

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# Introduction and Background

1

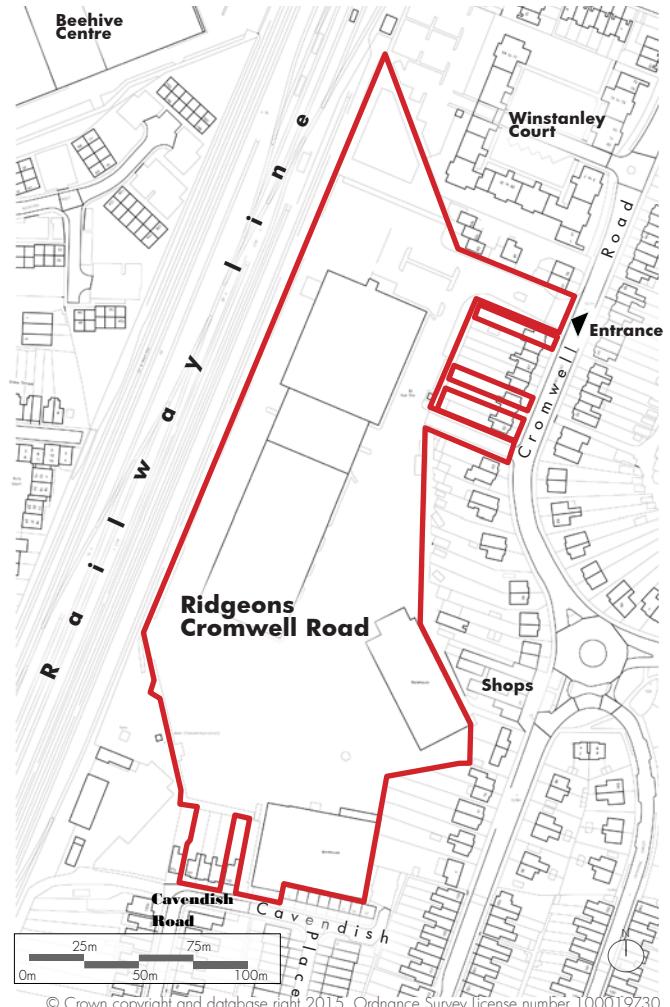
# 1. Introduction and background

## 1.1. Background (Figure 1)

- 1.1.1. The Ridgeons site is located at 75 Cromwell Road Cambridge, between Coldhams Lane and Mill Road. The Ridgeons builders' merchants site is 3.27 hectares in area. The site being considered in this SPD also includes several houses that The Ridgeons Group own on Cavendish Road and Cromwell Road, which increases the site area to 3.40 hectares. The site is currently used as a builders' merchants. Ridgeons are planning to relocate their Cromwell Road branch to a new facility. The move will free up the Cromwell Road site for new housing, both market for sale and affordable.
- 1.1.2. The north-west end of Cromwell Road has historically been an area of mixed character with light industrial, manufacturing and employment land uses to the west of the street and residential to the east. The Ridgeons site was originally a timber yard. Neighbouring sites to the north included a tyre/exhaust garage, a BT engineering centre and a factory.
- 1.1.3. The Ridgeons site is the last of the primarily industrial estate land uses in the area, with all other sites to the north having now been redeveloped for housing.

## 1.2. Aspirations

- 1.2.1. This document sets out the joint aspirations of Cambridge City Council and Ridgeons for the redevelopment of the Ridgeons Cromwell Road site. The aspiration is to create a well designed housing development that responds to the character of the surrounding area. The aim is to incorporate market housing and affordable housing to deliver a range of dwelling types and sizes, public open space, pedestrian and cycle routes through the site, as well as the provision of enhanced infrastructure to mitigate the impacts of the development, either on or off site.



**Figure 1: Ordinance Survey of Ridgeons site ownership**

- 1.2.2. To this end Cambridge City Council and Ridgeons have prepared this Supplementary Planning Document.

## 1.3. Purpose and scope

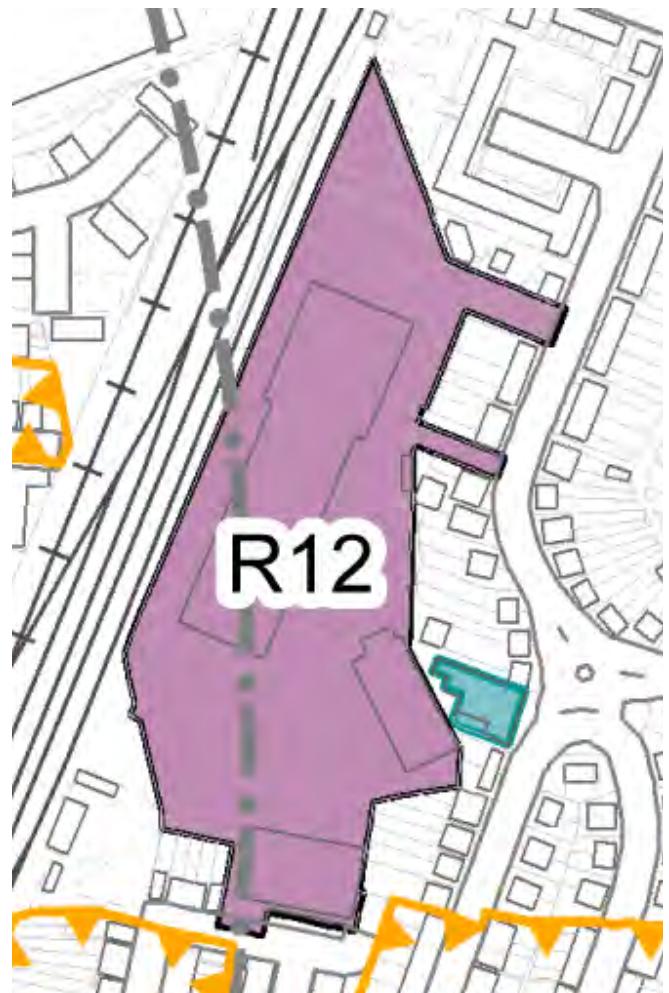
- 1.3.1. A Supplementary Planning Document (SPD) is a planning policy document that supports policy in a local plan, in this case the emerging Cambridge Local Plan. SPDs fall into two categories: the first is policy supporting a city-wide objective, such as the Affordable Housing SPD; the second is policy for a specific site or area, such as this SPD.

- 1.3.2. This SPD is written in the form of a Planning and Development Brief to help guide the preparation and assessment of future planning applications on the Ridgeons site. As such, this document will form a material consideration, which will be taken into account by Cambridge City Council when determining any future planning application for the site. In addition, all proposals for the Ridgeons site will have to comply with the policies in the adopted Cambridge Local Plan 2014, once adopted.
- 1.3.3. This SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

## 1.4. Structure of the document (Figure 2)

- 1.4.1. The Ridgeons site SPD is structured in four chapters:

- Chapter 1 describes the background to the SPD including: the planning context, the process of preparing the Planning and Development Brief SPD and the status of the document.
- Chapter 2 illustrates and analyses the Ridgeons site and the surrounding area in a series of themes: history, land use, transport, open space, buildings and character. The chapter summarises the analysis with a description of the site opportunities and constraints.
- Chapter 3 presents a vision for the site and a series of development principles to achieve the vision.



**Figure 2: Cambridge City Council site allocation for the Ridgeons site in the draft Cambridge Local Plan 2014**

- These have been informed by the analysis of Chapter 2 and public consultation.
- Chapter 4 provides guidance on how the Ridgeons site should be developed. The guidance is organised into the following themes: land use, transport, open space, buildings, character and sustainability. The guidance is summarised in a Framework Plan, which broadly illustrates how the routes, buildings and open space work together.

## 1.5. Planning context (Figure 2)

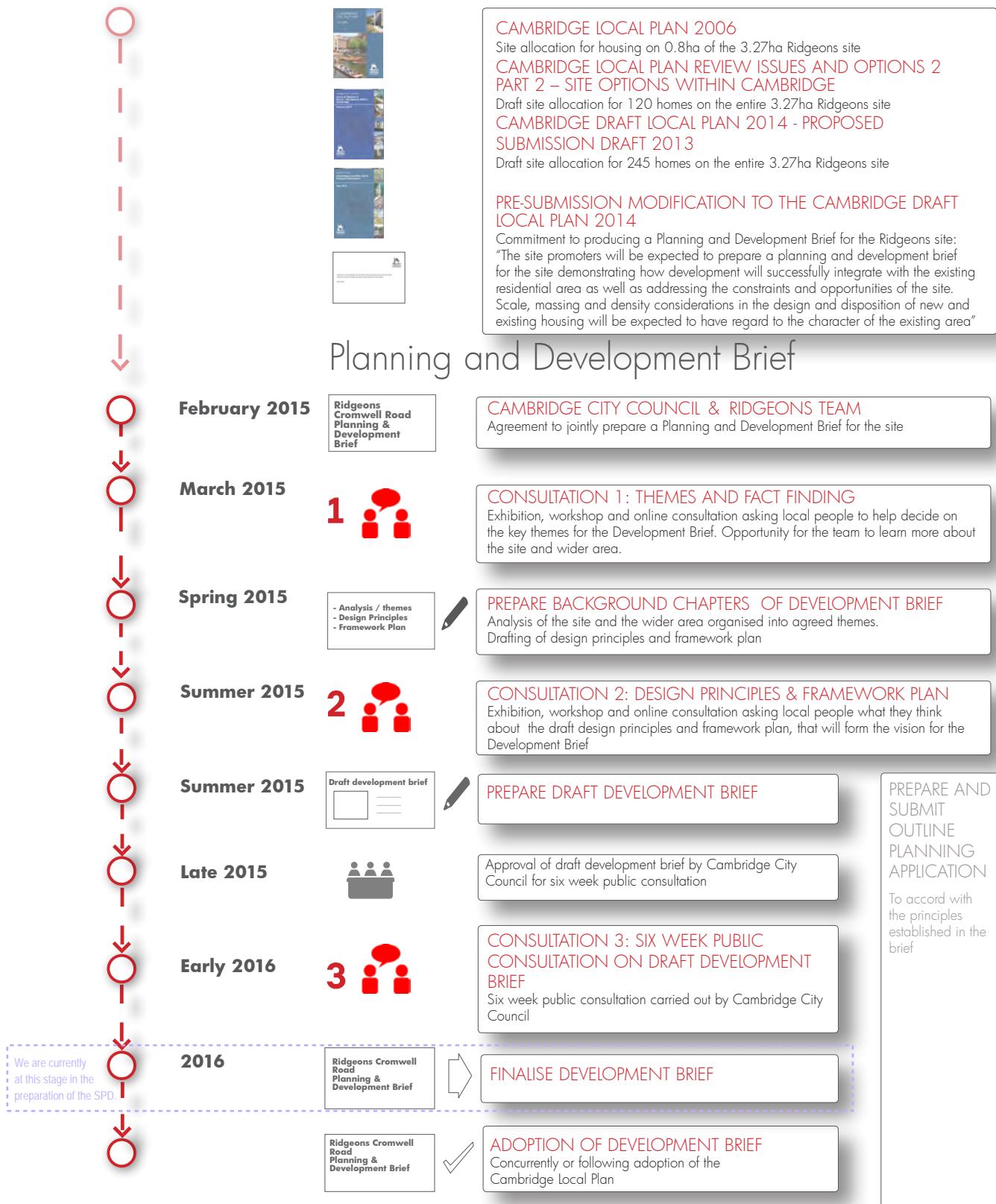
- 1.5.1. The adopted Cambridge Local Plan 2006 allocates the southern part of the Ridgeons site for housing (site allocation 5.14).
- 1.5.2. The Local Plan is currently being reviewed and a replacement plan was submitted for examination by an independent inspector in March 2014. The emerging Local Plan allocates the entire site for housing (site allocation R12 - Appendix B, Proposals Schedule). The site allocation states the approximate capacity of the site is 245 homes, which equates to a density of 75 homes per hectare.
- 1.5.3. The proposals schedule included in the emerging local plan states that 'the site promoters will be expected to prepare a Planning and Development Brief for the site demonstrating how development will successfully integrate with the existing residential area as well as addressing the constraints and opportunities of the site. Scale, massing and density considerations in the design and disposition of new and existing housing will be expected to have regard to the character of the existing area'.
- 1.5.4. This SPD represents the Planning and Development Brief and provides greater certainty and detail to support the delivery of the housing allocation in the coming years.

## 1.6. Process of preparation (Figure 3)

- 1.6.1. Cambridge City Council and Ridgeons have worked in partnership in the preparation of this Supplementary Planning Document (SPD) to ensure that any future redevelopment respects the surrounding area and takes full advantage of the opportunity for housing, public open space and new routes through the site.
- 1.6.2. The process of preparation for the SPD, including how the document fits into the Local Plan, is illustrated in Figure 3. The background preparation work for the SPD has been through two rounds of public and key stakeholder consultation in March 2015 and July 2015, which included exhibitions and workshops and online consultation through a dedicated project website. This consultation has shaped the key themes, development principles and the Framework Plan contained in this SPD.
- 1.6.3. From 18 January 2016 - 7 March 2016 the City Council carried out seven weeks of statutory consultation, including an exhibition. The SPD has been updated based on the comments received during the consultation.

### Figure 3: Process of preparation

## Background



## 1.7. Status of the document

- 1.7.1. Once adopted, the SPD will be a material consideration in the determination of relevant planning applications.
- 1.7.2. The SPD has been written to support the Cambridge Local Plan 2014: Proposed Submission. This SPD will be adopted at the same time as, or shortly after the local plan is adopted. It will not be adopted before the local plan is adopted.
- 1.7.3. In the interim, prior to the adoption of the SPD, the planning and development brief provides context and guidance as material consideration in the planning process.



## 2. Site and context



## 2. Site and surrounding area

2.1. Chapter 2 of the SPD presents survey information about the site and the wider area. This background work has been undertaken to inform the development principles, parameters for change and the Framework Plan as set out in later chapters.

### 2.2. The Ridgeons site (Figures 4 - 19)

2.2.1. Ridgeons Timber and Builders Merchants opened the 75 Cromwell Road branch in 1996. The Ridgeons Group has owned the site since the 1920s, when it was used as a timber yard. The 3.27 hectare site is located on the western side of Cromwell Road behind residential buildings.

#### Land ownership

2.2.2. Ridgeons own the entire site at 75 Cromwell Road and also own the following properties around the site:

- 127, 129 and 131 Cavendish Road
- 55, 57, 61 and 73 Cromwell Road

#### Vehicle access

2.2.3. The main vehicle access to the site is from Cromwell Road. There is a secondary emergency vehicle access to the site further to the south on Cromwell Road. The site includes frontage to Cavendish Place, but there is no route through from the site.

#### Buildings on the site

2.2.4. There are four principal buildings on the site, which are separated by large areas of paving used for parking, loading and displaying materials. None of the buildings are of architectural or heritage value.

2.2.5. The main Ridgeons building is the largest on the site – approximately 160m x 40m - and contains a showroom, offices and warehouse. It has a ridge line

which is 12m in height, equivalent to approximately 4 residential storeys. The sanitaryware warehouse is on the eastern boundary of the site and has a ridge line 9.5m in height, approximately equivalent to 3 residential storeys. The heating and sanitary warehouse on the southern boundary of the site has a ridge line of 8.5m.

#### Landscape

2.2.6. Being a builders' merchants the site has few landscape features. To the north of the site there is a 3m deep man-made water attenuation feature surrounded by trees and hedgerows. Much of the boundary of the site is planted with trees and vegetation.

#### Ecology

2.2.7. A Preliminary Ecological Appraisal has been carried out. It concludes that the site has a low ecological value. Some small areas of vegetation are present but are of poor quality and represent common and widespread habitats.

#### Topography

2.2.8. The site slopes downhill from south west to north east by 3.5m.

#### Drainage and flooding

2.2.9. The site is located in a low flood risk area (Flood Zone 1). The site currently has a high surface water run off rate due to the large area of impermeable surfaces. When the site is redeveloped, less surface water attenuation is expected to be required. Opportunities exist to introduce sustainable urban drainage systems such as ditches, swales and ponds as part of future proposals.

**Figure 4**  
Site scale



0m 25m 50m 75m 100m

1:2000

## Site and surrounds - photos



**Figure 5: Photo ① Main entrance to Ridgeons on Cromwell Road**



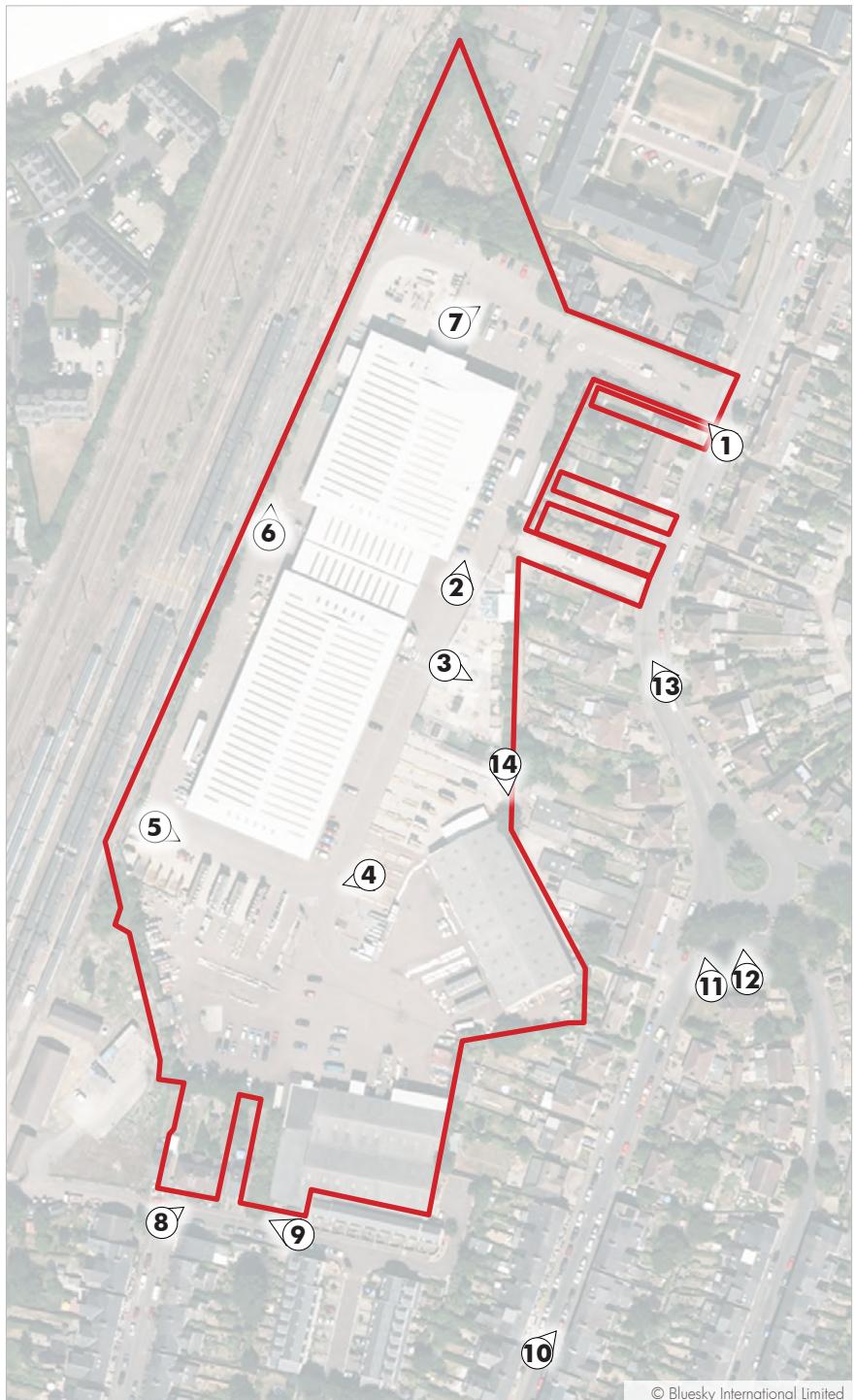
**Figure 6: Photo ② Looking north on east side of showroom**



**Figure 7: Photo ③ Looking east from centenary garden to site boundary**



**Figure 8: Photo ④ Looking south-west across yard towards Network Rail land**



**Figure 10: Plan of site and surround photos**



**Figure 9: Photo ⑤ Looking east to south of timber and plantery warehouse**



**Figure 11: Photo ⑥ Looking north along site boundary with rail land**



**Figure 12: Photo ⑦ Looking north towards Winstanley Court from customer car park**



**Figure 13: Photo ⑧ Houses on Cavendish Place to south of Ridgeons site**



**Figure 14: Photo ⑨ Cavendish Place, illustrating the southern boundary of the Ridgeons site**



**Figure 15: Photos ⑩ Houses on Sedgwick Street in Mill Road Conservation Area**



**Figure 16: Photo ⑪ Shops on Cromwell Road**



**Figure 17: Photo ⑫ Restricted vehicle width barrier on Cromwell Road**



**Figure 18: Photo ⑬ Houses on Cromwell Road**



**Figure 19: Photo ⑭ Alley between rear gardens of houses on Cromwell Road and site**

## Archaeology

- 2.2.10. The site falls within an area where archaeological assets have previously been identified. Therefore archaeological investigations could be required before any redevelopment of the site is undertaken.

## Noise

- 2.2.11. Noise and vibration surveys have been carried out. The removal of the main Ridgeons building could, if the site were cleared, increase noise levels at the rear elevations of 43-73 Cromwell Road (odd-numbered houses only). However, the attenuating effect of the existing buildings would be adequately compensated for by any new development of domestic scale or higher.

## Properties and routes around the site

- 2.2.12. There are neighbouring properties with rear gardens to the north, east and south of the site: Winstanley Court, Cromwell Road and Cavendish Place. The western side of the site bounds the railway line.
- 2.2.13. There is a pedestrian path which runs behind 55-73 Cromwell Road, between the main and secondary entrances. There is a vehicle track which runs between the secondary access and the group of shops next to the roundabout on the southern end of Cromwell Road behind 23-53 Cromwell Road. The vehicle track includes access to properties and garages. It is understood that both the pedestrian path and vehicle track are unregistered land that adjacent properties have rights of access over. The pedestrian path and the vehicle track are outside of the Ridgeons site boundary.

## 2.3. The Ridgeons site within the local area and Cambridge

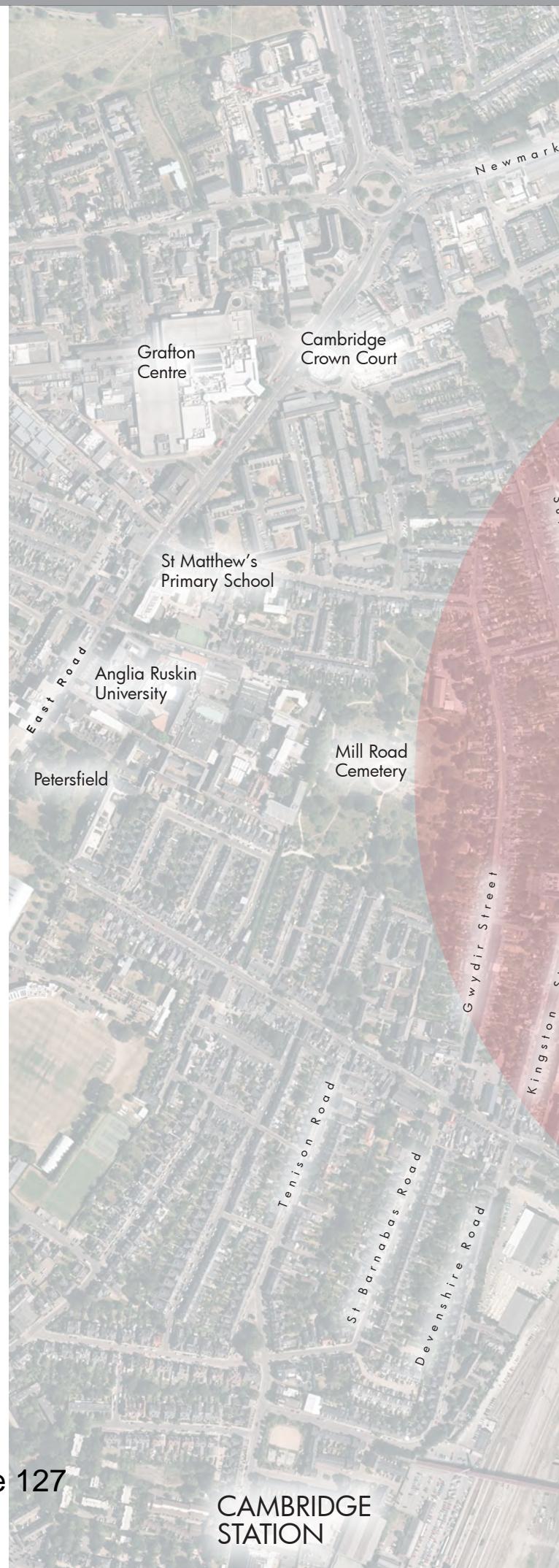
(Figures 20 - 37)

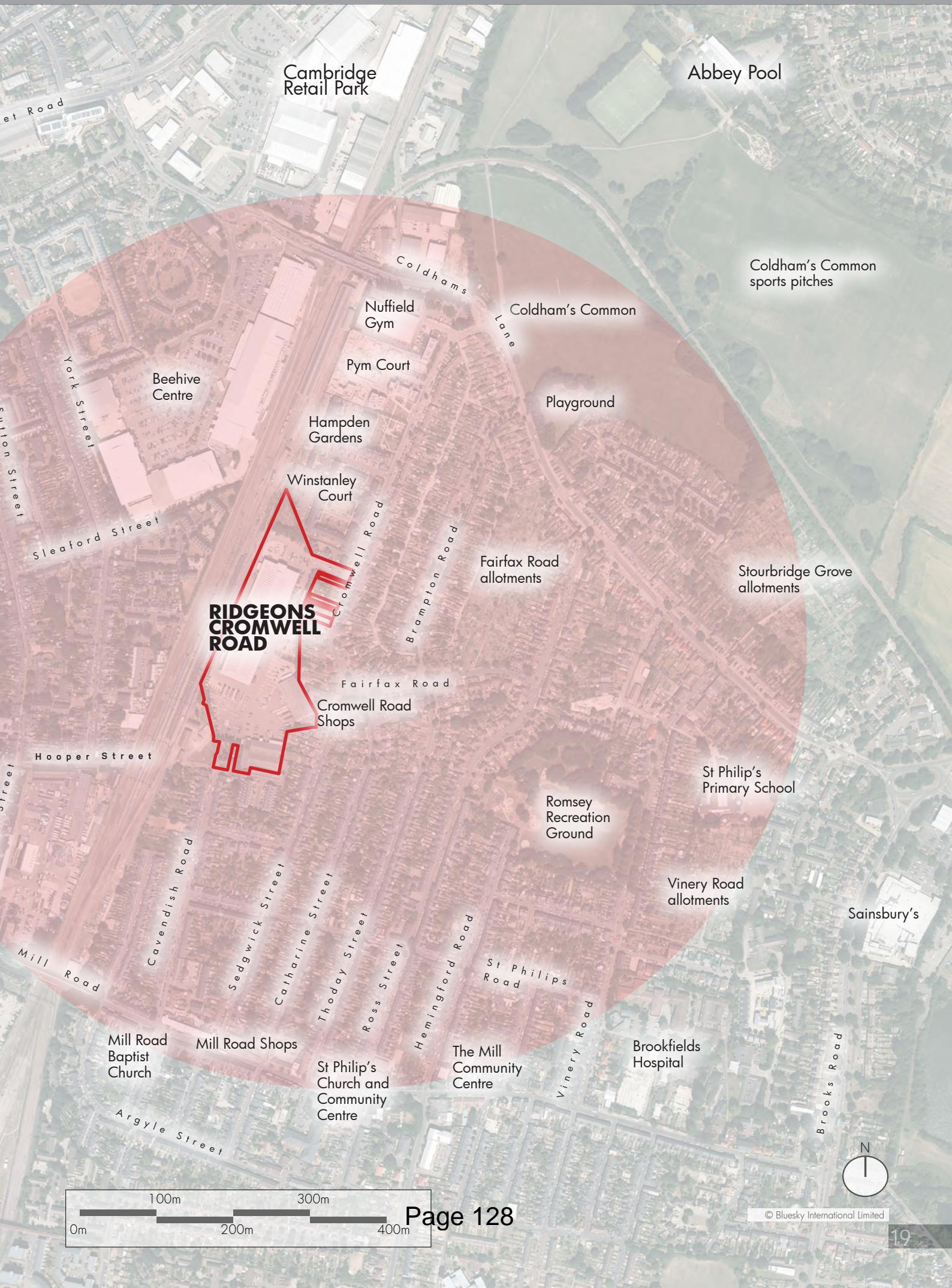
- 2.3.1. The Ridgeons site is within the Romsey Ward of Cambridge and within close proximity to the Petersfield and Abbey Wards. The site is approximately a 30 minute walk or 7 - 8 minute cycle ride (1.5 miles) to central Cambridge.
- 2.3.2. For the purposes of the SPD a study area has been identified to help set a boundary for analysing the wider area around the Ridgeons site. The study area includes: Coldham's Common, Romsey Recreation Ground, three allotment areas, Brookfields Hospital, Vinery Road Post Office, St Philip's Primary School and the shops and services on Mill Road.
- 2.3.3. This study area has been reviewed under the following six themes:
1. History and heritage,
  2. Land use,
  3. Transport and parking,
  4. Building heights and types,
  5. Open space,
  6. Character and form.

**Figure 20****Site in the locality**

**Figure 21**

## Study area around the site





## Study area - photos

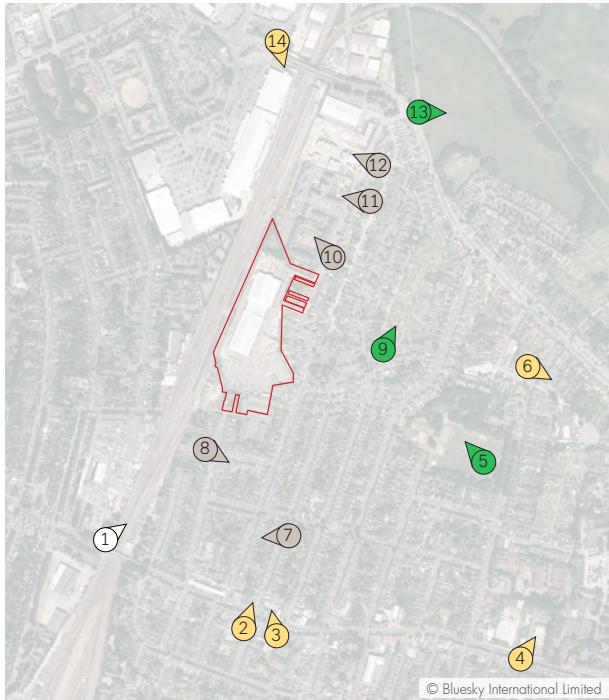


Figure 22: Plan of Study area photos

### Key

- Shops and services
- Open space
- Housing



Figure 29: Photo 7 Terrace house on Catharine Street - no front boundary



Figure 33: Photo 11 Park at Hampden Gardens on Cromwell Road



Figure 23: Photo 1 View towards Ridgeons from Mill Road bridge



Figure 26: Photo 4 Brookfields Hospital, Mill Road



Figure 30: Photo 8 Terrace house on Cavendish Road, front garden and bay window



Figure 34: Photo 12 Pym Court on Cromwell Road



Figure 24: Photo ② Shops on Mill Road



Figure 25: Photo ③ St Philip's Church and Community Centre, Mill Road



Figure 27: Photo ⑤ Romsey Recreation Ground



Figure 28: Photo ⑥ St Philip's Primary School and Vinery Road Post Office



Figure 31: Photo ⑨ Fairfax Road allotments



Figure 32: Photo ⑩ Winstanley Court on Cromwell Road



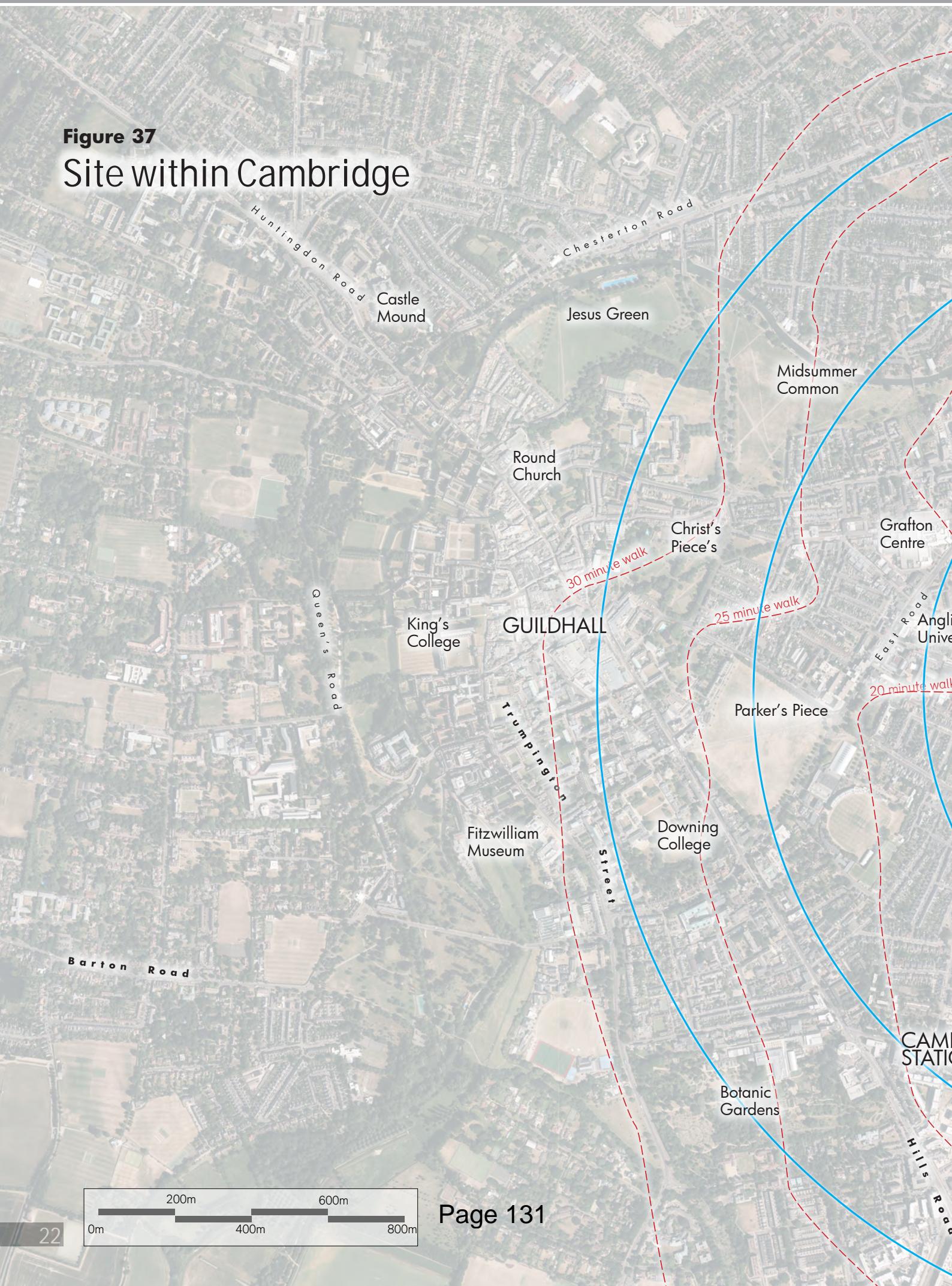
Figure 35: Photo ⑬ Coldham's Common open space

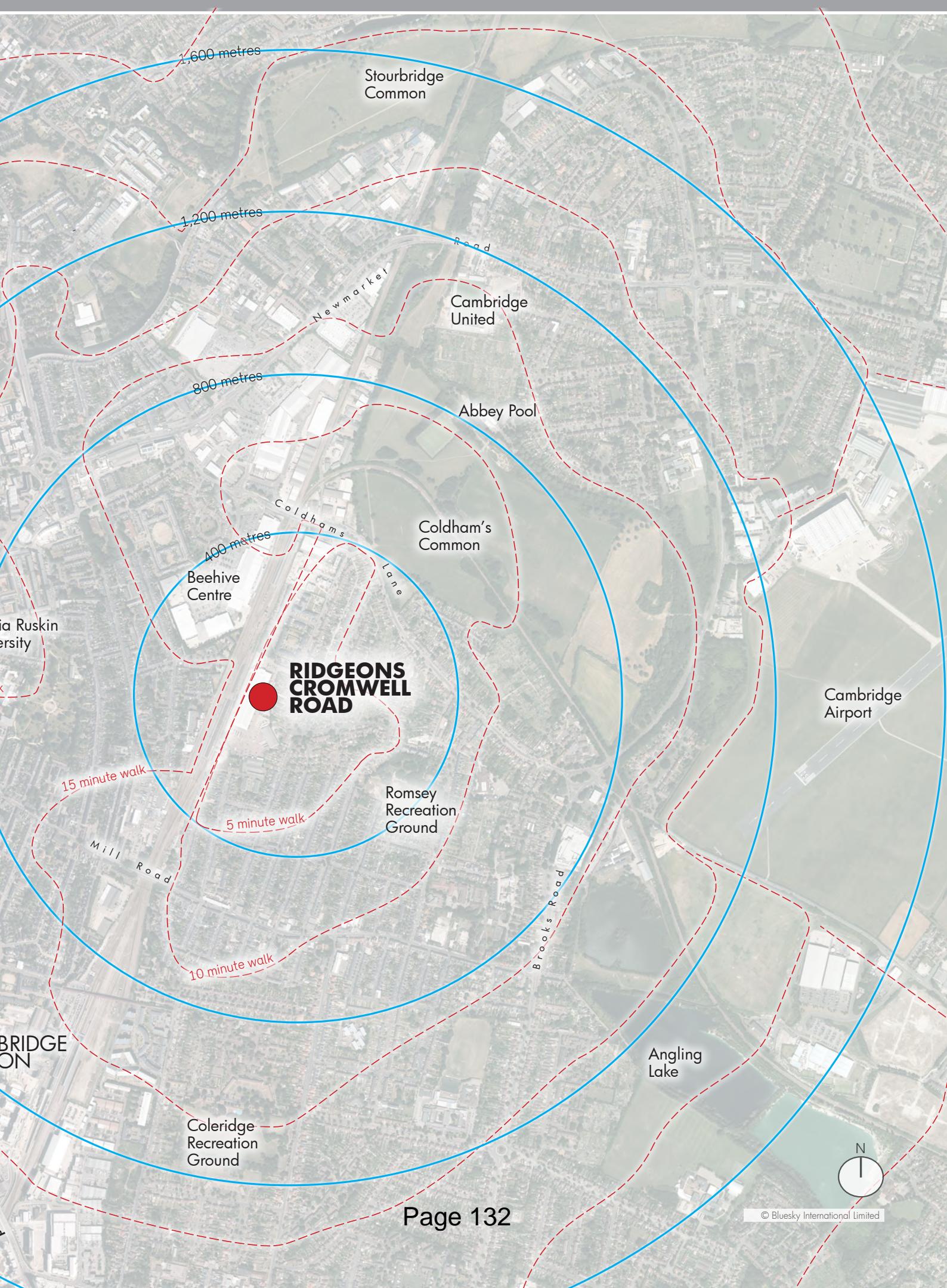


Figure 36: Photo ⑭ Beehive Centre retail shed and car parking

**Figure 37**

## Site within Cambridge





## 2.4. History and heritage (Figures 38 - 52)

1



**Figure 38: St Matthew's Church,  
Grade II Listed**

### Heritage assets

2.4.1. The Mill Road Conservation Area is located south and west of the site and comprises two character areas:

- Character Area 1: Mill Road and St Matthews Area
- Character Area 2: Romsey Town Area

2.4.2. The entire Ridgeons site is located outside of this Conservation Area. The northern boundary of Character Area 2: Romsey Town Area is adjacent to the southern boundary of site.

2.4.3. There are three listed buildings within the study area:

- St Matthew's Church, Grade II Listed
- Mill Road Cemetery, Grade II Listed
- Mill Road Library, Grade II Listed

2

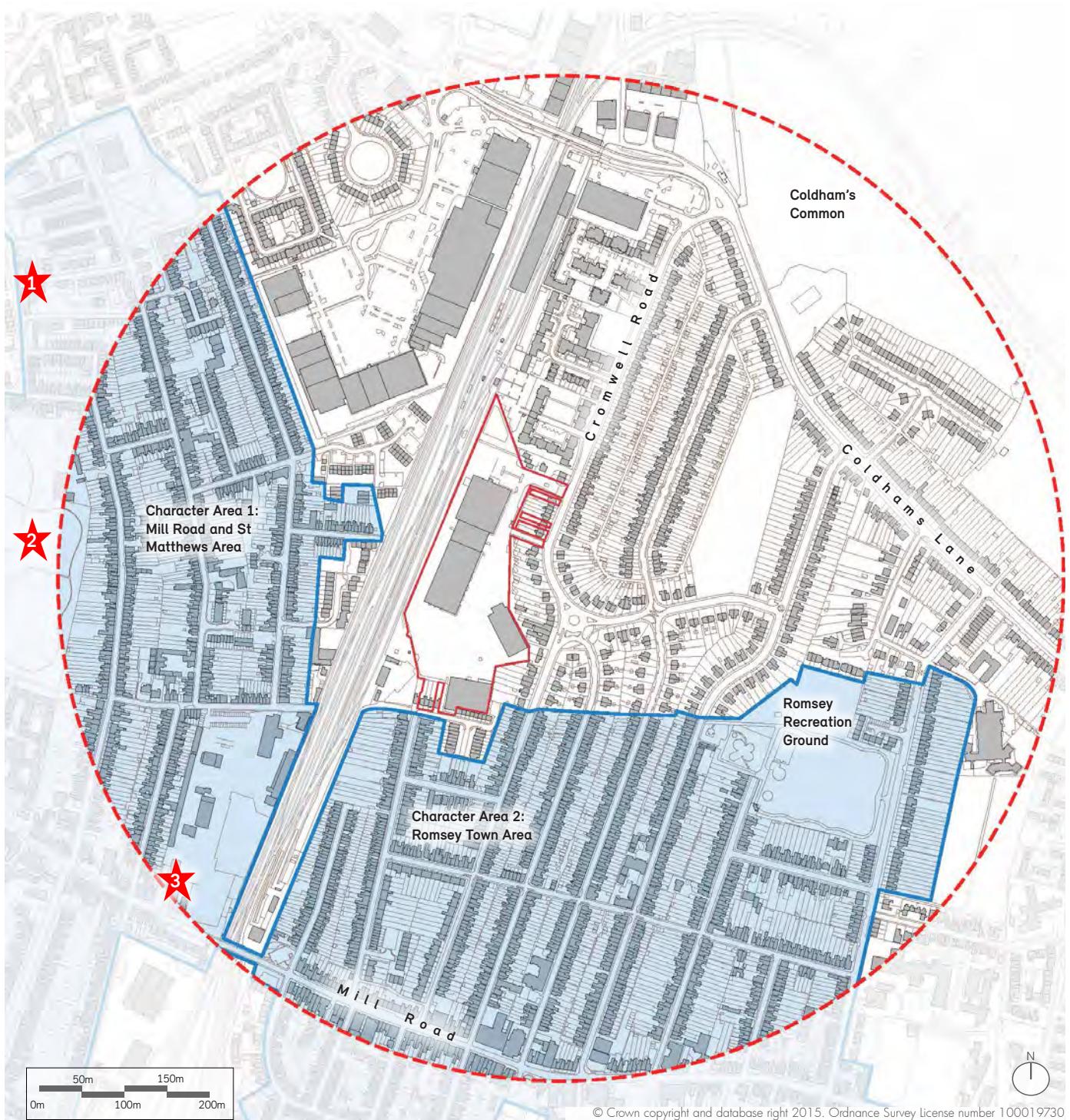


**Figure 39: Mill Road Cemetery,  
Grade II Listed**

3



**Figure 40: Mill Road Library,  
Grade II Listed**

**Figure 41: Existing heritage designations****Key**

- Study area
- Mill Road Conservation Area
- Listed building

### The development of Romsey Town and the Ridgeons site

- 2.4.4. The majority of Romsey Town was built between 1880 and 1900 primarily as 2-storey terrace houses on narrow streets to the north of Mill Road and to the west of the railway line. Historic maps illustrate the development of the Cromwell Road site and the surrounding area. The Ridgeons site is located to the north of the Romsey Town terraces and remained as open land until Ridgeons opened a timber yard on the site in 1928.
- 2.4.5. In the 1930s there was a northern extension to Romsey Town, with houses built on allotment gardens. However, the land directly north of the Ridgeons site remained undeveloped until the 1960s, when light industrial and manufacturing businesses begin to locate in the area. The Ridgeons site remained a timber yard until 1996, when the Ridgeons store opened for business.
- 2.4.6. In the early 2000s the light industrial and manufacturing land uses to the north of Ridgeons site were replaced with residential development, predominately in the form of flat blocks of 4-6 storeys.



**Figure 42:** Looking south over the site in the 1930s when it was the Ridgeons timber yard (source The Story of Ridgeons: A 100 Year Journey, N. Watson 2011)



**Figure 43:** Photos of Mill Road in the late 19th century (source The Real Cambridge website)



**Figure 44:** Typical late Victorian Romsey Town terrace



**Figure 45:** Houses from the Romsey Town northern extension in the 1930s



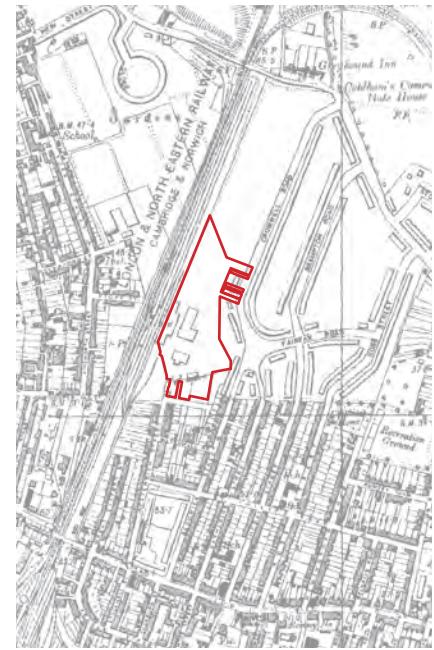
**Figure 46:** More recent development from the 2010s

**Figure 47: 1902**

By 1902 much of Romsey Town has been built. The Ridgeons site is open land, adjacent to the Coldhams Lane railway junction.

**Figure 48: 1926-28**

Romsey Town terraces extended to the north and east. Romsey Recreation Ground is created. The Ridgeons site is shown as open land. However, Ridgeons timber yard starts operating on the site in 1928.

**Figure 49: 1938-52**

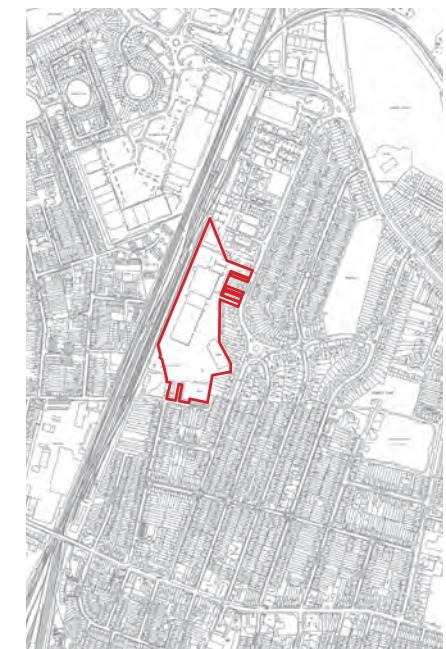
Streets and houses are laid out for a northern expansion of Romsey Town. Ridgeons timber yard buildings can now be seen on the site.

**Figure 50: 1959-60**

The Ridgeons timber yard buildings increase in number. The sites to the north of Ridgeons remain open land.

**Figure 51: 1972-74**

Allotments are shown at Fairfax Road, Stourbridge Grove and Vinery Road. The land to the north of the Ridgeons site develops into light industrial uses with a depot, factory and engine shed.

**Figure 52: 2015**

In 1996 the Ridgeons store opens for business. In the 2000s the more industrial and manufacturing land uses to the north of the Ridgeons site are replaced with housing, with a gym on the junction of Coldhams Lane.

## 2.5. Land use (Figures 53 - 60)

- 2.5.1. The area around the Ridgeons site is predominately residential, with a number of other land uses.
- 2.5.2. Within approximately a five minute walk / 0.25 mile:
  - A row of shops on the corner of the mini roundabout on Cromwell Road
  - Nuffield Gym
- 2.5.3. Within approximately a ten minute walk / 0.5 miles:
  - The shops and services on Mill Road, including two local supermarkets, cafes, restaurants, community centres and places of worship and a post office
  - St Philip's Primary School
  - Vinery Road Post Office
- 2.5.4. Within approximately a 15 minute walk/0.75 miles:
  - The larger retail outlets at the Beehive Centre, includes Asda, M+S, Toys R Us and others
  - York Street Medical Practice, Brook Street Medical Practice and Mill Road Medical Practice
  - Antwerp House Dental Practice, Brookfields Dental Practice and Antwerp House Dental Practice
  - Brookfields Hospital
- 2.5.5. Within approximately a 20 minute walk / five minute cycle ride / 1 mile:
  - Cambridge Train Station
  - Grafton Shopping Centre

2.5.6. Within approximately a 30 minute walk / 7-8 minute cycle ride / 1.5 miles:

- City Centre / Market Square
- Midsummer Common

### Key

	Study area
	Residential
	Office
1	Gwydir Enterprise Centre
	School / university / language school
2	St Philip's Primary School
	Religious building / community centre
3	St Matthew's Church
4	Cherry Trees day centre
5	St Barnabas Church
6	Cambridge Mosque and community centre
7	Mill Road Baptist Church
8	St Philip's Church and community centre
9	Ross Street Community Centre
10	Romsey Conservative Club
11	Romsey Mill Community Centre
	Gym / fitness centre
12	Nuffield Gym
	Cafe / restaurant / takeaway / pub
	Shop / bank / estate agent / hairdresser
	Post office
13	Tesco supermarket
14	Co-Op Supermarket
15	Beehive Centre
	Warehouse / light industry / builders merchants
16	Council depot
17	Network Rail Land
	Healthcare
	Doctor
18	York Street Medical Practice
19	Mill Road Medical Practice
20	Brookfields Medical Practice
	NHS dentist
21	Norfolk Street Dental Practice
22	Antwerp House Dental Practice
23	Brookfields Community Dental Practice
	Hospital
24	Brookfields Hospital
	Open space

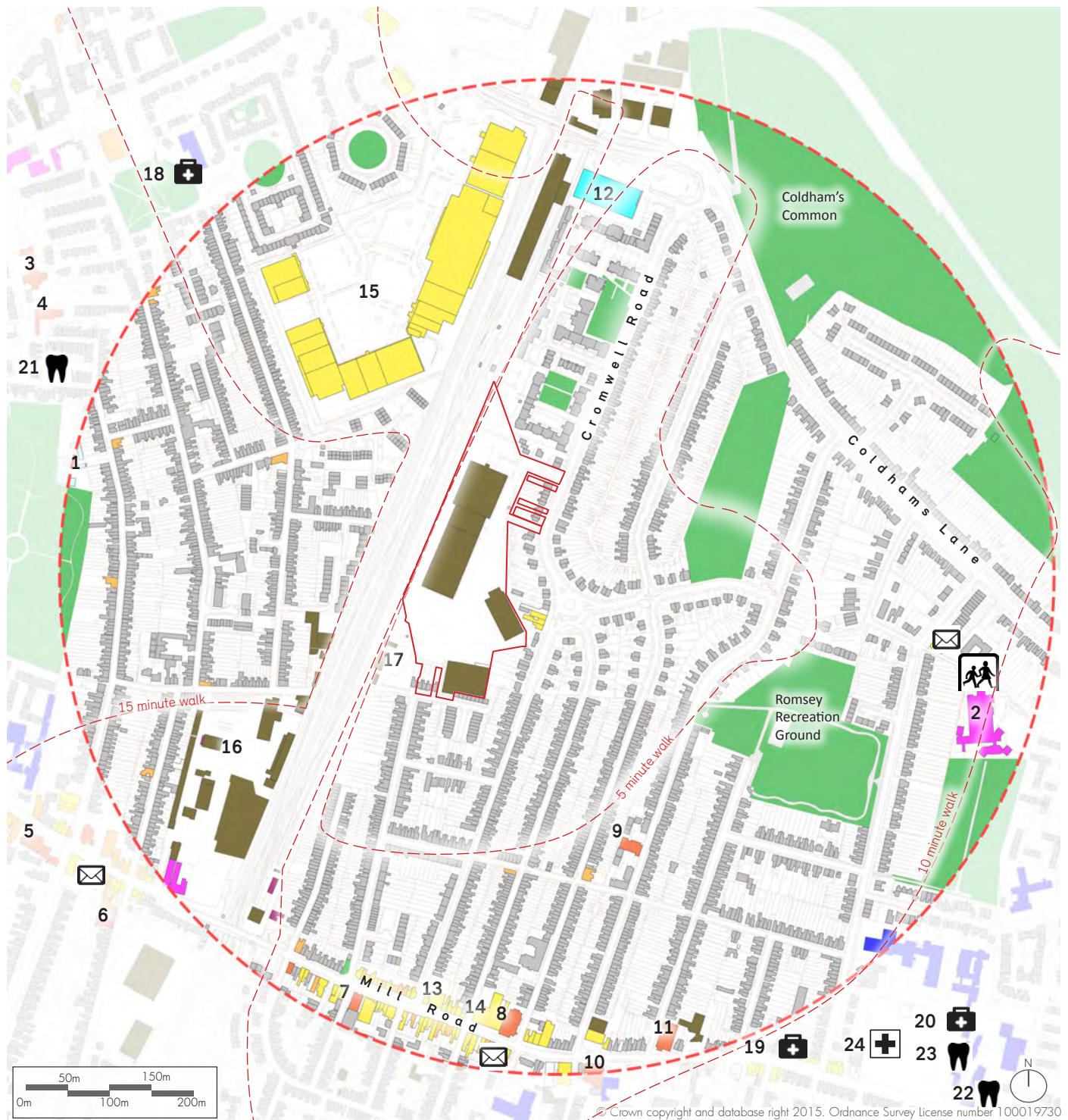


Figure 53: Ground floor land use plan

### Medical practice provision

- 2.5.7. There are four medical practices in the NHS catchment area of the site - three of these are within the study area. There are also three dental practices and one hospital. Brookfields Community Hospital offers a range of services, including speech therapy, rehabilitation, physiotherapy and palliative care.
- 2.5.8. As part of the preparation of the SPD, discussions have been held with the NHS. The NHS has said that its preference would be to seek improvements to the existing local practices rather than provide new facilities on the Ridgeons site. On site provision may however be required.

### School provision

- 2.5.9. There is one primary school in the catchment area of the site. As part of the preparation for the SPD, discussions have been held with Cambridgeshire County Council. The County Council is currently preparing a strategic plan to deliver improved primary and secondary school places, catering for the planned growth of the city as a whole. The strategic plan will identify suitable locations for new or expanded schools. Future developments, including this one, will then be likely to be required to make a financial contribution towards the delivery of these schools.

- 2.5.10. The County Council has also advised that additional 'early years' places for under fives is likely to be needed as a result of this development. Provision may be required on site.

### Local housing

- 2.5.11. Based on information provided by Royal Mail, residential properties in the study area comprise circa 18% flats and 82% houses. Approximately 55% of the housing in the study area is owner occupied, 16% rented from a housing association or the Council, 25% privately rented and 4% rented from another source.



Figure 54: St Philip's Primary School and Vinery Road Post Office



Figure 55: Shops on Mill Road



Figure 56: Brookfields Hospital, Mill Road. Includes doctors surgery and dentist



Figure 57: St Philip's Church and Community Centre, Mill Road



Figure 58: Shops on Cromwell Road



Figure 59: Mill Road Baptist Church



Figure 60: Nuffield Gym on Cromwell Road



Figure 61: Romsey Town Post Office

## 2.6. Transport and access

(Figures 62 - 74)

### Streets

- 2.6.1. The late 19th century Romsey Town streets to the south of the site are generally narrow, one way and with parking partially on the pavement. Cavendish Road for example has a carriageway which is 6m wide and parking on both sides of the street, making a clearance of only 3m for vehicles on the two way street. Most of the streets in Romsey Town south of Fairfax Road are one way.
- 2.6.2. The streets laid out in the 1930s to the north of the site are generally wider. Cromwell Road has a carriageway width of 8m, with parking on one side of the street, making a vehicle clearance of 6m on the two way street.
- 2.6.3. Fairfax Road has vehicle width restrictions, preventing larger vehicles from travelling through the narrow streets of Romsey Town.

### Buses

- 2.6.4. There are good bus links within less than a 10 minute walk of the Ridgeons site on Mill Road (Citi 2) and Coldhams Lane (17, 114 196). There are regular buses into Cambridge City Centre, to Addenbrooke's Hospital and other surrounding areas and villages.

### Rail

- 2.6.5. Cambridge Railway Station is within a 20 minute walk or 5 minute cycle ride (1 mile) of the Ridgeons site.

### Parking

- 2.6.6. The streets around the Ridgeons site do not have a controlled parking zone (CPZ). Parking pressures already exist in nearby streets.



Figure 62: One way road system in Romsey Town north of Mill Road



Figure 63: Vehicle width restrictions on Cromwell Road



Figure 64: Cavendish Road, vehicle parking on pavement, which is allowed in marked out areas

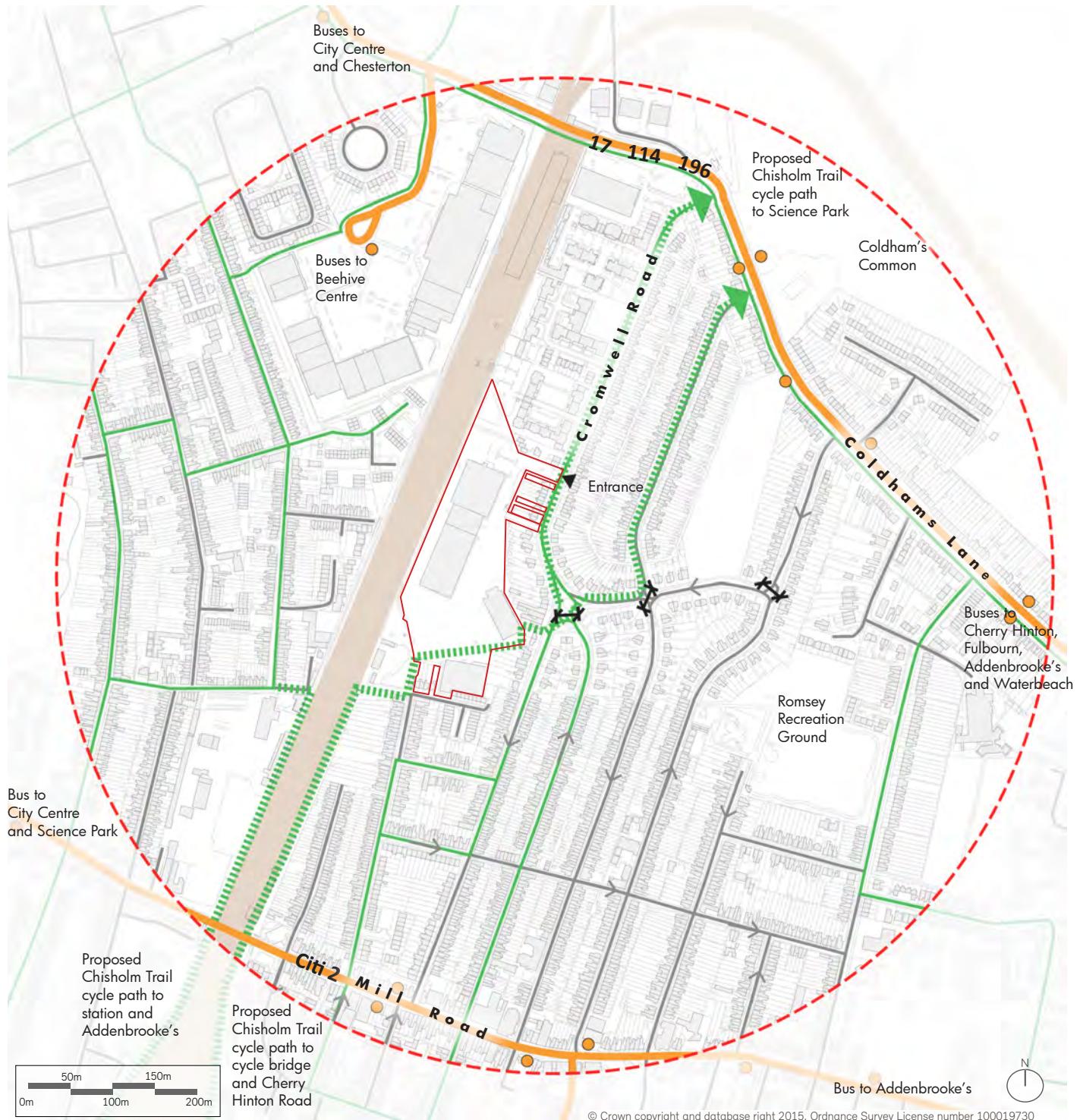


Figure 65: Roads, public transport, cycle path and access plan

**Key**

- Study area
- Vehicular streets
- One way streets
- Restricted vehicle width access

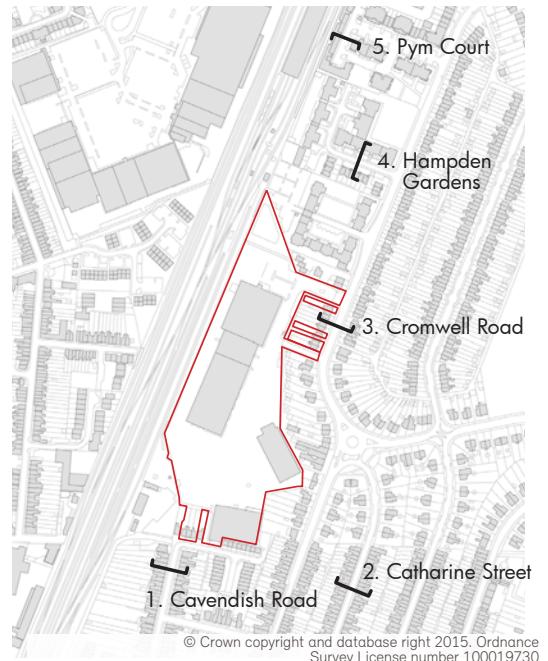
- Entrance to Ridgeons site
- Vehicular streets incorporating cycle routes
- Proposed cycle routes

Citi 2 Vehicular streets with bus routes

Bus Stops

### Existing streets

2.6.7. Typical street sections around the site are illustrated below. The street sections illustrate different contextual approaches to front boundaries/gardens, parking, planting, pavement widths and road widths. All dimensions are approximate.



**Figure 67: Section 1 - Cavendish Road**

2 storey houses with pitched roofs, bay windows and 1.5m front gardens

Narrow road (two cars can't pass and vehicle and cycle passing is in places constrained).  
Parking on-street and on pavement on one side

1.0m pavement



**Figure 68: Section 2 - Catharine Street**

2 storey houses with pitched roofs and no front garden

One way narrow street.  
On-street parking. Parking on pavement on both sides

1.0m pavement



**Figure 69: Section 3 - Cromwell Road**

2 storey houses with 5.0m front gardens  
large enough for on-plot parking

Wide road to accommodate lorries.  
On-street parking and street trees on right hand side

2.5m wide pavement

**Figure 70: Section 4 - Hampden Gardens**

4 storey flats with 2.5m front gardens

Allocated parking at 90 degrees

2.5m wide pavement

2/3 storey houses.  
Parking on-plot and garage

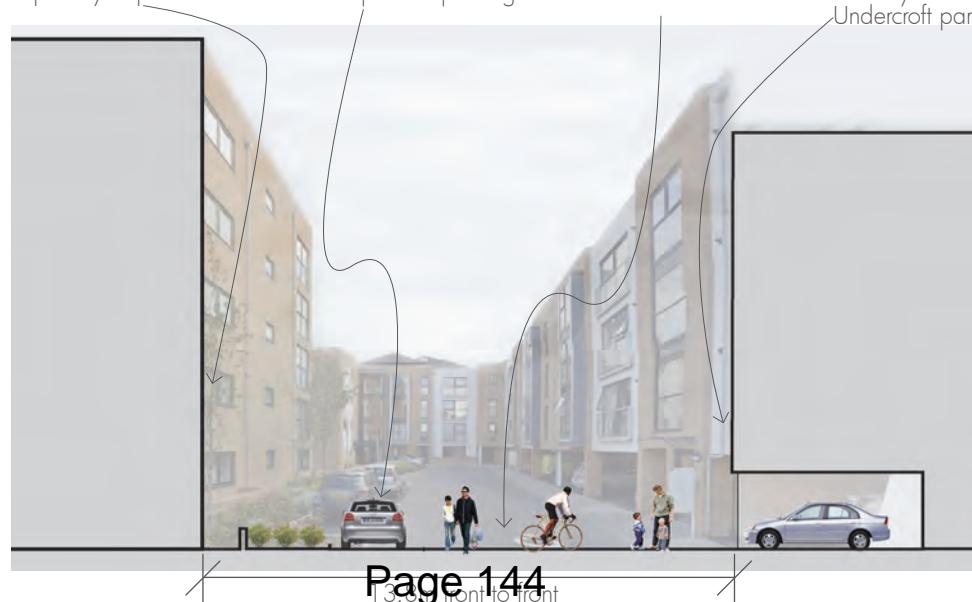
**Figure 71: Section 5 - Pym Court**

5 storey flats with 1.0m privacy strip

Allocated parallel parking

Shared surface

4 storey flats.  
Undercroft parking



### Cycle and pedestrian network

- 2.6.8. There is a signed primary cycle network on several of the streets around the site, such as Cavendish Road, Cromwell Road, Sedgwick Street and Catharine Street (please see Figure 72)
- 2.6.9. The most up-to-date proposals for the Chisholm Trail from February 2016, illustrated in Figure 73, recommend a new north-south cycle route through Cambridge utilising land next to the railway. The proposed route is shown to run next to the railway behind the houses on Cavendish Road, across the adjacent Network Rail site, through the southern side of the Ridgeons site and through to the shops on the Cromwell Road mini-roundabout. The trail then splits with routes along Cromwell Road and Brampton Road to Coldhams Lane.



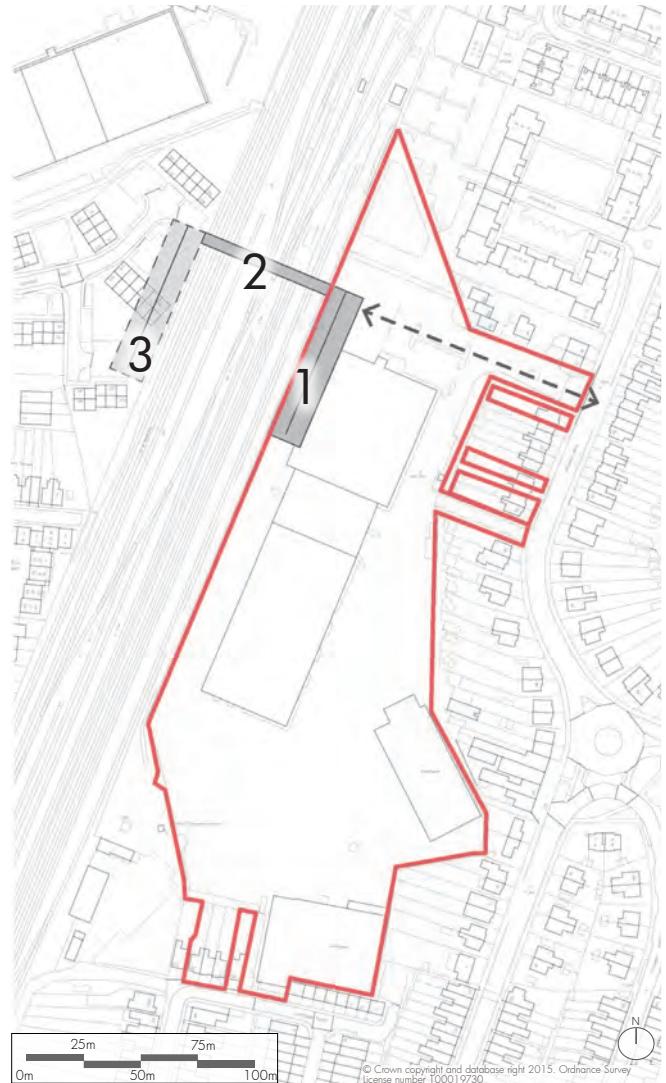
Figure 72: Existing primary cycle network around Cromwell Road



Figure 73: Extract from Chisholm Trail consultation summary report (February 2016)

### Link across the railway

- 2.6.10. In preparing this SPD a new pedestrian bridge linking the Ridgeons site with the west side of the railway line has been investigated. The scoping work for the bridge was in response to a request from some local residents during consultation. The potential bridge has been discussed with the County Council acting as Local Highway Authority. It is not considered that an additional bridge at this location is needed. While a bridge would provide a more direct crossing point over the railway, the two existing crossing points at Mill Road and Coldhams Lane are close by. Connections from these crossing points to key destinations are relatively good. In contrast, there is no obvious connecting route from a potential bridge on the western side of the railway and links to key destinations would not be demonstrably improved.
- 2.6.11. An indicative location for a bridge is illustrated in Figure 74. A new bridge would require ramped access and therefore the extent of land required on both sides of the railway line would be considerable. There is no available space on the western side of the railway line to provide a place to land the bridge. To acquire the required land the Council would need a compulsory purchase order (CPO) to make way for a new bridge.
- 2.6.12. To obtain a CPO the County Council would have to apply for special powers and present a very strong 'for greater good' case. For the reasons given above, the benefits offered by a new bridge are not considered to be sufficient to justify the demolition of existing dwellings or the application for a CPO.
- 2.6.13. In light of the above it is considered that the provision of a new bridge, as shown in Figure 74, is not appropriate, necessary or deliverable. If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative.



**Figure 74: Challenges to delivering a bridge**

- 1 Indicative footprint of bridge on east side
- 2 Indicative 5m wide pedestrian and cycle bridge (same width as the Carter Bridge north of Cambridge Railway Station)
- 3 Indicative footprint of bridge on west side linking to Sleaford Street.  
Lack of land (the houses are in private ownership) mean there is nowhere to land the bridge.



## 2.7. Open space (Figures 75 - 83)

- 2.7.1. There are a number of open spaces within a 5-10 minute walk of the Ridgeons site:

### Coldham's Common

Coldham's Common is a large area of 'common land' with outdoor sports facilities including two large children's playgrounds. Given its size it has the capacity to accommodate most types of park activity.

### Romsey Recreation Ground

Romsey Recreation Ground is 2.81 hectares and represents a successful local park in terms of size, a range of different typologies of open space and amenities, including a basketball court, football pitch and two children's playgrounds.

### Winstanley Court

The open spaces on Cromwell Road are small and could be described as pocket parks. The open space at Winstanley Court is essentially a raised grass area and is not visible from Cromwell Road.

### Hampden Gardens Park

The open space at Hampden Gardens is visible from the street and designed to be a series of different character areas.

### Pym Court open space

The open space at Pym Court is visible from the street and has a 'no ball games' sign. There is a children's playground to the rear of the site.

### Allotments

There are three allotments sites in the vicinity.

### Key



Study area

Publicly accessible open space

1. Winstanley Court public space. Raised grass space. Not visible from street. 0.17ha



2. Hampden Gardens Park. Planting beds, trees, play areas, lighting and benches accessible from street. 0.18ha



3. Pym Court open space. Green space, planting and children's playground. 0.15ha



4. Coldham's Common. Large grass open space with vegetation and benches. Includes six full size football pitches, two junior football pitches, one Gaelic football pitch one American football pitch, one basketball court and a halfpipe. Also includes two large children's playgrounds.

39.60ha (total area)



5. Romsey Recreation Ground. Grass open space with vegetation and benches. Includes a basketball ball court, football pitch and two children's playgrounds.

2.81ha

6. Mill Road cemetery. Grade II listed gardens publicly accessible throughout the day and year. 4.00ha (total area)



7. St Matthew's Piece. Grass areas, vegetation, benches, basketball half court and children's playground. 0.76ha

8. St Matthew's Gardens. Large grass space with vegetation and planting beds. 0.44ha



9. St Matthew's Gardens children's play space x 2. 0.12ha total

10. Silverwood Close Large grass space with vegetation and trees

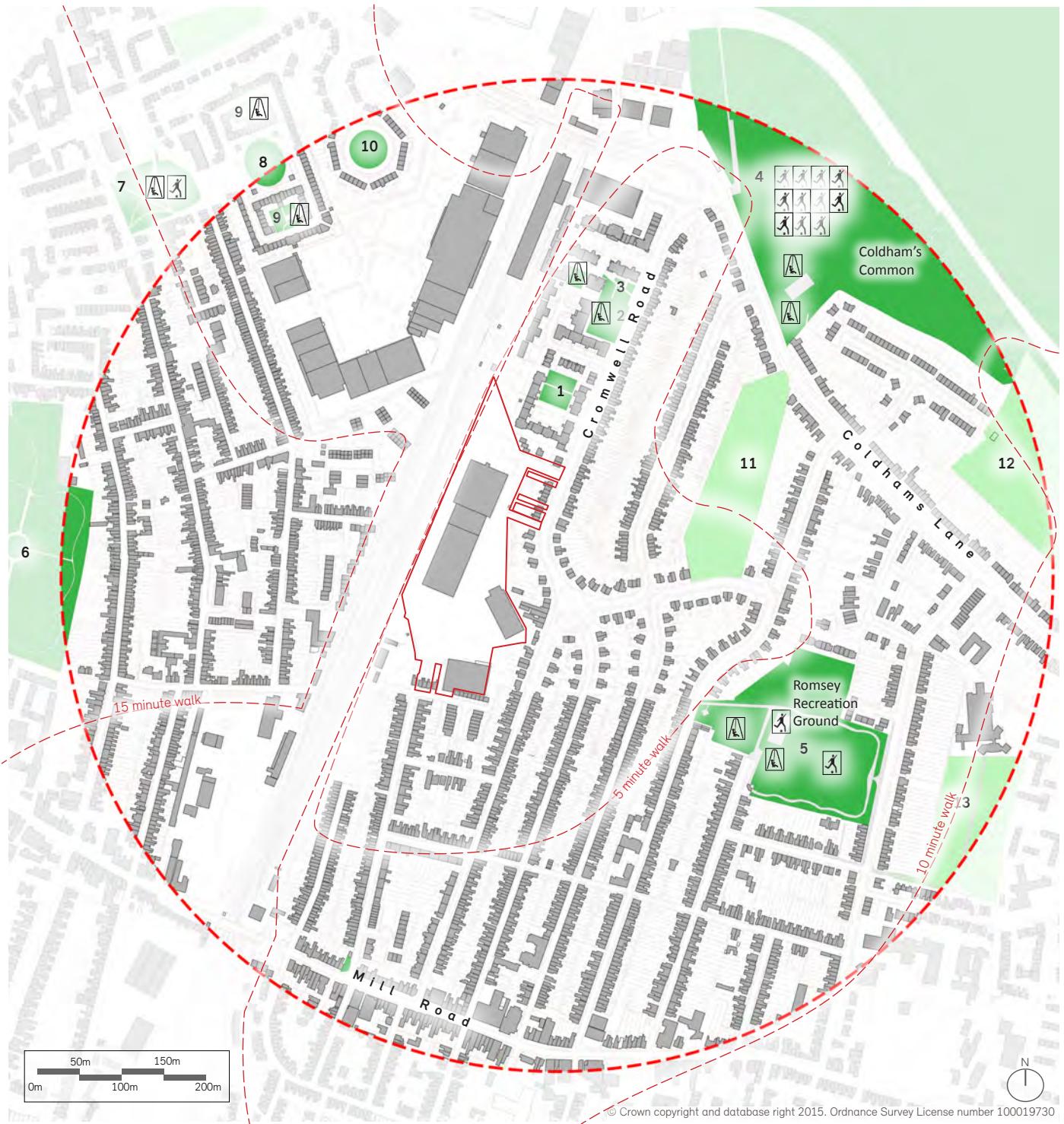
**Total: 48.39ha**

### Allotments

11. Fairfax Road allotments 1.64ha
12. Stourbridge Grove Allotments 3.47ha
13. Vinery Road Allotments 1.48ha

**Total: 6.59ha**

**TOTAL OPEN SPACE LOCATED IN STUDY AREA: 54.98 ha**

**Figure 75: Open space plan**

### Coldham's Common

1. 39.60 hectares
2. Large green open space with mature trees, benches and grazing land
3. Classed as a Local Nature Reserve
4. Six full size football pitches, two junior football pitches, one Gaelic football pitch, one American football pitch, one basketball court and a skateboard halfpipe
5. Two large children's playgrounds



**Figure 76: Coldham's Common**



**Figure 77: Play space and sports pitches at Coldham's Common**

### Romsey Recreation Ground

1. 2.81 hectares
2. Local park with a good range of facilities, green open space, mature trees and benches
3. Basketball court, football pitch, table tennis table
4. Two children's playgrounds
5. Public toilets



**Figure 78: Romsey Recreation Ground**



**Figure 79: Play space at Romsey Recreation Ground**

## Winstanley Court

1. Raised green space which is not visible from the street
2. 0.17 hectares



**Figure 80: Winstanley Court open space**

## Hampden Gardens Park

1. Planting, beds, trees, play areas, lighting and benches
2. 0.18 hectares



**Figure 81: Hampden Gardens Park**

## Pym Court open space

1. Green space, planting and small children's playground
2. 0.15 hectares



**Figure 82: Open space at Pym Court**

## Fairfax Road Allotments

- 1.64 hectares

## Stourbridge Grove Allotments

- 3.47 hectares

## Vinery Road Allotments

- 1.48 hectares



**Figure 83: Fairfax Road allotments**

## 2.8. Building heights and types

(Figures 84 - 96)

### Residential building heights and types

- 2.8.1. The Victorian houses in Romsey Town are generally 2 storey, with pitched roofs and chimneys and arranged in long terraces. In terms of materials, most of the houses are faced with brick and have sliding sash timber windows. The houses generally fall into two types. The first type is a slightly larger house with a hall, bay window and front garden, such as the houses on the northern end of Cavendish Road. The second type of house is narrower, with no hall, bay window or front garden, such as the houses on Thoday Street.
- 2.8.2. The houses in the 1930s extension of Romsey Town (to the north and east of the Ridgeons site) are generally larger with bigger front and rear gardens than the Victorian houses. These houses are generally 2 storey, faced with brick and/or render and include hipped roofs, gables, porches and casement windows. The houses are generally semi-detached or in short terraces.
- 2.8.3. Directly to the south of the Ridgeons site is a more recent development of 2 and 3 storey houses on Cavendish Place. These houses are faced with buff brick and have mansard roofs and dormer windows.
- 2.8.4. To the north of the site there are three more recent residential developments – Winstanley Court, Hampden Gardens and Pym Court - which range from 3-6 storeys. The buildings in Winstanley Court are 3 storey buff brick to Cromwell Road and 4 storeys next to the railway line. The buildings in Hampden Gardens also feature buff brick, range in height from 3-5 storeys and have hipped roofs and juliet balconies. The buildings in Pym Court range in height from 3-6 storeys, are a mixture of brick and render and have flat roofs.



**Figure 84: Typical Romsey Town terrace houses**



**Figure 85: Pair of semi-detached houses from 1930s Romsey Town extension**



**Figure 86: 3 storey houses to the south of the site on Cavendish Place**



**Figure 87: 3 storey houses in the Pym Court development on Cromwell Road**



**Figure 88: Building heights plan** (shown in the equivalent of residential storey heights)

### Key

	Study area
	1-2 storeys
	3-4 storeys
	5-6 storeys

### Local residential building types (see figures 89-96)

- |                                   |                   |
|-----------------------------------|-------------------|
| ① Cromwell Road                   | ⑤ Pym Court       |
| ② Houses next to Winstanley Court | ⑥ Cavendish Place |
| ③ Winstanley Court                | ⑦ Cavendish Road  |
| ④ Homes Gardens                   | ⑧ Thoday Street   |

## Local residential building types

Figure 89: Building type ① Cromwell Road

House type: Semi-detached houses

Height: 2 storeys + roof

Materials: Brick and roof tiles

Roof type: Hipped with gables

Features: Bay windows, porches and chimneys



Figure 90: Building type ② Houses next to Winstanley Court

House type: Semi-detached houses

Height: 2 storeys + roof

Materials: Buff brick and roof slates

Roof type: Pitched with dormers

Features: Laid out as a mews off Cromwell Road



Figure 91: Building type ③ Winstanley Court

House type: Flats

Height: 3-4 storeys + roof

Materials: Buff brick and roof slates

Roof type: Pitched with gables

Features: No front doors on Cromwell Road



Figure 92: Building type ④ Hampden Gardens

House type: Flats with a few houses

Height: 3-5 storeys + roof

Materials: Buff brick, render and roof tiles

Roof type: Hipped

Features: Juliet balconies



**Figure 93: Building type ⑤ Pym Court**

House type: Flats with a few houses  
 Height: 3-6 storeys  
 Materials: Buff brick and render  
 Roof type: Flat with solar panels  
 Features: Glazed balconies, set back top floors



**Figure 94: Building type ⑥ Cavendish Place**

House type: Houses  
 Height: 3 storeys  
 Materials: Buff brick and roof slates  
 Roof type: Mansard with dormers  
 Features: Sash windows



**Figure 95: Building type ⑦ Cavendish Road**

House type: Houses  
 Height: 2 storeys + roof  
 Materials: Stock brick  
 Roof type: Pitched  
 Features: Ground floor bay windows, small front garden and chimneys



**Figure 96: Building type ⑧ Thoday Street**

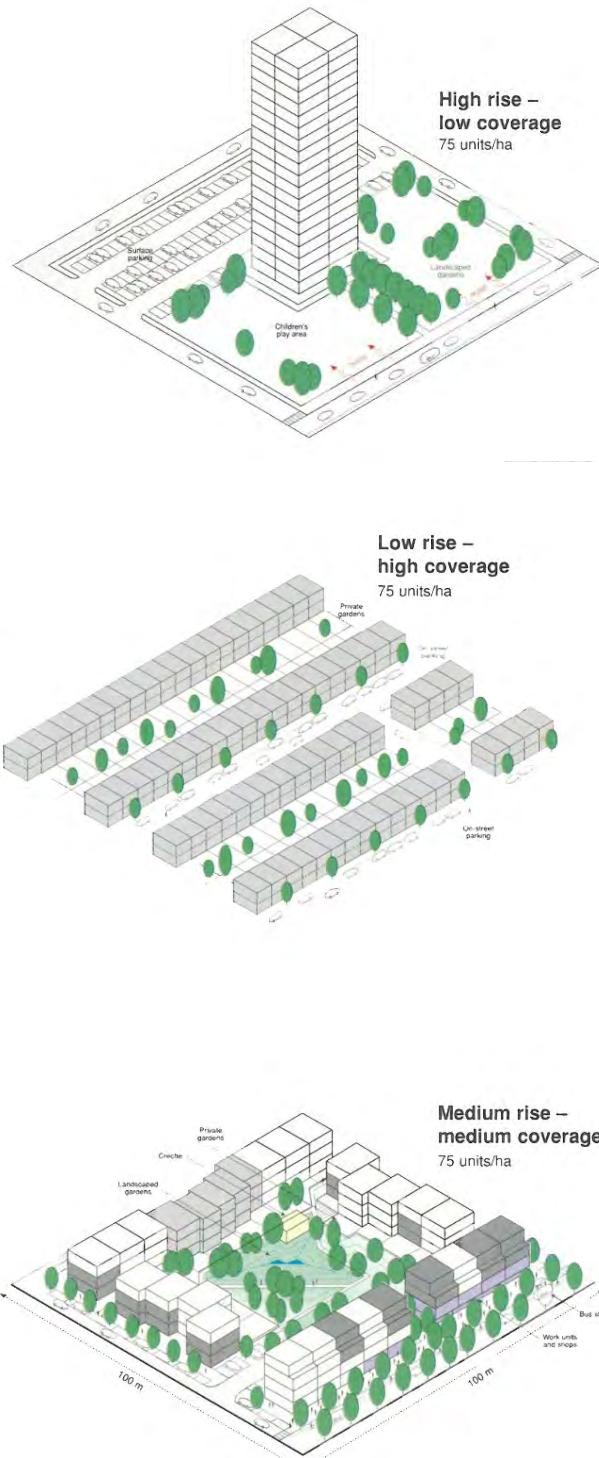
House type: Houses  
 Height: 2 storeys + roof  
 Materials: Stock and buff brick with red brick decoration  
 Roof type: Pitched  
 Features: No front gardens



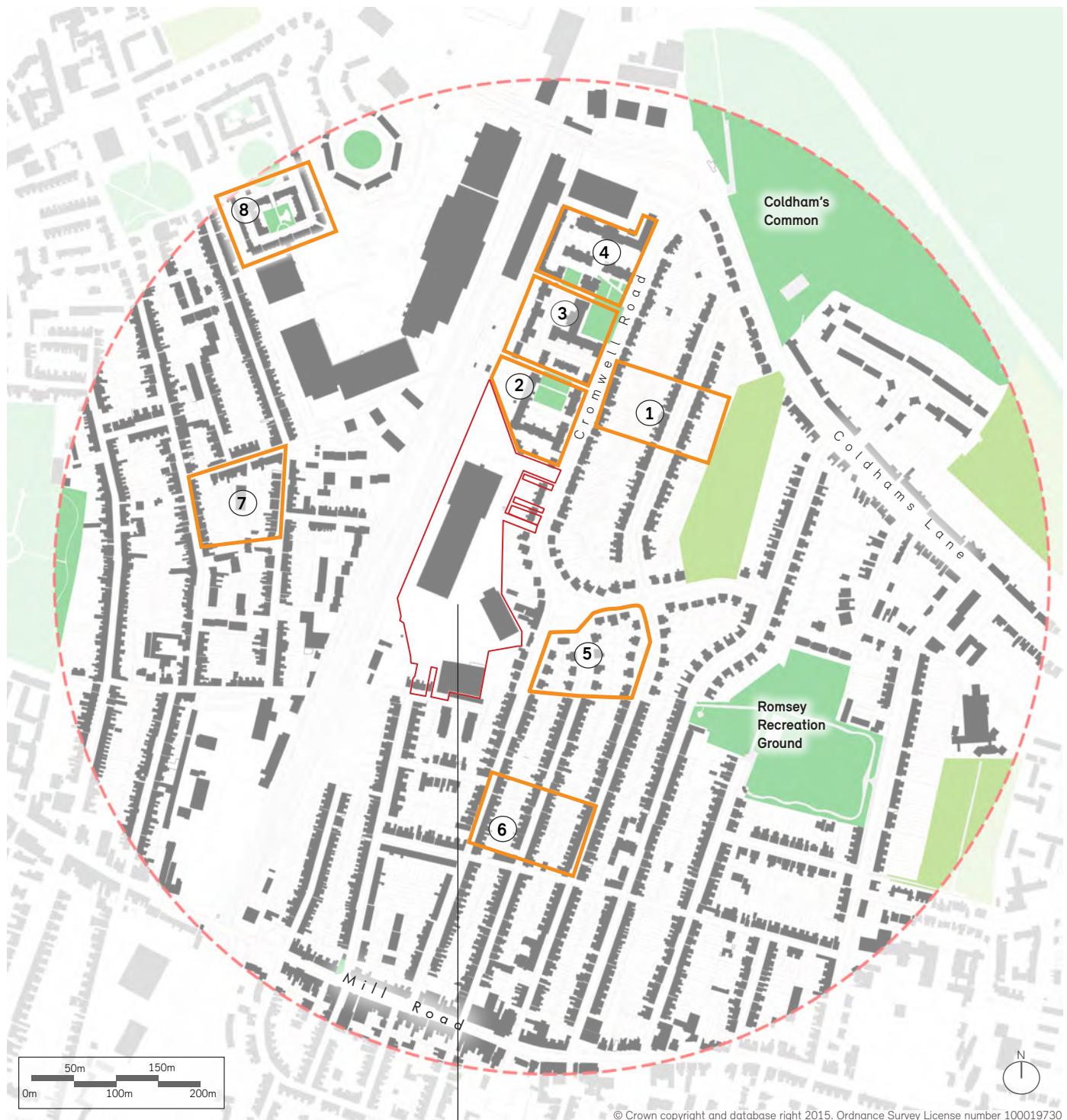
## 2.9. Character and form

(Figures 97 - 106)

- 2.9.1. 'Character and form' is defined here as a combination of the layout of the buildings and streets, the height and appearance of the buildings, the amount and distribution of open space and the density (number of homes in a given area) of a development.
- 2.9.2. As a Supplementary Planning Document (SPD), this document is required to support policies and objectives in the Local Plan. The allocation in the emerging Local Plan for the Ridgeons site is for 75 homes per hectare.
- 2.9.3. Figure 97 broadly illustrates three different but basic diagrammatic approaches to character and form achieving 75 homes per hectare on identically sized sites. To achieve the density required and public space, a medium rise approach with houses and flats would appear to be most appropriate for the site and the context.
- 2.9.4. Illustrated on the following pages are eight character and form studies of the local area around the Ridgeons site. These show different approaches to character and form and the resulting density.
- 2.9.5. To deliver 245 dwellings and public open space, the studies imply that a combination of houses and flats will be required, as well as buildings of 4 or more storeys on parts of the site.
- 2.9.6. Car parking will be dealt with in a range of solutions, including: on street parallel parking, head-on parking (90 degree), undercroft and parking courts.



**Figure 97: Diagram illustrating three different methods of designing housing at 75 homes per hectare** (source Towards and Urban Renaissance, UTF 1999)



**Figure 98: Figure ground plan identifying character areas**

- Study area
- ① Cromwell Road
- ② Winstanley Court
- ③ Hampden Gardens
- ④ Pym Court
- ⑤ Fairfax Road
- ⑥ Catharine Street
- ⑦ Ainsworth Street
- ⑧ St Matthew's Gardens

#### DRAFT SITE ALLOCATION FOR RIDGEONS SITE:

Total homes:	245
Site area:	3.27 hectares
Density:	75 homes per hectare

## Local Character Areas

**Figure 99: Character Area ① Cromwell Road**

Total homes:	35
Home type:	Terrace houses
Height:	2 storeys
Site area:	0.88 ha
Open space:	Gardens
Density:	40 homes per ha
Parking:	Garages and on-street



**Figure 100: Character Area ② Winstanley Court**

Total homes:	90
Home type:	6 houses; 84 flats
Height:	2-4 storeys
Site area:	1.07 ha
Open space:	0.17 ha public open space + grassed areas + gardens
Density:	84 homes per ha
Parking:	Parking court, parallel on-street and angled on-street



**Figure 101: Character Area ③ Hampden Gardens**

Total homes:	115
Home type:	13 houses; 102 flats
Height:	2-5 storeys
Site area:	1.28 ha
Open space:	0.18 ha public open space + grassed areas + gardens
Density:	90 homes per ha
Parking:	Parking court, on-plot, 90 degree on-street and underground



**Figure 102: Character Area ④ Pym Court**

Total homes:	136
Home type:	9 houses; 127 flats
Height:	2-6 storeys
Site area:	1.22 ha
Open space:	0.15 ha + public open space + grassed areas + gardens
Density:	111 homes per ha
Parking:	Parking court and 90 degree on-street



**Figure 103: Character Area ⑤ Fairfax Road**

Total homes: 39  
 Home type: Semi-detached  
 Height: 2 storeys  
 Site area: 1.33 ha  
 Open space: Gardens + grassed areas  
 Density: 29 homes per ha  
 Parking: On-plot and on-street

**Figure 104: Character Area ⑥ Catharine Street**

Total homes: 91  
 Home type: Terrace houses  
 Height: 2 storeys  
 Site area: 1.27 ha  
 Open space: Gardens  
 Density: 72 homes per ha  
 Parking: On-street with some garages in the centre of the block

**Figure 105: Character Area ⑦ Ainsworth Street**

Total homes: 68  
 Home type: Terrace; mews  
 Height: 2 storey  
 Site area: 1.18 ha  
 Open space: Gardens  
 Density: 58 homes per ha  
 Parking: On-street with some parking courts in the centre of the block

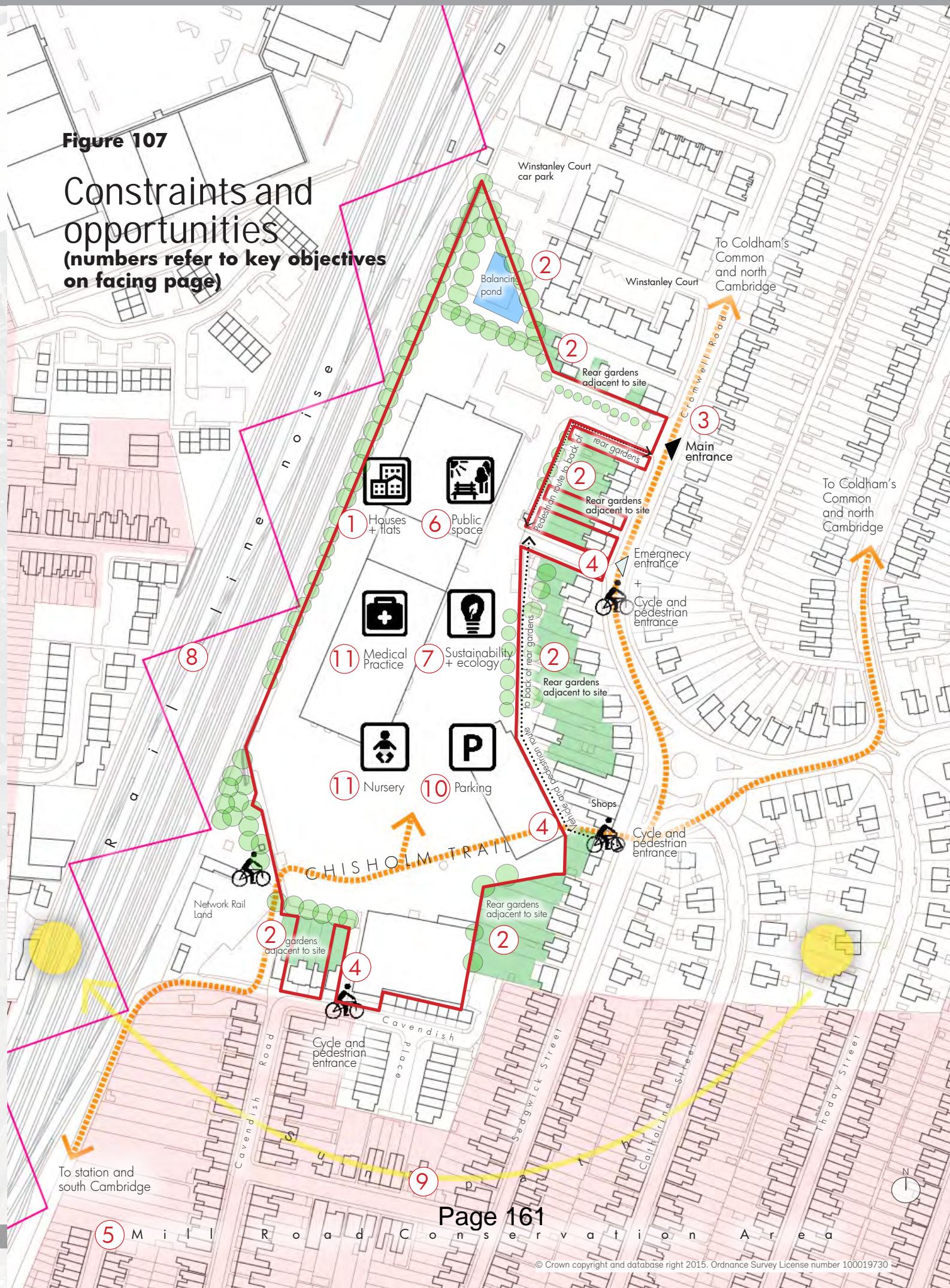
**Figure 106: Character Area ⑧ St Matthew's Gardens**

Total homes: 101  
 Home type: 43 houses; 58 flats  
 Height: 2-4 storeys  
 Site area: 1.03 ha  
 Open space: 0.19 ha+ public open space + gardens  
 Density: 98 homes per ha  
 Parking: Underground



**Figure 107**

## Constraints and opportunities (numbers refer to key objectives on facing page)



## 2.10. Key objectives (Figure 107)

2.10.1. This chapter has highlighted the key planning and design considerations on and around the site. The key objectives are summarised below:

- ① Provide a mix of flats and houses at 75 dwelling units per hectare
- ② Protect the amenity and access rights of existing neighbouring properties
- ③ Utilise the existing access roads into the site
- ④ Create pedestrian and cycle routes through the site, including the Chisholm Trail
- ⑤ Respect the adjacent Mill Road Conservation Area, located to the south and west of the site, and its setting
- ⑥ Provide a large, welcoming and accessible public open space
- ⑦ Preserve and enhance the sustainability and biodiversity value of the site
- ⑧ Ensure existing and new homes are protected from the noise of the rail line
- ⑨ Provide new homes that maximise daylight and sunlight
- ⑩ Provide adequate car and cycle parking in a variety of typologies
- ⑪ Accommodate the potential for a medical practice and/or an early years facility if needed
- ⑫ Deliver a high quality form of development that responds positively to the site's context



# 3. Vision





**Illustrative image**

Page 165

### 3.1. Vision for the site

“The vision for the Ridgeons site, Cromwell Road, is to create a well designed housing development. The new development will incorporate new public open space, new pedestrian and cycle routes and respond positively to the character of the surrounding area”

## 3.2. Development principles

(Figures 108 - 109)

- 3.2.1. The development principles for the Ridgeons site are based on the analysis in the previous chapter. They have also been informed by two rounds of consultation with local people and key stakeholders.
- 3.2.2. The principles are considered in two parts.
- 3.2.3. The first are the site and surrounds, which are principles to be addressed directly in the SPD.
- 3.2.4. The second are for the wider area, which have been considered generally when preparing the SPD. However, the principles for the wider area are not in the direct control of either Ridgeons or Cambridge City Council and generally represent matters within the jurisdiction of the Highway Authority (Cambridgeshire County Council).

**Figure 108: Site and surrounds.** Design principles to be addressed directly in the SPD:

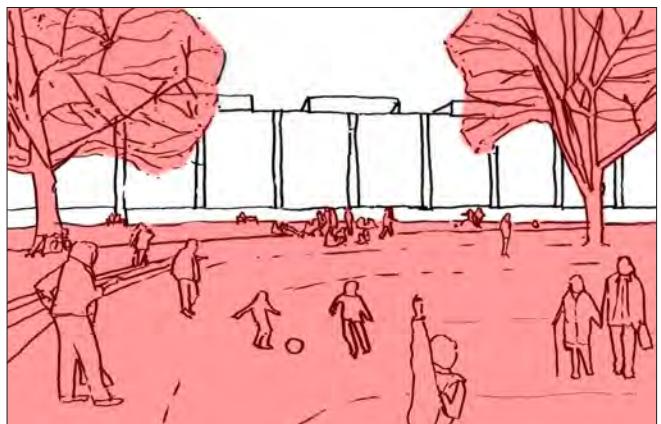
1

Create an integrated community  
– mixing tenure and sizes of homes



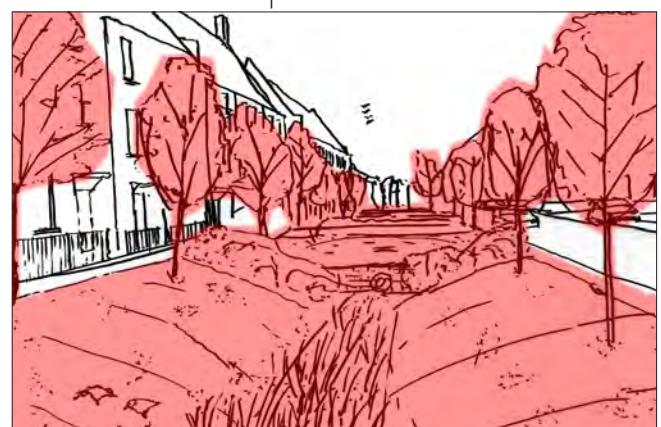
2

Provide accessible and usable open space



3

Protect and enhance the biodiversity of the site and deliver a sustainable form of development

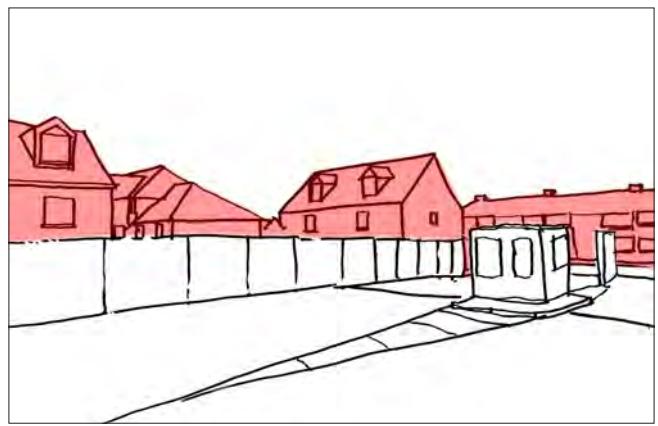


**4**

Create a connected and permeable street network for pedestrians and cyclists

**7**

Protect the amenity of surrounding properties

**5**

Incorporate the Chisholm Trail cycle route

**8**

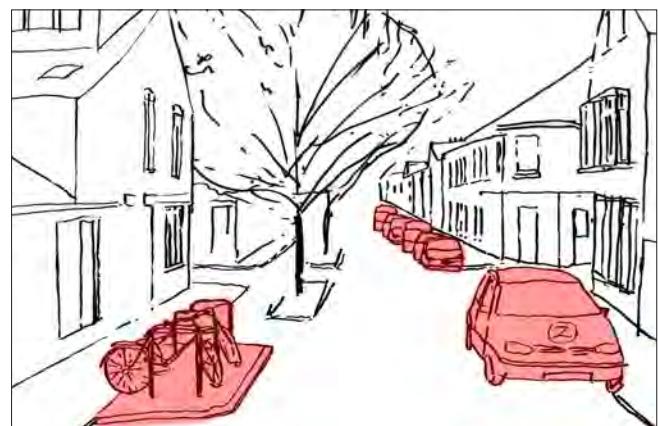
Respond positively to the character of the Mill Road Conservation Area

**6**

Create a variety of building heights that respond to surrounding buildings and spaces

**9**

Provide enough space for car parking, car clubs and cycle parking



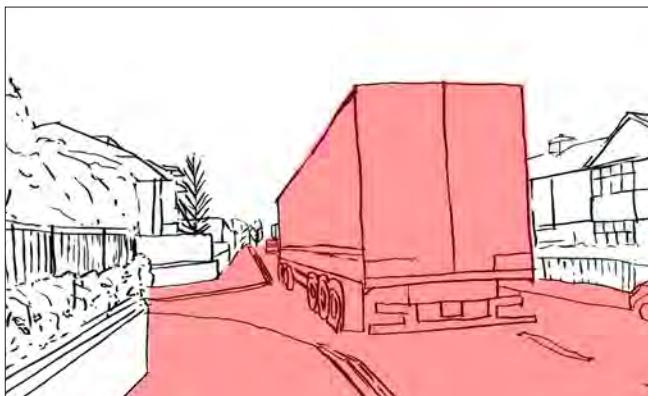


**Figure 109:** For the **wider area**, the following design principles have been considered when preparing the SPD:

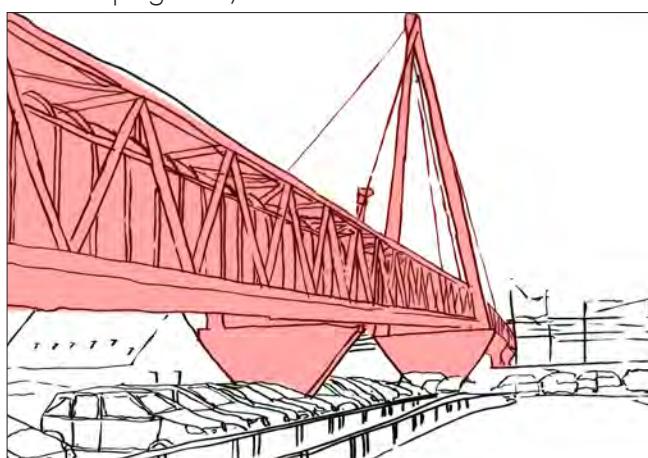
- 10** Consider the provision of education and health care facilities in the local area



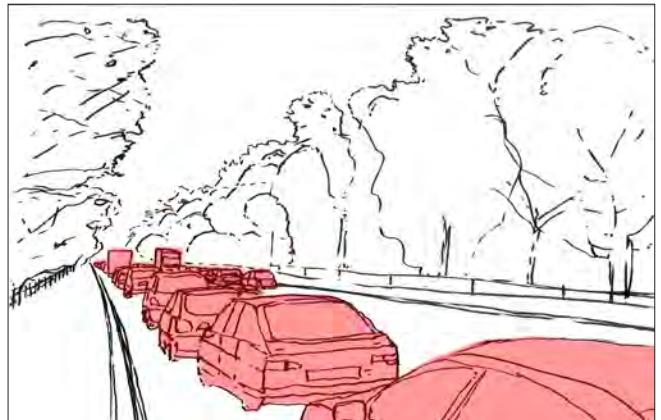
- 11** Look for opportunities to improve the public realm on Cromwell Road



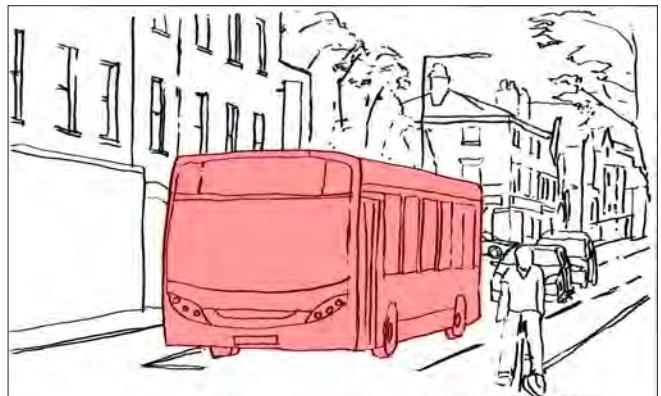
- 12** Investigate the feasibility of providing a bridge over the railway (addressed on page 38)



- 13** Consider the impact of vehicle traffic in the local area



- 14** Consider improvements to public transport in the local area



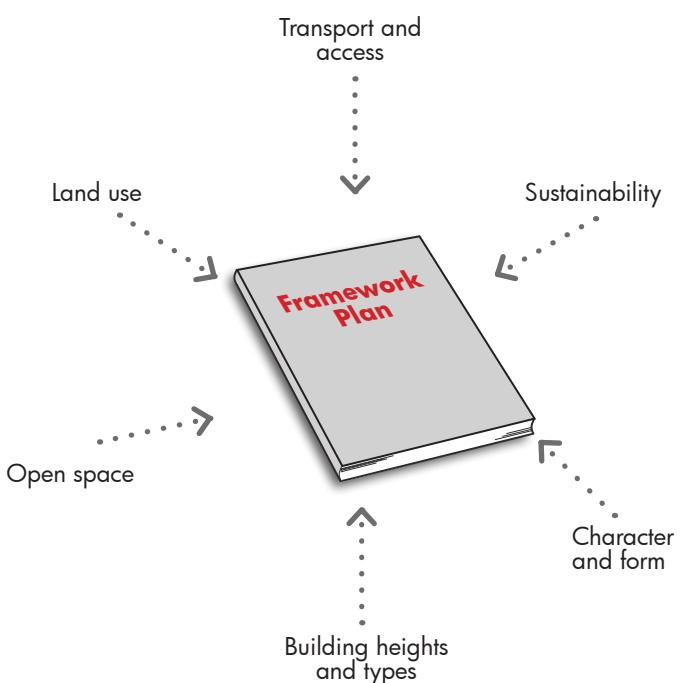


# Parameters for change



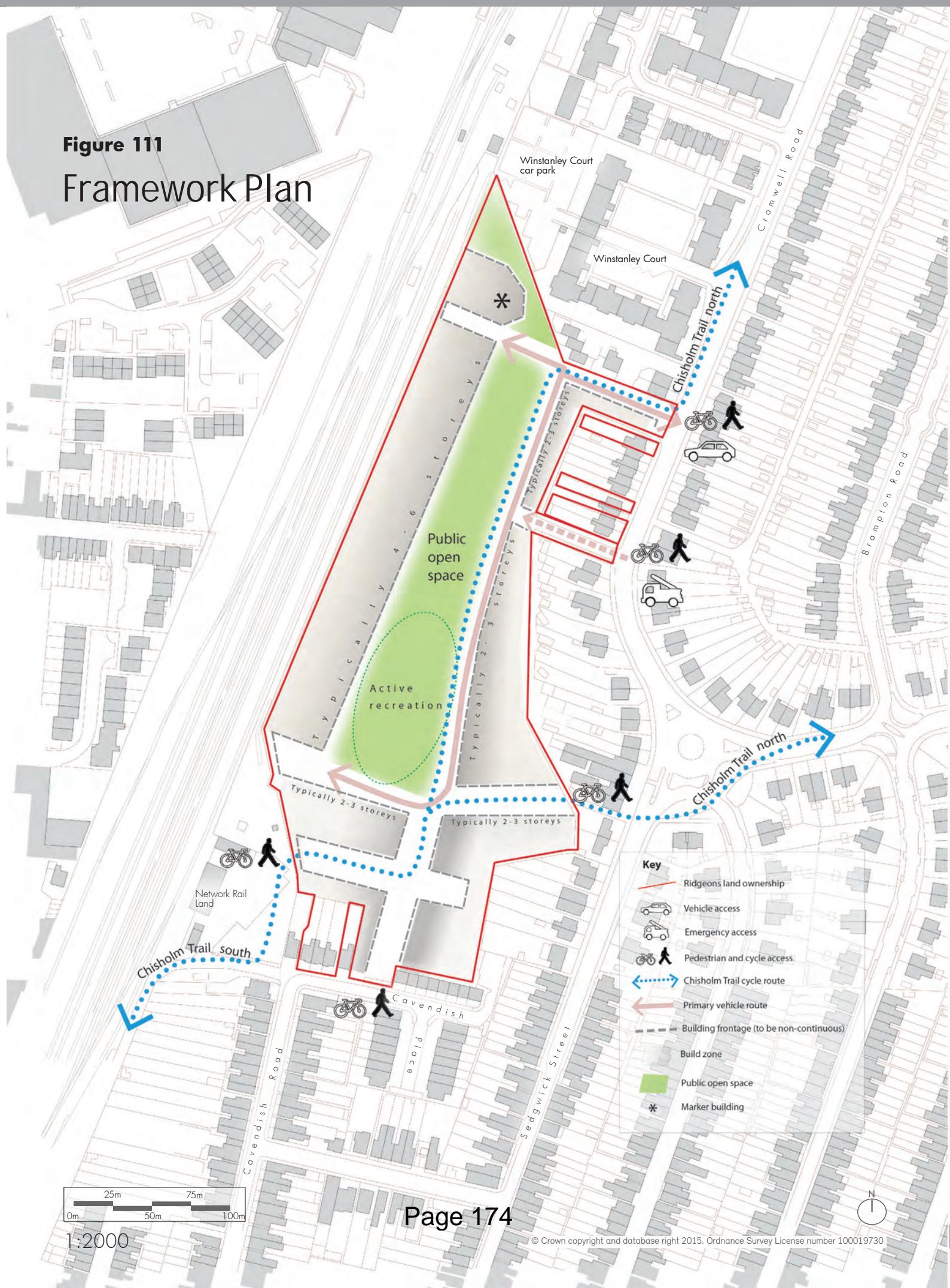
## 4.1. Introduction (Figures 110 - 111)

- 4.1.1. This chapter of the SPD provides planning and design guidance on how the development principles will be used to guide future planning application(s). In some cases the guidance is more prescriptive, and this is reflected in the language with words such as will and should. In other cases the guidance is more discretionary and illustrative, providing a vision and aspirations for future development.
- 4.1.2. As well as complying with the planning and design guidance in this SPD, any future planning application(s) will have to comply with the policies in the Cambridge Local Plan 2014. A list of relevant policies is provided in Appendix B.
- 4.1.3. This chapter is structured under six themes:
- Land use
  - Transport and access
  - Building heights and types
  - Open space
  - Character and form
  - Sustainability
- 4.1.4. The themes have been used to create a Framework Plan (please see figure 111), which broadly illustrates how the routes, buildings and open space should work together. The remainder of this chapter illustrates how the Framework Plan has been built-up and provides guidance on each of the six themes.



**Figure 110: The six themes that together make-up the Framework Plan**

**Figure 111**  
**Framework Plan**



## 4.2. Land use (Figures 112 - 113)

- 4.2.1. In line with the site allocation, the primary land use will be housing. The policy requirement for affordable housing is 40%. Affordable housing should be distributed in clusters across the site.
- 4.2.2. Discussions have been held with the NHS and Cambridgeshire County Council about the provision of medical practices, school and nursery places in the locality. This was in response to public consultation feedback as part of the preparation for the SPD. The discussions highlighted the potential need for a medical practice, an early year's nursery and community floor space to be provided on site, however at the time of writing the need for these land uses has not been confirmed by the NHS and Cambridgeshire County Council.
- 4.2.3. Given a planning application could precede the NHS and Cambridgeshire County Council confirming a need or otherwise, it is suggested that floor space could be reserved for an agreed period of time for the medical centre, early year's nursery and/or community use. If in the future there is no need identified for the land uses, the reserved floor space could revert to housing.
- 4.2.4. Any planning application on the Ridgeons site will need to be informed by an appropriate assessment of demand and capacity. The assessment should be in line with Policy 73: Community, sports and leisure facilities in the emerging Local Plan. If required, a medical centre, early year's nursery and /or community use would need to be provided in a location which is reasonably central, with adequate provision for parking, and in the case of the nursery, near an open space.

## 4.3. Transport and access

Pedestrian and cycle connectivity and principles (Figures 114 - 128)

- 4.3.1. The Ridgeons site offers an excellent opportunity to open-up a currently closed site and make connections with the wider existing street network and future Chisholm Cycle Trail. As such, access and routes through the site will be provided for pedestrians and cyclists around the site.
- 4.3.2. To accommodate the Chisholm Trail and to aid pedestrian connectivity, cycle and pedestrian access to the site should be provided on the track behind the shops on the mini roundabout on Cromwell Road and adjacent to the green space linking through to Cromwell Road further north. The preferred southern connection for the Chisholm Trail is via the Network Rail land to the west of the site.



**Figure 112: Nursery**



**Figure 113: Medical practice**

- 4.3.3. The new streets within the development should accommodate, where possible, generous pavements and shared surfaces to encourage cycling and pedestrian activity, and slowing down vehicle speed.

#### Vehicle access, routes and hierarchy

- 4.3.4. Vehicle access to the site should continue to be through the existing Ridgeons site entrance on Cromwell Road. However, given the width of the entrance, it is suggested that the entrance road is narrowed. This will be the only vehicle entrance into the site and will also serve pedestrians and cyclists.
- 4.3.5. The existing, currently closed, vehicle access route to the south of the main entrance should be retained as an emergency vehicle access route. There is the possibility this could also be used for a pedestrian and cycle access.
- 4.3.6. There should be a hierarchy of vehicle routes through the site, with a primary street serving the spine of the development to the east of the public open space. All secondary routes should be shared surfaces where possible. Shared surfaces are streets where kerbs and traffic signs are reduced to help create equal priority between pedestrians, cyclists and vehicles. A Transport Assessment will be required at planning application stage.



Figure 114: Shared surface



Figure 115: Opening up the southern side of the site from Cavendish Place for pedestrians and cycles only and incorporating the Chisholm Trail



Figure 116: Opening up the western side of the site for pedestrians and cycles only and incorporating the Chisholm Trail



Figure 117: Retaining the existing vehicle route into the site as the only vehicle entry point into the new development. Entrance should be narrowed.

## Car Parking

- 4.3.7. Cambridge City Council's car parking standards are expressed as maximum standards in line with national guidance and the City Council's sustainability aims. However, there could be justification for car parking provision below the maximum policy levels given the close proximity of the site to public transport, shops and services. It is suggested that a car parking ratio of 1:1 for each home (i.e. one space per home) with an additional visitor parking space of 0.25 (i.e. one parking space per four homes) could be acceptable. Any parking allocation will need to be justified in future planning application(s).
- 4.3.8. Car parking should be provided in a variety of typologies, including parallel on-street bays, perpendicular (head on) bays, on-plot, parking courts and undercroft. The potential for the use of car clubs within the development as a whole should also be investigated early in the development process.
- 4.3.9. Car parking for disabled people should be provided in line with Cambridge City Council's standards in suitable locations to allow easy and level access to buildings and spaces.

## Cycle parking

- 4.3.10. Safe and secure cycle parking should be provided and should accord with Cambridge City Council's policy requirements.



**Figure 118: Parallel on-street bays**



**Figure 119: Perpendicular bays**



**Figure 120: On plot**



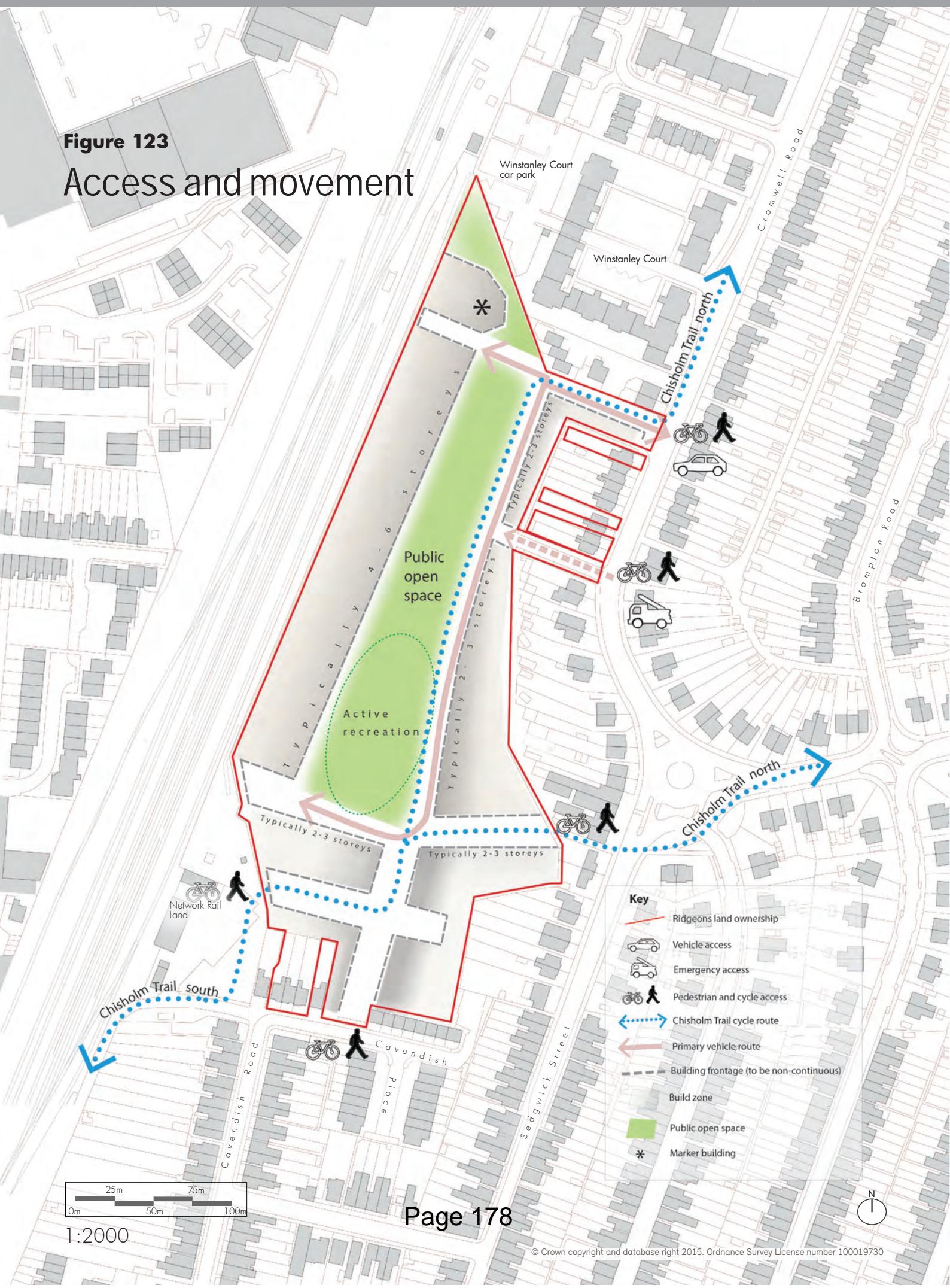
**Figure 121: Parking court**

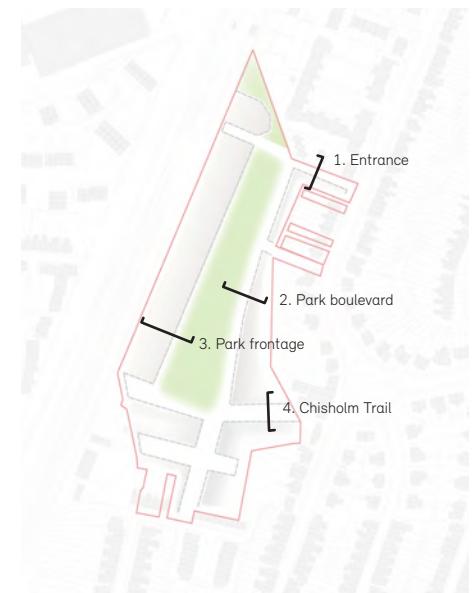


**Figure 122: Cycle parking**

**Figure 123**

# Access and movement





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**Figure 124: Street typology key plan**

**Figure 125: Street typology 1- Indicative entrance street**



**Figure 126: Street typology 2 - Indicative park boulevard**

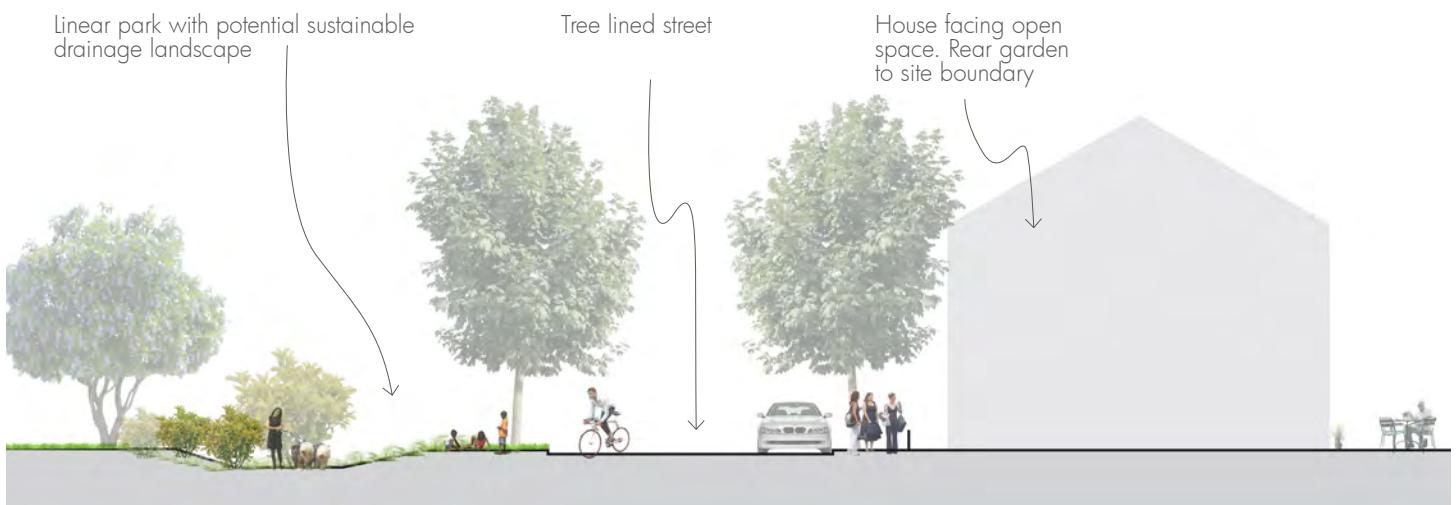
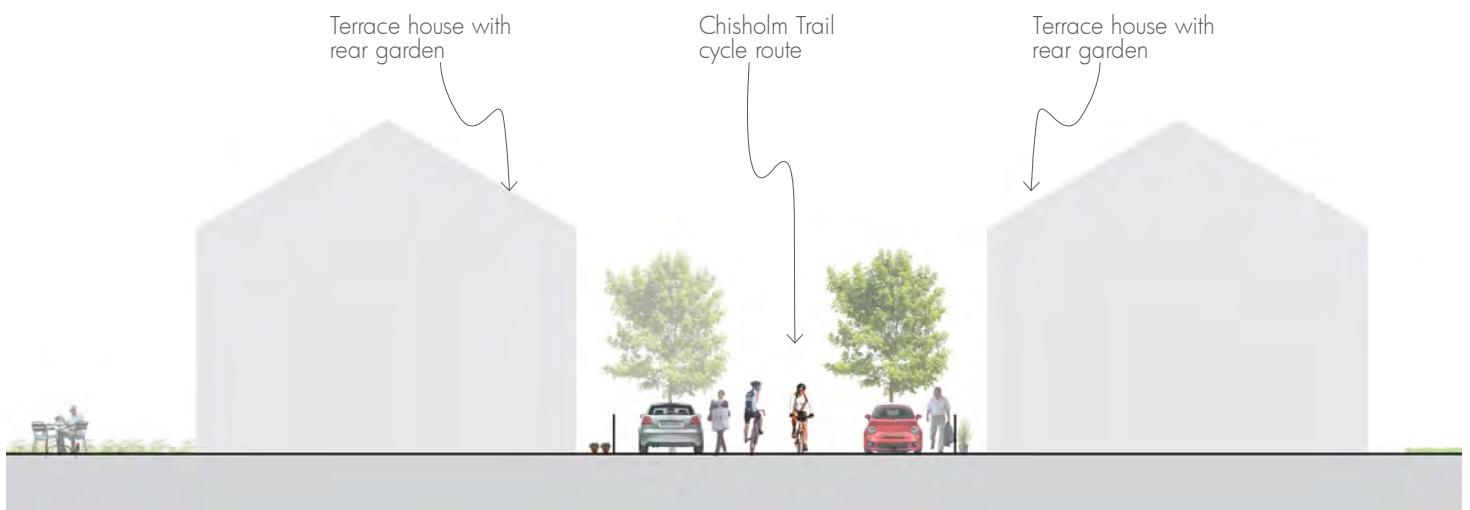


Figure 127: Street typology 3 - Indicative park frontage



Figure 128: Street typology 4 - Indicative Chisholm Trail street



## 4.4. Open Space (Figures 129 - 135)

- 4.4.1. Public open space should be provided on the Ridgeons site. Through consultation, local people said that the open space should be welcoming and be capable of fulfilling a range of activities for different age groups. These activities include: children's play (for a range of ages), informal ball games, picnics, places to rest and community events.
- 4.4.2. An open space should be provided in the heart of the new development, allowing views and accessibility for new and existing residents.
- 4.4.3. Street trees should be provided on the primary street to the east of the open space. Street trees could also be used to pick-out key routes, such as the Chisholm Trail and Cromwell Road entrance.
- 4.4.4. Sustainable urban drainage (SUDs) landscape features will be required in the open space. More details can be found in 4.7 Sustainability on pages 80-81.
- 4.4.5. Open space character areas

- ① Retained vegetation. A more wild and planted public space in the north of the site which substantially retains the existing vegetation and also has the potential for sustainable drainage.
- ② Linear park. A long green space, with children's play, planting and the potential for landscape features for sustainable drainage.
- ③ Green area, big enough for active recreation, children's play, sitting and enjoying.



**Figure 129:** ① Indicative image of retained vegetation



**Figure 130:** ② Indicative image of a linear park



**Figure 131:** ③ Indicative image of a green area which is big enough for active recreation

**Figure 132****Open space**

### Children's play space

- 4.4.6. Children's play space for a range of ages should be provided throughout the development. It is likely that several Local Areas for Play (LAPs) will be included on the site and one locally equipped/ landscaped area for play (LEAP). Allotments and opportunities for communal growing could be provided on the site, depending on local demand.

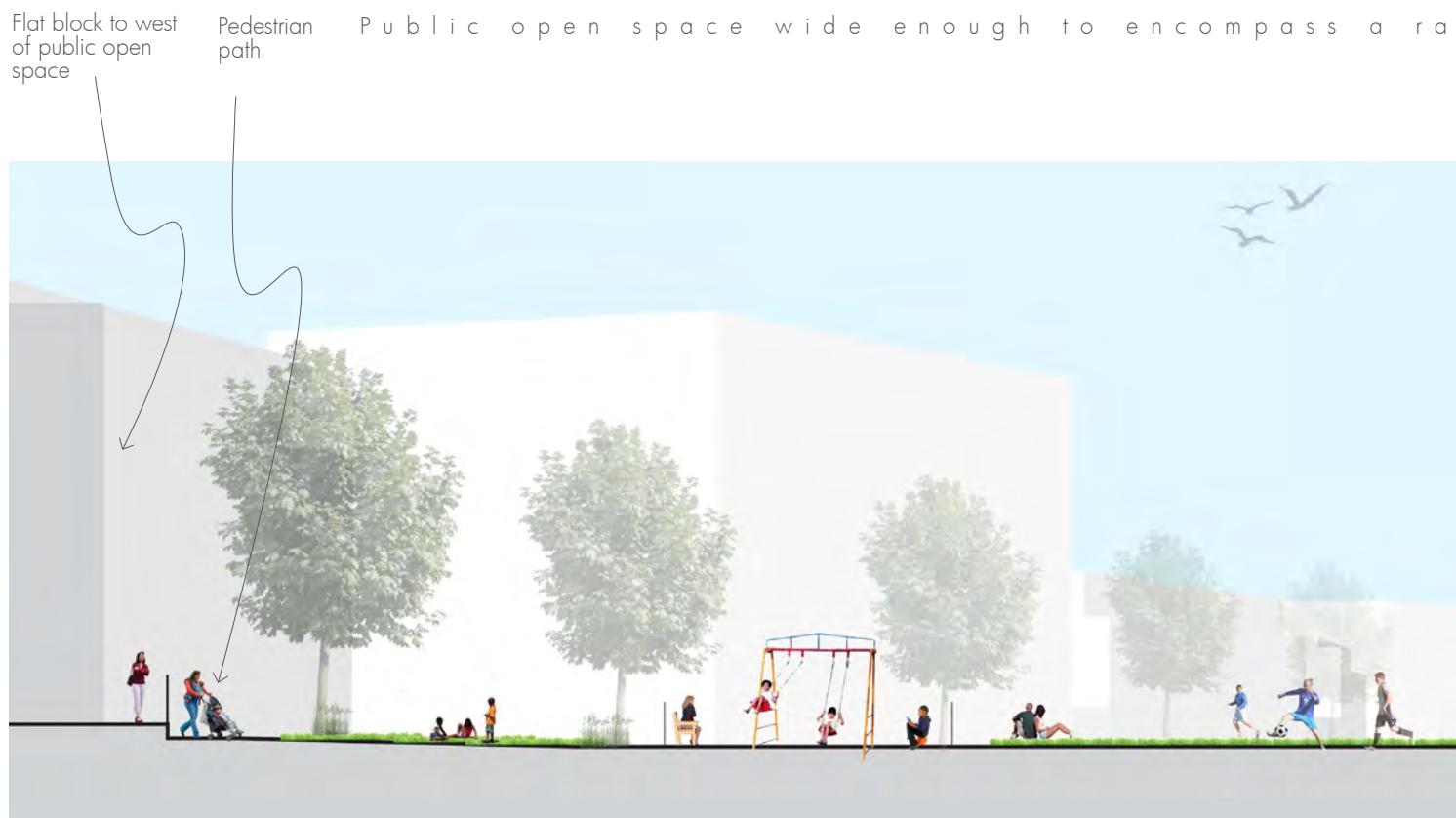
### Outdoor sports pitches

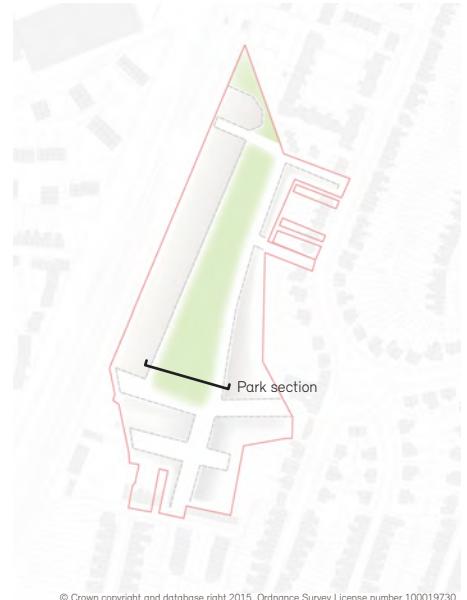
- 4.4.7. Outdoor sports pitches do not have to be provided on the site given the size of the site and the provision of three sports pitches at Romsey Recreation Ground and eleven sports pitches at Coldham's Common. Commuted sums for off site provision or improvements in lieu of on site provision will be sought.

### Shadow studies

- 4.4.8. All proposals for the site should use shadow studies at different times of the day and year to demonstrate that the public open space receives a reasonable amount of sunlight.

Figure 133: Indicative section through public open space





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**Figure 134: Key - park section line**



## 4.5. Building heights and types (Figure 135)

### Building and housing types

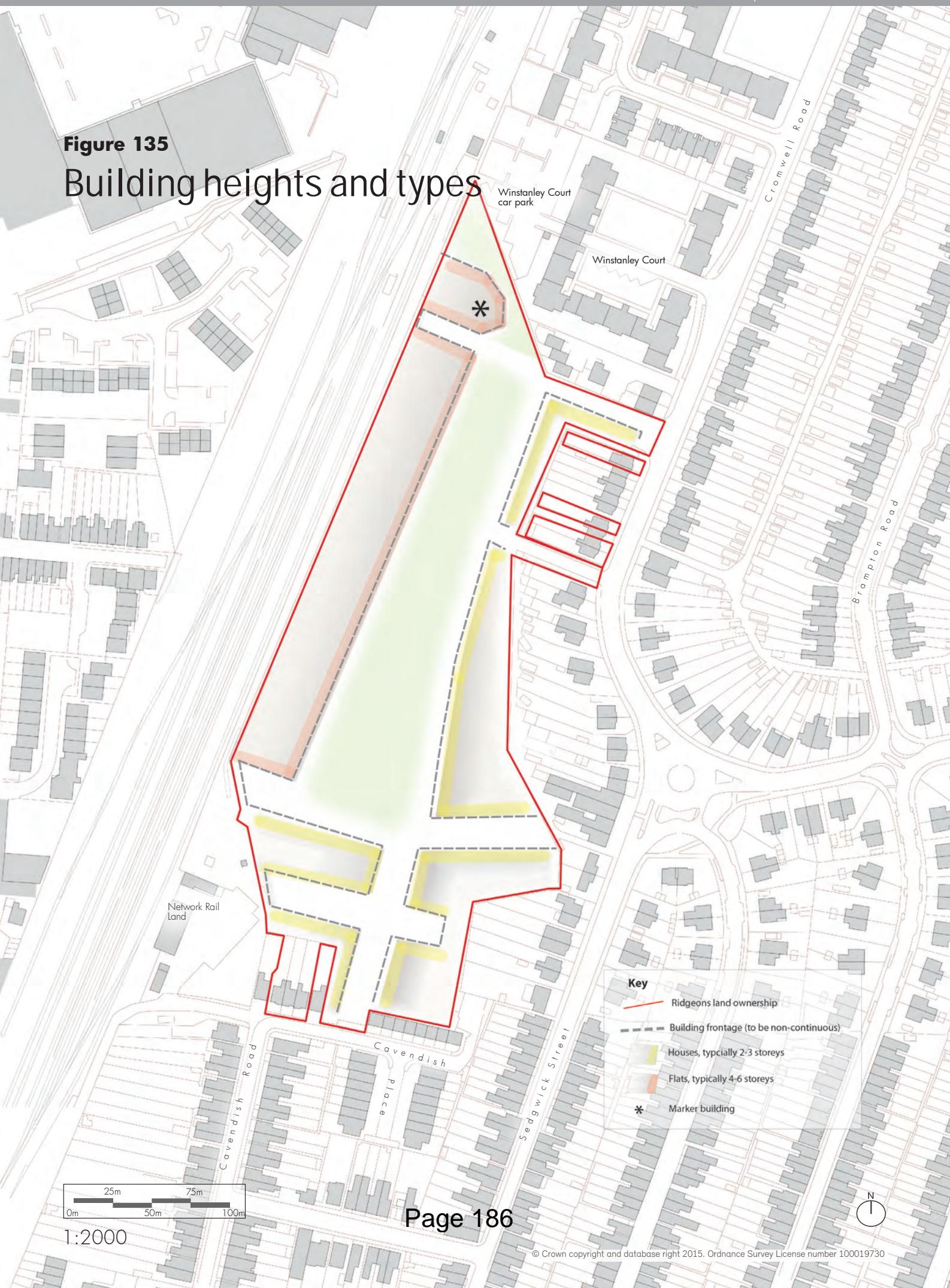
- 4.5.1. A range of building and housing types should be provided across the site in a mixture of houses and flats. This range of typologies will help create an integrated community, with homes suitable for singles, couples, families, empty nesters and older people.
- 4.5.2. All new homes should optimise solar orientation and outlook, while also providing a robust street and block layout. Dual aspect homes should be maximised and single aspect north facing homes avoided.
- 4.5.3. New homes should generally be set-back from the street, with small front gardens or privacy strips. Where possible, ground floor properties should have rear gardens or patios and flats should have a balcony or terrace.
- 4.5.6. Flats in taller blocks (typically 4-6 storeys) should be located to the north and west of the site, away from existing properties and the conservation area. While this area is designated for taller flat blocks, there could also be the potential for lower rise houses to be mixed in. There is the opportunity for a marker building in the northern most part of the site.

### Boundaries

- 4.5.7. All new buildings should respect the amenity of surrounding existing properties and maintain a reasonable back-to-back distance between directly facing windows of habitable rooms in existing surrounding properties. Existing vegetation within the boundary should be retained where possible.

### Building heights

- 4.5.4. A range of building heights should be provided across the site. This will help create visual interest and character within the development, while also allowing a contextual response to the character in the surrounding streets.
- 4.5.5. Generally, houses of 2-3 storeys should be located nearer the south and east of the site, which is closer to the boundaries with existing properties and the Mill Road Conservation Area. It is suggested that these properties should generally be laid out on streets similar in width to those in the conservation area.

**Figure 135****Building heights and types**

## 4.6. Character and form (Figure 136)

4.6.1. The street and block layout for the Ridgeons site should be legible and respond to the surrounding area. New streets and blocks should be stitched into the existing urban fabric. Buildings should be orientated to overlook public spaces and streets, with layouts planned to follow the principles of Secure By Design.

### Character areas

- 4.6.2. The character in the south of the site should reflect the character of the adjacent Mill Road Conservation Area. Typically, this should be 2-3 storey houses, with rear gardens, set out on a grid of streets.
- 4.6.3. The character of the rest of the site should be based around a new accessible public open space. The open space should be large enough for active recreation and be welcoming for all of the community.
- 4.6.4. The buildings to the west of the open space should typically be 4-6 storey flat blocks, with the potential for houses to be mixed in. The northern most part of the site has the potential for a marker building.
- 4.6.5. The buildings to the east of the open space should typically be 2-3 storey houses with rear gardens. Street trees should be considered for the entrance to the site from Cromwell Road and on the east side of the open space.

**Figure 136**

## Indicative character and form



## 4.7. Sustainability (Figures 137-142)

### Site-wide sustainability

4.7.1. Creating a sustainable development should be a priority underpinning the redevelopment of the Ridgeons site. A site wide approach should be employed to address environmental, social and economic issues. Development should comply with the Cambridge Sustainable Design and Construction SPD and propose strategies for the following relevant issues:

- i. Health and well-being of future residents
- ii. Energy efficiency of new buildings
- iii. Design for climate change
- iv. Water use
- v. Flood mitigation – SUDs
- vi. Use of materials and resources
- vii. Waste and recycling
- viii. Employment opportunities
- ix. Pollution
- x. Transport and mobility
- xi. Foul drainage

4.7.2. Specific strategies that could be considered for the site include:

- i. Mitigation of overheating in flats and taking measures to improve internal thermal comfort.
- ii. Water sensitive urban design such as sustainable drainage features like swales, rain gardens, ponds and rills could be designed into the open space and landscape.

4.7.3. Other sections of this document are also relevant to the wider agenda of sustainability.



**Figure 137: Sustainable drainage**



**Figure 138: Cycle parking**



**Figure 139: Solar panels**

## Ecology

4.7.4. There are many opportunities for enhancing the ecology and biodiversity of the site which currently has a very low ecological value. Initiatives should be developed in the context of wider plans for improvements to ecology and biodiversity.

Initiatives that could be considered are:

- i. Tree and other planting where appropriate
  - ii. Water resources in association with SUDs and landscape features where possible
  - iii. Nesting opportunities for a variety of bird and bat species
  - iv. Habitats for insects
- 4.7.5. Flat and low pitched roofs could provide an opportunity to improve the ecology of the site and contribute to the general increase in biodiversity. Both green and brown roofs with local species of flora might be desirable. The installation of photovoltaics over green roofs is also possible as the shade will add variety to the environmental conditions.
- 4.7.6. Opportunities for the creation of green walls comprising climbing plants could be explored in north and east facing walls to provide nectar sources for invertebrates and cover and night roosting sites for birds. Initiatives that link the provision of ecological enhancements with the public art strategy could also be explored.



**Figure 140: Existing vegetation on the site**



**Figure 141: Green roof**



**Figure 142: Bat box**

## 4.8. Planning Obligations

- 4.8.1. The development is likely to result in increased demands for community infrastructure such as public open space, sports, health and community facilities and additional school and nursery places. Some of these demands will be met on site and others via commuted sums to provide new or enhanced infrastructure off site. It is also possible that in addition to the provision of the Chisholm Trail through the site, other transport improvements will be needed off site. Waste and Recycling facilities may also need to be secured. Planning Obligations via a Section 106 agreement will be needed to deliver this infrastructure. The full list and scope of these Planning Obligations will be defined through the consideration of the planning application(s).

# Appendix A: Glossary of terms

## Appendix A - Glossary of terms

### Biodiversity

The number and variety of plants and animals.

### Built form

Buildings and their structures.

### Cambridge Local Plan 2006

This is the currently adopted Local Plan which sets out the policies and proposals for developments within Cambridge up until 2016. It includes a number of detailed policies and allocations where the Council would like new development to occur. Allocation 5.14 identifies the southern part of the Ridgeons site (0.8 hectares in area) as being land suitable for housing.

**Cambridge Local Plan 2014 Proposed Submission**  
Provides the policies and proposals for accommodating future developments within Cambridge up until 2031. The Plan is currently the subject of an independent examination. If found sound, the Plan will be adopted and will at that point replace the 2006 Local Plan. At this stage, this emerging document is in draft form only. It includes a number of detailed policies and draft allocations setting out how and where the Council would like future development to occur. One such draft allocation is the Ridgeons site on Cromwell Road (Site R12).

### Consultation 1: Themes and fact-finding

Exhibition, workshop and online consultation which asked local people to help decide on the key themes for the Planning and Development Brief.

### Consultation 2: Design Principles & Framework Plan

Exhibition, workshop and online consultation which reviewed the key themes from consultation 1 and asked local people what they thought about the draft design principles and framework plan.

### Character and Form

A combination of: the layout of buildings and streets; the height and appearance of the buildings; the amount and distribution of open space; and the density of a development.

### Development Principles:

A set of 14 principles which underpin the redevelopment of the Ridgeons site.

### Density

Density is a method of measuring the intensity of development within a specified area. Density is calculated by dividing the number of homes by the site area in hectares. The site area includes roads and open spaces.

### Framework Plan

A plan used to illustrate how the open space, routes and building frontages work together on the Ridgeons site.

### Habitats Regulation Assessment (HRA)

Habitats Regulations Assessments (HRA) are required under European Directive 92/43/EEC on the "conservation of natural habitats and wild fauna and flora for plans" that may have an impact of European (Natura 2000) Sites.

A HRA is the assessment of the impacts of implementing a plan or policy on a Natura 2000 Site. Its purpose is to consider the impacts of a Local Plan document against the conservation objectives of a site.

### Hectare

An area of 10,000 square metres

### Legibility/Legible

The degree to which a place can be easily understood and navigated.

### Listed Building

A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations that would affect its character or its setting.

### Local Plan

Abbreviation used to describe the statutory plan adopted by the City Council.

**Marker building**

A building that helps identify a location and is differentiated in design from its neighbours.

**Massing**

The combined effect of the arrangement, volume and shape of a building or group of elements. This is also called bulk.

**Mitigation**

The purpose of mitigation is to avoid, reduce and where possible remedy or offset any significant negative (adverse) effects on the environment etc. arising from the proposed development.

**Mill Road Conservation Area**

There are 11 Conservation Areas within Cambridge, as defined by the City Council. These areas are considered to have 'special architectural or historic interest' and new developments within them must take this into consideration. The Cromwell Road site is located just outside of the Mill Road Conservation Area.

**Parking Standards**

Document setting out maximum permissible levels of car parking for various land uses, along with minimum levels of cycle parking.

**Planning Applications**

There are two possible approaches for the submission of a planning application. An 'outline' application establishes the broad principles of a development and sets development parameters, with more detailed matters submitted later as 'Reserved Matters' applications. Alternatively, a 'full application' would provide all details of the proposed development at the outset.

**Public Realm**

The areas of city or town (whether publicly or privately owned) that are available, without charge for everyone to use or see, including streets, parks and open spaces.

**Planning and Development Brief**

A planning policy document to help guide the preparation and assessment of future planning applications for specific sites coming forward for redevelopment.

**Sustainability Appraisal (SA)**

Sustainability Appraisal (SA) is a compulsory requirement under the 2004 Planning and Compulsory Purchase Act and the 2001/42/EEC European Directive.

A process used to appraise planning policy documents in order to promote sustainable development. Social, environmental and economic aspects are all taken into consideration.

**Sustainable Development**

Sustainable Development is a broad term that encompasses many different aspects and issues from global to local level. Sustainable development can be described as 'Development, which meets the needs of the present without compromising the ability for the future generations to meet their own needs' (after the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission).

**Sustainable Urban Drainage Strategy (SuDS)**

Sustainable urban drainage systems control and slow down surface water run off by mimicking natural drainage process in built-up areas. These systems include: areas for surface water storage; areas for water to infiltrate the ground slowly; and systems for limiting water flow.

**Supplementary Planning Document (SPD)**

SPDs were established as part of the Planning and Compulsory Purchase Act 2004 in United Kingdom law. They may cover a range of issues, be broadly thematic or site-specific. In the case of the Ridgeons site on Cromwell Road, the SPD is site specific and provides guidance on matters of design, land use and the amount of development appropriate for the site.



# Appendix B: Relevant Cambridge Local Plan Policies

The following list represents the most relevant policies but is not an exhaustive list.

<b>Cambridge Local Plan 2014 Policy</b>	<b>Title</b>
Policy 1	Presumption in favour of sustainable development
Policy 3	Spatial Strategy for the location of Residential Development
Policy 5	Strategic Transport Infrastructure
Policy 26	Site Specific Development Opportunities
Policy 27	Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 31	Integrated water management and the water cycle
Policy 32	Flood Risk
Policy 33	Contaminated Land
Policy 34	Light Pollution Control
Policy 35	Protection of human health from noise and vibration
Policy 36	Air quality, odour and dust
Policy 45	Affordable Housing and dwelling mix
Policy 50	Residential Space Standards
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## APPENDIX C

# Ridgeons site, Cromwell Road Planning and Development Brief Supplementary Planning Document (SPD)

## Statement of Consultation

### Background

Cambridge City Council has been working jointly with the owners and agents of the Ridgeons builders merchants site on Cromwell Road for several months to prepare a Planning and Development Supplementary Planning Document (SPD) for the site. The purpose of the Ridgeons site, Cromwell Road Draft Planning and Development Brief Supplementary Planning Document (SPD) is to guide the redevelopment of the Ridgeons site allocation, which is allocated in the Cambridge Local Plan 2014: Proposed Submission document (as amended<sup>1</sup>). This document will form a material consideration that will be taken into account by the Council in determining any future planning applications for the site.

The Planning and Development Brief SPD is structured in four chapters:

- Chapter 1 provides the background to the draft SPD, including the planning context, the process of preparing the draft SPD, and the status of the document;
- Chapter 2 illustrates and provides an analysis of the Ridgeons site and its surrounding area, giving consideration to the site's history, land uses, transport, open space, building and character in order to identify opportunities and constraints for future redevelopment;
- Chapter 3 provides a vision for the site and a series of development principles to achieve this vision;
- Chapter 4 provides guidance on how the site should be developed, organised into the following themes: land use, transport, open space, buildings, character and sustainability.

### Preparation of the Planning and Development Brief SPD

In order to help inform the Planning and Development Brief SPD, there were two stages of informal local consultation as well as input sought from key local stakeholders such as Cambridge Cycling Campaign and Cambridge Past Present and Future. In March 2015, Ridgeons hosted an exhibition and workshop titled "themes and fact finding", which provided local residents and stakeholders with an opportunity to make clear their aspirations for and concerns about any redevelopment of the site. The second stage of informal consultation took place on 11 July 2015, and involved consultation on a draft 'framework' plan for the site. Again, an exhibition and workshop event took place and a significant amount of feedback was

<sup>1</sup> Through the Addendum to the Cambridge Local Plan 2014 Proposed Submission Document (July 2013): Schedule of Proposed Changes Following Proposed Submission Consultation (February 2014)

collected, this time on the more detailed ideas for the various 'themes' for development included in Chapter 4 of the draft SPD.

Further information about these workshops can be found at:

<http://cromwellroad-ridgeonsspd.co.uk/cromwell-road-ridgeons-pc/>

### **Consultation on the draft SPD**

The draft Planning and Development Brief SPD was approved for consultation at Development Plan Scrutiny Sub Committee on 8 December 2015.

A Sustainability Appraisal (which included the Ridgeons site allocation<sup>2</sup>) and Habitats Regulations Assessment Screening Report has been carried out and consulted upon for the [Cambridge Local Plan 2014: Proposed Submission](#). The consultation on the emerging Local Plan and accompanying Sustainability Appraisal took place between 19 July and 30 September 2013. These documents, along with other supporting documents were available to view during this consultation.

A Habitats Regulations Assessment is an assessment to ensure that a plan will not have an adverse effect on the integrity of either Special Areas of Conservation (SAC) or Special Protection Areas (SPA).

As part of the Cambridge Local Plan 2014: Proposed Submission document preparation process, a Habitats Regulations Assessment was undertaken to assess the likely impact the Cambridge Local Plan may have. The assessment concluded that the emerging Cambridge Local Plan is not likely to have any significant effects on the Natura 2000 or Ramsar sites identified.

For the Ridgeons site, Cromwell Road Draft Planning and Development Brief SPD, a Sustainability Appraisal Screening Report was completed. This document confirmed that the allocation of land at the Ridgeons site took place as part of the process of developing the emerging Cambridge Local Plan, and as such has been subject to a Sustainability Appraisal as part of the Local Plan process. The conclusion of this screening process is that as the Ridgeons site, Cromwell Road Draft Planning and Development Brief SPD does not make any changes to this allocation and it will not give rise to significant environmental effects.

The Ridgeons site, Cromwell Road Draft Planning and Development Brief SPD does not give rise to significant social and economic effects beyond those already identified as part of the appraisal of the emerging Cambridge Local Plan. As such, it is not considered necessary to undertake a separate SA for this SPD.

### **Consultees**

---

<sup>2</sup> Cambridge City Council Part 2, 'Site Options within Cambridge' – Interim Sustainability Appraisal (2013)

The following organisations (below) were directly notified of the public consultation on Ridgeons site, Cromwell Road Draft Planning and Development Brief SPD in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) via email or post where no email address is available (individuals are not listed).

### **SPECIFIC CONSULTATION BODIES<sup>3</sup>**

- Historic England
- Environment Agency
- Highways England
- Marine Management Organisation
- Natural England
- Network Rail
- Cambridgeshire Constabulary
- Cambridgeshire Police and Crime Commissioner
- Cambridge Fire and Rescue Service
- Cambridgeshire County Council
- Comberton Parish Council
- Coton Parish Council
- Cottenham Parish Council
- Fen Ditton Parish Council
- Fulbourn Parish Council
- Girton Parish Council
- Grantchester Parish Council
- Great Shelford Parish Council
- Hauxton Parish Council
- Histon & Impington Parish Councils
- Horningsea Parish

- Council
  - Madingley Parish Council
  - Milton Parish Council
  - Orchard Park Community Council
  - Teversham Parish Council
  - National Grid
  - UK Power networks
  - Cambridgeshire Association to Commission Health
  - Cambridgeshire and Peterborough Clinical Commissioning Group
  - Cam Health
  - Cambridge University Hospital NHS Foundations Trust (Addenbrooke's)
  - NHS Property Services
  - CATCH
  - East of England Strategic Health Authority
  - British Gas
  - EDF Energy
  - E.On Energy
  - Npower Renewables
  - Scottish Power
  - Scottish & Southern Electric
  - BT Openreach
  - BT Group Plc
  - Cambridge Water Company
  - Anglian Water
  - Homes and Communities Agency
  - Office of Rail Regulation
  - Civil Aviation Authority
  - Greater Cambridge

- Greater Peterborough Local Enterprise Partnership
- Sport England

### **COUNCILLORS**

- 42 x City Councillors
- All County Councillors (City Wards)

### **COMMUNITY ORGANISATIONS**

- Age Concern Cambridgeshire
- Cambridge Citizens Advice Bureau
- Cambridge Ethnic Community Forum
- Cambridge Federation of Residents' Associations
- East Mill Road Action Group
- Romsey Action
- Mill Road Society
- Cromwell Road Residents' Association
- Petersfield Area Community Trust
- Mill Road Community Improvements Group
- Cambridgeshire Older Peoples Enterprise (COPE)
- Cambridgeshire Voluntary Sector Infrastructure Consortium (CVSIC)
- Disability Cambridgeshire
- East of England Faiths Council
- The Church of England Ely Diocese
- Cambridge Past Present and Future

---

<sup>3</sup> Specific consultation bodies and duty to cooperate bodies required under the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended

<b>DEVELOPERS &amp; AGENT</b>	<ul style="list-style-type: none"> <li>• Barton Wilmore</li> <li>• Beacon Planning Ltd</li> <li>• Bidwells</li> <li>• Carter Jonas</li> <li>• Cheffins</li> </ul>	<ul style="list-style-type: none"> <li>• Home Builders Federation</li> <li>• RPS</li> <li>• Savills</li> </ul>	<ul style="list-style-type: none"> <li>Campaign</li> <li>• Cambridgeshire Campaign for Better Transport</li> </ul>
<b>OTHERS</b>			
		<ul style="list-style-type: none"> <li>• Cambridge Cycling</li> </ul>	

**Other methods of notification** included notifying the public through:

- a public notice in the Cambridge News;
- through the Council's webpages <http://cambridge.jdi-consult.net/localplan/>;
- via Facebook: <https://www.facebook.com/camcitco>;
- twitter: <https://twitter.com/camcitco> and;
- the Council's Local Plan blog: <http://cambridgelocalplan.wordpress.com/>.

### **Consultation Methodology**

A seven-week consultation period for the Ridgeons site, Cromwell Road Draft Planning and Development Brief SPD took place from:

**9am on 18 January 2015 to 5pm on 7 March 2015**

The draft Planning and Development Brief SPD was made available for inspection along with other relevant documents at the following locations:

- online on the Council's website <http://cambridge.jdi-consult.net/localplan/>
- at the Council's Customer Service Centre at Mandela House, 4 Regent Street, Cambridge, CB2 1BY from 8am-5.15 pm Monday and 9am-5.15pm Tuesday to Friday
- a public exhibition held on 24 February, 2016, at the Ross Street Community Centre between the hours of 4pm - 9pm

The draft SPD was also available for purchase from the Customer Service Centre.

Comments could be made using:

- the online consultation system <http://cambridge.jdi-consult.net/localplan/> or;
- the printed response form which was available from Customer Service Centre (details above) or could be downloaded and filled in electronically by visiting website <https://www.cambridge.gov.uk/ridgeons-site-spd>

Completed forms could be returned to:

- Planning Policy, Cambridge City Council, PO Box 700, Cambridge, CB1 0JH
- Or emailed to [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk)

Respondents could request to be notified of the adoption of the document.

Contact details for further information were also made available as follows:

- Tel: 01223 457200
- Email: [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk)

## **Key Issues Raised**

At the end of the consultation period, a total of 237 separate representations were received, made by 25 respondents, of which 47 (20%) were supportive and the remainder, 190 (80%) were objections.

In summary, the key issues (not all issued) raised (see Appendix A) during the consultation period include the following:

- Chapter 1 – Introduction and Background.
  - minor concerns raised about information on plans;
  - objections raised about what the site should provide, according to some, in terms of community facilities;
  - traffic volumes that could be generated; and
  - the need for an additional Sustainability Appraisal.
- Chapter 2 – Site and Surrounding Area.
  - information contained on key plans;
  - the development of flats (houses being preferred);
  - The importance of on-site health care provision needing to be more explicit;
  - The lack of on-site education provision;
  - Impact from vehicle traffic;
  - Impacts specifically on Cavendish Road;
  - Information in relation to the details of the alignment of the route of the new Chisholm Trail;
  - Lack of proposal for a bridge across the railway line from the site given the poor environment for pedestrians and cyclists using the Mill Road and Coldham's Lane bridges over the railway line;
  - Open space provision;
  - Proximity of dwellings to surrounding houses;
  - Explanation of densities; and
  - Support for some of the key aspirations around placemaking.
- Chapter 3 – Vision.
  - Support for some of the broader principles;
  - Disappointment over the community engagement process;
  - Concern over potential building heights;
  - Level of car parking;
  - Need to consider the long-term functioning of Cromwell Road; and
  - Wording in relation to biodiversity.
- Chapter 4 – Parameters for Change. It should be noted that, to some extent, representations to this chapter repeat representations to previous chapters:
  - Proximity of buildings to neighbouring property which fronts Cromwell Road;
  - Accuracy of detailed information contained on plans;
  - Lack of school provision on site;
  - Impact of development on Cavendish Place;

- Lack of a bridge over the rail line;
- Capacity of the site to accommodate vehicle movements for 245 dwellings;
- Lack of car parking proposed as well as potential for overspill parking into adjacent streets and developments;
- Potential impact on existing surrounding residents due to increased noise levels;
- Nature and widths of roads proposed on the site;
- Concern over the scale, width, and level of enclosure of the proposed central open space;
- Impact from development to existing properties to the north as a result of proximity and difference in ground levels;
- Concern that 4-6 storey heights is too tall;
- Lack of detail in respect of delivering ecological improvements.

Officers worked through all the representations and drafted responses for each briefly listing any proposed changes necessary to the SPD to address the points raised.

The emerging Local Plan is still at the examination stage. If changes to the Local Plan 2014: Proposed Submission policies are made as part of the examination, the SPD will need to be updated to reflect these changes. For more information on the Local Plan examination, visit: <https://www.cambridge.gov.uk/local-plan-review-examination>.

The emerging Local Plan is still at the examination stage, which means that the Council is unable to adopt the Ridgeons site, Cromwell Road Planning and Development Brief as an SPD until the Local Plan has been found sound and adopted. In the interim period, prior to adoption of the SPD, Planning and Development Brief provides context and guidance as material consideration in the planning process.



To: Executive Councillor for Planning Policy and Transport

Report by: Director of Planning and Economic Development

Relevant scrutiny committee: Development Plan Scrutiny Sub Committee 21/7/2016

Wards affected: West Chesterton Ward

## **MITCHAM'S CORNER**

### **DRAFT DEVELOPMENT FRAMEWORK SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

Not a Key Decision

## **1. Executive summary**

- 1.1 The Cambridge Local Plan 2014: Proposed Submission designates Mitcham's Corner under Policy 21: Mitcham's Corner Road Opportunity Area. The Council, as the Local Planning Authority, has been working in partnership with local stakeholders to prepare a development framework for change in this district centre. The work is also being guided by a steering group comprised of City and County Councillors, Officers and a representative of the Friends of Mitcham's Corner. The development framework will help guide the redevelopment of the area and will provide greater certainty and detail to support delivery of the opportunity area.
- 1.2 In order to ensure sufficient weight can be given to such a framework, the document is being prepared in the form of a Supplementary Planning Document (SPD).
- 1.3 The draft Mitcham's Corner Development Framework SPD (Appendix A) has been produced for public consultation. The document outlines the aspirations for the area and for specific large sites, as well as the key issues, constraints and opportunities that will influence how future changes to the street network and new development will take place. Detailed local and stakeholder consultation has taken place which has helped inform the drafting of the development framework. The statement of consultation for the draft development framework SPD is set out in Appendix B to this committee report.
- 1.4 A six week public consultation is proposed to take place commencing in September 2016.

## **2. Recommendations**

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning Policy and Transport.
- 2.2 The Executive Councillor is recommended:
- a) To agree the content of the draft Mitcham's Corner Development Framework SPD (Appendix A);
  - b) To agree that if any amendments are necessary, these should be agreed by the Executive Councillor in consultation with Chair and Spokes of Development Plan Scrutiny Sub Committee;
  - c) To approve the draft Development Framework SPD for public consultation to commence in September 2016;
  - d) To approve the consultation arrangements as set out in paragraphs 3.9 to 3.11 and the proposed schedule of consultees in Appendix B.

### **3. Background**

- 3.1 The Mitcham's Corner Opportunity Area lies within the northern edge of the extended Central Conservation Area and is approximately 10 minutes' walk from the city centre. The area owes its name to Charles Mitcham, who owned a draper's shop on the corner of Chesterton Road and Victoria Avenue from the early- to mid-20th century. Today, the name is associated with the gyratory system that radically changed the area in the 1970s. The one-way system has left the backs of terraces exposed, created an unpleasant and difficult environment for pedestrians and cyclists, and has come to dominate and erode the character of the area. Despite the challenges, a diverse mix of services and small independent shops exist within the area, surrounded by a vibrant community. The vision for Mitcham's Corner as set out in Policy 21 of the emerging Local Plan is to maintain the vibrancy of the local centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places, and reinforce the area with a strong local character and identity. The radical transformation of the gyratory system is identified as a key public realm and infrastructure project. Improving the traffic-dominated one-way system and promoting high quality redevelopment are fundamental to the overall vision. The creation of a low-speed environment and two-way traffic flows will help create safer, more active and inclusive streets, and a place where it is pleasant to live and work.
- 3.2 The Council, as the Local Planning Authority, has been working in partnership with the County Council to consider ways to deliver a revised street network and movement strategy. The Greater Cambridge City Deal is relevant to this work as the Milton Road project affects Mitcham's Corner directly given the City Deal scheme for Milton Road commences immediately on the edge of Mitcham's Corner. The City and County Councils, as partners in the Greater Cambridge City Deal, are working together on both projects. However, whilst the existing gyratory system is not part of the tranche 1 Milton Road scheme, there is potential for it to be included in future tranches of the City Deal programme.
- 3.3 In preparing the draft development framework, a workshop took place on 23 June 2015. The workshop participants made the following points and suggestions:

- Many considered removal of the gyratory system to be critical;
- Simplify and rationalise the road system and cycle network to reduce confusion for all modes and improve the legibility of the area as a whole;
- Slow and reduce dominance of traffic to create a safe, sociable and attractive area;
- A need to reconnect four separate communities severed by the current road system;
- Improve pedestrian and cycle safety (perception and actual);
- The desire for one large open space;
- Create space for pavement culture or “sitting-outability” as coined by one group;
- Reinstate two way streets;
- Closure of roads to facilitate a new large open space in front of the Portland Arms & help “unlock the island” (Staples site) should be considered. Some groups felt the character of this new open space should be very green, others suggested an “urban plaza”. All agreed it should not be like Cambridge Leisure.

- 3.4 As far as site specific guidance for development sites e.g. Henry Giles House and Staples, the workshop participants had mixed views on movement, form, height and other matters. However, most supported the potential for redevelopment of these sites and the need for detailed guidance to ensure quality of development.
- 3.5 The draft Mitcham's Corner Development Framework SPD (Appendix A) includes the following key sections:
- a. Introduction and Background
  - b. A context analysis
  - c. The gyratory: a vision for change; and
  - d. Planning and design guidance, focused principally on providing guidance for two key sites, specifically Henry Giles House and the Staples Site
- 3.6 The key diagrams of note from the draft development framework SPD, are shown below. In summary, they note the following:
- A reversion of the gyratory to a two-way system and creation of a staggered “T” junction between Milton Road and Victoria Avenue, with consequential new urban space and downgrading of parts of the gyratory to local streets only

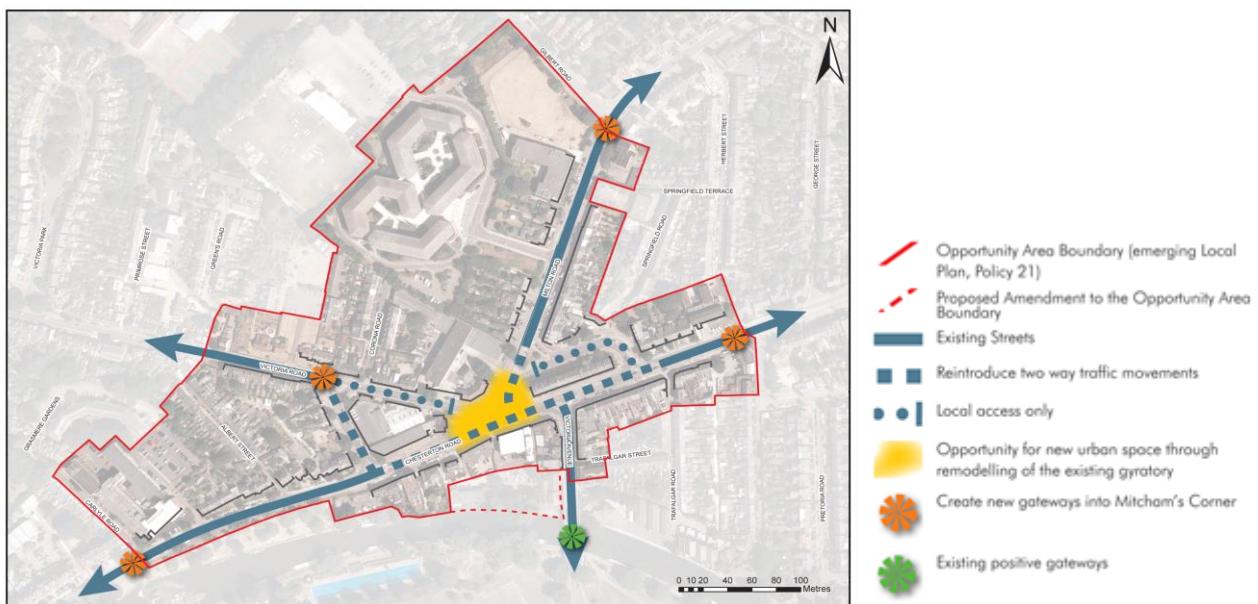


Figure 27: Movement proposals for Mitcham's Corner

- Specific guidance on building form, height and frontage, amongst other matters for Henry Giles House and the Staples site



Figure 52: Development Principles for Henry Giles House

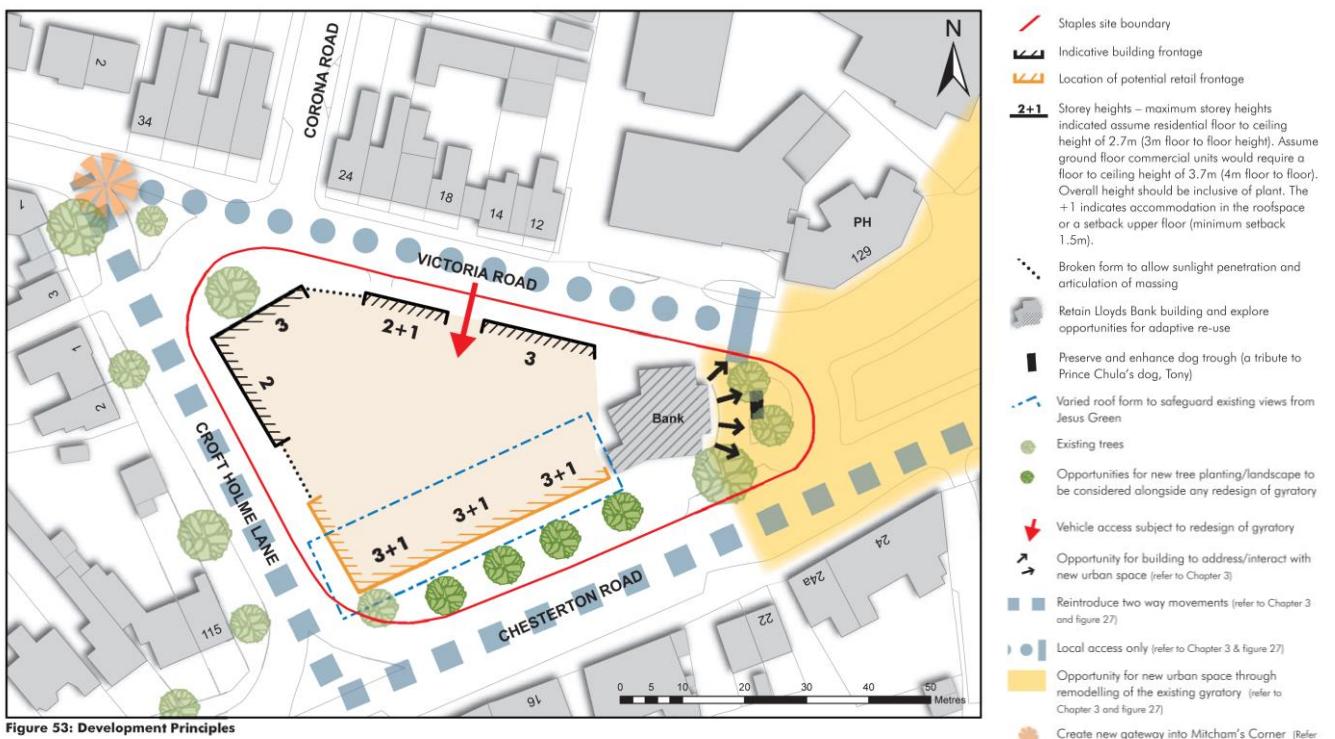


Figure 53: Development Principles

3.7 Delivery of street and public realm improvements in the form proposed in the draft development framework will require significant funding to fully complete. It is likely that changes would have to be phased in, and in all likelihood will require a variety of funding sources, including possible future tranches from City Deal, City Council funding potentially via the Local Centres Improvement Programme and planning obligations funding. However, works can be done in phases as funding is made available e.g. street reversions first, public realm enhancements second. Total

costs are not yet known as this is highly dependent on detailed scheme design, but could range between £2 million and £4 million.

- 3.8 Planning obligations will be necessary as part of the re-development of the sites within the opportunity area. The wording as proposed in the draft SPD is more general in this regard, but ultimately any future developer will have to agree the details of planning obligations at planning application stages.

## **Consultation Arrangements**

- 3.9 The statement of consultation for the draft development framework SPD is set out in Appendix B. It is proposed that a public consultation takes place after the summer months in September. This will be for six weeks, running from 5 September to 17 October 2016.
- 3.10 In line with the Council's adopted Statement of Community Involvement, the proposed consultation arrangements will be as follows:
- Letters / e-mails including consultation details to be sent to statutory and general consultees.
  - The draft SPD to be made available to view at the following locations:
    - The Council's website – [www.cambridge.gov.uk](http://www.cambridge.gov.uk)
    - Cambridge City Council's Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB1 0JH.
    - Cambridge Central Library.
  - An online consultation system will be available on the Council's website in order for people to respond directly via the internet. Hard copies of the response form will be made available at the Council's Customer Service Centre for those who do not have access to the internet.
  - An exhibition will be held in the local area during the course of the consultation, the date and location of which will be agreed at a later date. Once arranged, the event will be advertised locally.

- 3.11 A Sustainability Assessment and Habitats Regulations Assessment Screening Report have been carried out and consulted upon for the emerging Cambridge Local Plan 2014. This consultation took place between 19 July and 30 September 2013. These documents, along with other supporting documents will also be made available to view during this consultation. As the draft SPD supports the Cambridge Local Plan, there is no further need to undertake a separate Sustainability Appraisal or Habitats Regulations Assessment for this document, although screening reports have been completed and will be made available during the consultation.

## **Next Steps**

- 3.12 The representations received will then be used to help guide the development of the draft development framework SPD and will be reported along with the final version of the development framework.

- 3.13 The development framework will be adopted as an SPD at the same time as, or shortly after, the Local Plan is adopted. It cannot be adopted before the Local Plan is adopted as it is the Local Plan that provides the policy basis for this site's designation as an opportunity area.

## **4. Implications**

### **Financial Implications**

- 4.1 There are no significant financial issues arising from the preparation of this SPD. Project and staffing resources are already committed through the budget and service plan process. Funding for consultation is allowed for in existing consultation budgets.

### **Staffing Implications**

- 4.2 There are no direct staffing implications arising from this report. The development of the SPD is already included in existing work plans.

### **Equality and Poverty Implications**

- 4.3 The SPD, once adopted, will have a positive impact by ensuring the site is integrated into the wider area. The improvement of access and movement within Mitcham's Corner along with new development within the opportunity area should provide improved access for people with limited mobility.

### **Environmental Implications**

- 4.4 The renewal of Mitcham's Corner as set out in the SPD should provide for a greater role for sustainable modes of travel and a more attractive, walkable district centre. It should also enable the development of energy efficient buildings as well as the inclusion of renewable and low carbon energy generation.

### **Consultation**

- 4.5 Consultation arrangements are set out in other parts of this report and are consistent with the Council's Code of best practice on consultation and community engagement and Statement of Community Involvement 2013.

### **Community Safety**

- 4.6 There are no direct community safety implications arising from this report.

## **5. Background papers**

- 5.1 These background papers were used in the preparation of this report:
- Cambridge Local Plan 2014: Proposed Submission (as amended)  
<https://www.cambridge.gov.uk/local-plan-review-proposed-submission-consultation>

## **6. Appendices**

- Appendix A: Mitcham's Corner Development Framework Supplementary Planning Document (Draft)
- Appendix B: Mitcham's Corner Development Framework SPD Statement of Consultation

## **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

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# Mitcham's Corner Development Framework

Draft to be considered by DPSSC on  
21st July 2016



**CAMBRIDGE**  
CITY COUNCIL

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**"Create a destination - a place to visit on a Saturday as you know that something good will be going on "**

Workshop attendee



## 2. Introduction and Background

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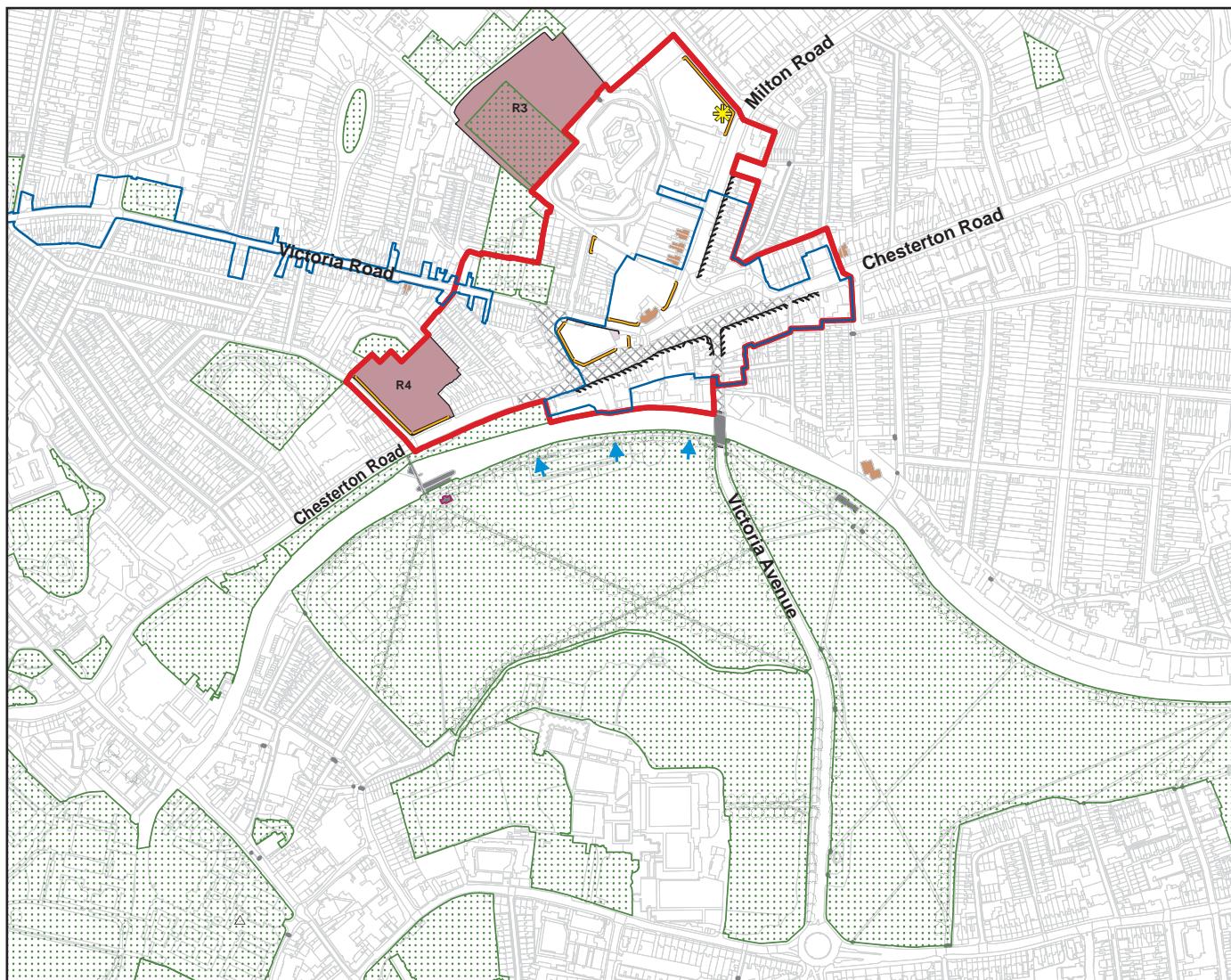
# 1. INTRODUCTION AND BACKGROUND

## 1.1. Purpose and scope

- 1.1.1. The Mitcham's Corner Development Framework takes the vision forward set out in the emerging Local Plan for the Mitcham's Corner Opportunity Area by providing a more detailed framework to guide development.
- 1.1.2. Located to the north west of the City Centre, Mitcham's Corner covers an area of approximately 12.5 hectares. It is designated within the emerging Local Plan (2014) as an Opportunity Area, under Policy 21. This Policy 21 requires guidance to promote and shape overall change within the Opportunity Area during the life of the plan. The area contains a District Centre and proposal site R4 Henry Giles House, both of which are designated in the emerging Local Plan.
- 1.1.3. This Development Framework is intended to expand upon the allocations as well as the policies contained within the emerging Local Plan. It provides a framework to help guide the preparation and assessment of future planning applications within the area. As such, this document will be adopted as a Supplementary Planning Document (SPD) and will form a material consideration which will be taken into account by Cambridge City Council when determining any future planning application(s) for the area. In addition any proposals will have to comply with the policies in the emerging Local Plan.
- 1.1.4. This Development Framework has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

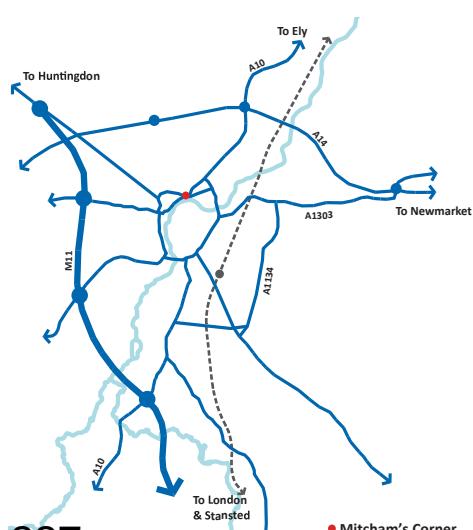
## 1.2. Structure of the document

- 1.2.1. The Development Framework is structured in four chapters:
- **Chapter 1** describes the background to the Development Framework including the planning context, the status of the document and process of preparation. It sets out the vision and strategic objectives.
  - **Chapter 2** provides a contextual analysis of the area, summarising with a description of the opportunities and constraints.
  - **Chapter 3** presents a high level strategy for change to the existing movement framework, by setting out strategic principles for the remodelling of the existing gyratory system and aspirations for potential public realm improvements within the area.
  - **Chapter 4** establishes key development principles for the area as a whole. It also provides further detailed guidance on two key development sites located within the Opportunity Area; setting out the parameters for future development and providing guidance as to how these should be implemented. The two sites are Henry Giles House, which is allocated within the emerging Local Plan as site R4 and a large potential development site known as Staples.



**Fig 1: Mitcham's Corner Opportunity Area designated within the emerging Local Plan.**

- Opportunity Area
- Proposal Site
- District, Local or Neighborhood Centre
- Designated Heritage Asset
- Local Heritage Asset
- Remnants of Historic High Street
- Primary Frontage
- Building Frontage
- Protected open space
- Opportunity to Repair Damaged Frontage
- Highway Network Improvement
- Opportunity for New Urban Space



## 1.3. Process of preparation

- 1.3.1. The adjacent flow chart (figure 4) provides an overview of the key stages regarding the preparation of this Development Framework.
- 1.3.2. The Development Framework has been informed by consultation with local stakeholders in the community. A 'Planning for Real' workshop was held in June 2015. The main findings of the event have been used to develop this guidance and the design principles contained in this draft Development Framework. A summary of the event is available as a background document.
- 1.3.3. The preparation of the Development Framework has been guided by a Steering Group which is comprised of local ward councillors, the county councillor for West Chesterton, a representative of the Friends of Mitcham's Corner, and a city and county council officers. The Steering Group has provided important steer and feedback.
- 1.3.4. Feedback on the emerging aspirations and key development principles contained within this Development Framework were sought from the City Council's Design and Conservation Panel in April 2016.
- 1.3.5. It is intended that a 6 week formal public consultation period will be undertaken when all stakeholders will have the opportunity to give feedback on the draft Development Framework.
- 1.3.6. Comments received during the consultation period will inform the final version of this document.



Fig 3: Planning for Real workshop, held June 2015



Fig 4: Process of preparation

## 1.4. The need for co-ordinated change

- 1.4.1. The area owes its name to Charles Mitcham, who owned a draper's shop on the corner of Chesterton Road and Victoria Avenue from the early-to-mid 20th century. Today, the name and identity of the area is associated with the gyratory system that was introduced in the late 1960s. The current traffic arrangement which provides high highway capacity, consists of an elongated two-three lane, one-way gyratory which has left the backs of terraces exposed, created an unpleasant and confusing environment for pedestrians and cyclists, and has come to dominate, fragment and erode the character of the area.
- 1.4.2. Given it's location, proximity to the historic core of Cambridge and the surrounding population densities, the district centre as a whole is not realising its full potential. Growth opportunities and investment potential are being lost as a result of the poor streetscape. Above all, Mitcham's Corner suffers from large areas of underused space and a poor sense of place.
- 1.4.3. However, despite these challenges, a mix of services and shops do exist in the area surrounded by a vibrant community. A number of significant development sites are nearing completion within the area: student accommodation with retail provision on the ground floor at 1 Milton Road and residential development of the old city football ground (proposal site R3).
- 1.4.4. There are still a number of significant development sites within the area and there is potentially a unique opportunity to fund transport infrastructure improvements through the area under the City Deal programme. Given this, there is potential for positive change within the area.

## 1.5. Vision and strategic objectives

- 1.5.1. To help shape future change within Mitcham's Corner Opportunity Area, it is important to establish a clear vision and set of objectives for the area. These are set out in the adjacent image (figure 5).
- 1.5.2. To help achieve the vision, a series of strategic objectives have been developed. These have been grouped into three themes and relate directly to the vision set out in the emerging Local Plan. The objectives reflect the key issues to be addressed and have been derived from stakeholder workshops and a through an understanding of the context of the area (as summarised within Chapter 2).
- 1.5.3. Collectively the objectives form the basis of this Development Framework and have informed the guidance contained within this document.

**The vision for Mitcham's Corner is to "maintain the vibrancy of the District Centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places, and reinforce the area with a strong local character and identity".**

(Emerging Local Plan, Policy 21)

#### Theme 1- Creating a connected place:

- Maximise the benefits of the Greater City Deal.
- Address the major barriers to pedestrian and cycle movement by promoting the radical transformation and severance of the highway layout, potentially through severing the gyratory system.
- Create a low-speed, simplified and integrated highway space and help restore the balance between people and motor vehicles.
- Improve the legibility of the area, making it easier to find your way around.
- Improve access and connections to and through the area. Reconnect existing communities severed by the current road network.
- Improve bus facilities and the pedestrian connections to them. Maximise the benefits of the existing bus services which currently pass through the area.
- Ensure new development promotes healthy and active lifestyles.

#### Theme 2- Improving the District Centre:

- Create a destination and positive identity to the district centre. Strengthen the role of the area as a northern gateway into the City Centre.
- Reduce the severance effect of the existing gyratory system to create a better connected catchment of customers and improve access to local facilities.
- Facilitate the delivery of high quality new development within the area to help sustain a catchment population for the District Centre.
- Rediscover the 'high street', by creating the right conditions in which a mixed use high street can thrive throughout the day and evening.
- Improve the evening economy and create a place that encourages street life more cafes and cultural offerings.
- Improve access for local people by supporting local shops.
- Celebrate the areas distinctiveness by promoting legible and direct connections from Mitcham's Corner to the River Cam.

#### Theme 3- Creating places for people:

- Create an inclusive place for all, residents and visitors alike.
- Improve the perception and first impressions of the area. Rebuild a positive and coherent sense of identity.
- Respect local character by promoting high quality, context led development based upon sound placemaking principles.
- Preserve and enhance the historic environment and use heritage as an asset to promote positive change.
- Promote the creation of new and exciting public spaces for people to relax and enjoy, by changing the use of existing highway space and realising the potential of underused areas.
- Create the opportunity for an active, vital and vibrant public realm.
- Promote measures to physical 'green' the area and encourage water sensitive urban design.



**"Simplify and rationalise  
the road system"**

Workshop attendee



## 2. Context Analysis

Page 233

# 2. Context Analysis

## 2.1. Historical Context

- 2.1.1.** This section forms an analysis of the study area using historic map information to illustrate how the area has changed and evolved, and what factors have led to the form and appearance we see today.

### Victorian Era

- 2.1.2.** Comprehensive redevelopment of the area commenced in the second half of the 19th century. In 1890, Victoria Avenue and Bridge were built in order to improve links between Chesterton and Cambridge. Victoria Bridge replaced the old Bates Ferry, which when it opened in 1895 encouraged middle class migration to new roads further north (figure 11). The Portland Arms opened on Milton Road in 1839 and was converted in the 1880s into the Searle's Hotel (figure 13), it was later rebuilt in the 1930s when the old name was revived.

### 20th Century

- 2.1.3.** Further housing expansion to the north of Victoria Road and Milton Road took place in the first half of the 20th century (figure 8).

- 2.1.4.** The original Mitcham's Corner premises were built in 1909 in the garden of 'Bridge House', the Mitcham family home, from which Charles Mitcham began his Chesterton Drapery Stores and operated from this premises from 1909 to 1977. The 'Mitcham's Corner' sign above No. 34 Chesterton Road became a local landmark. As time went on, the original junction was dubbed Mitcham's Corner by motorists, the name later becoming associated with the 1960s gyratory.

### The gyratory

- 2.1.5.** A central island was introduced in the 1930s to try and solve the areas ever increasing traffic problems (figure 10).

Extracts from newspaper articles of the time reported that Mitcham's Corner was "something of a puzzle to road users not familiar with local custom" but also reported that "the new system appears to be working well with the aid of two police constables – and there is every indication that, once it becomes familiar, it will be entirely successful" (extracts from Cambridgeshire Daily News 6th Aug 1932).

- 2.1.6.** Mitcham's Corner was again transformed in 1967 when a new one way traffic system was implemented to relieve congestion. At the time around what was reported at the time as "Cambridge's Chaos Corner".

- 2.1.7.** The 1972 Ordnance Survey (OS) map (figure 9) shows the new block structure with the one way gyratory system and large garage on the Victoria Road island (the site of the current Staples Store). Norah Wolfe, niece of Charles Mitcham stated "The original Mitcham's Corner...has become a sprawling roundabout...it is still the heart of Chesterton, but is now so clogged with traffic what it undoubtedly needs is a triple by pass".

- 2.1.8.** In summary, whilst the Victorian era saw extensive redevelopment, what is notable from the historic maps is that Mitcham's Corner has always been a key northern arrival point into the City and a natural convergence place for routes. Old Ferry crossings that lined the Cam were later replaced with Victoria Bridge, and in the 1960s in the absence of the M11 and the A14, the radical one way system was introduced to cope with the ever increasing traffic travelling through Cambridge.

- 2.1.9.** Today, the gyratory still dominates the image of the area, and the conflict between pedestrians and vehicular movements remains a constant issue.

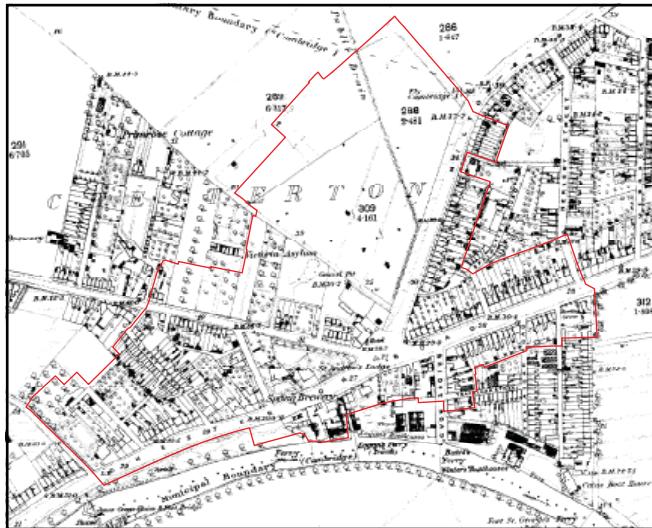


Figure 6: 1886 OS Map

The area of land to the west of the study area between Victoria Road and Chesterton Road was called New Chesterton. Most of the terraces constructed during the Victoria era remain in its original form today. Terraced housing also extended a short distance to the east of Mitcham's Corner, to the north and south of Chesterton Road and on the east side of Milton Road.

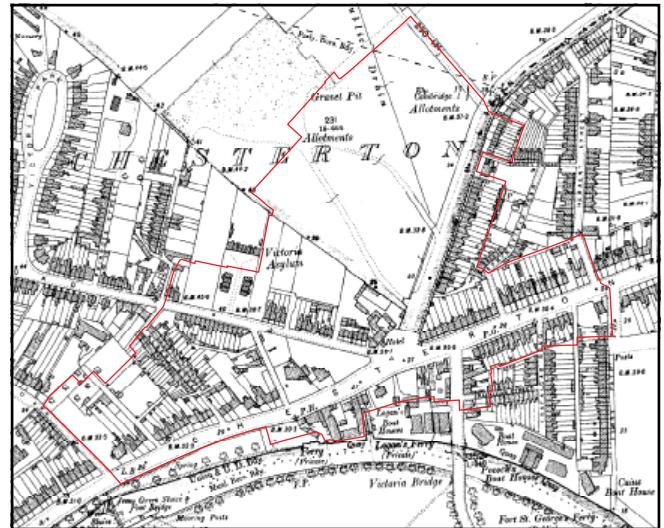


Figure 7: 1903 OS Map

Between 1891 and 1893, the De Freville estate was laid out and large houses infilled the empty land to the east of Mitcham's Corner between 1903 and 1910. Houses in Victoria Park, to the west of Mitcham's Corner, were also built during this period.

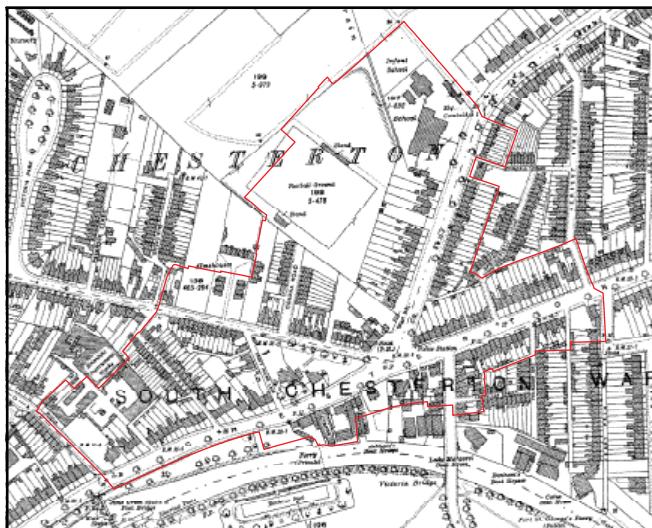


Figure 8: 1927 OS Map

Houses on Corona Road, the Cambridge City Football Ground and Infant School on Milton Road were built in the 1920's.

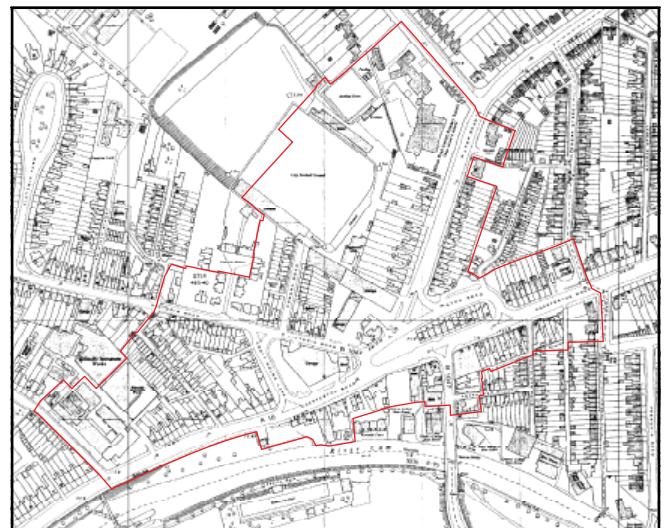


Figure 9: 1972 OS Map

The introduction of the one way system in 1967, reportedly one of the largest gyratory systems in the country at the time, involved the construction of large road islands, re-routed traffic away from the Milton Road junction, severed rear gardens of terraces facing Chesterton Road and incorporated Croft Holme Lane into the scheme to take heavy traffic. "Three lanes of traffic drive past where our back garden used to be and no crossing has been put there for children walking to school. It's impossible to cross sometimes" (extract from 'When Mitcham's had a Corner' by Andrew Brett 2004).



Figure 10: Above - The original traffic island in the 1930s, long before. The Chesterton sub-police station had just been demolished and replaced with a police box. The Mitcham's Corner Drapery store and "Mitcham's Corner" sign can be seen in the background as well as Waller's Butchers Shop, part of the Old Jolly Waterman Pub and Barclays Bank (Image courtesy of Cambridgeshire Collection, Cambridge Central Library). Below - the same view today.





Figure 11: View looking northwest from the junction with Milton Road and Chesterton Road showing the original Searle's Hotel in the 1880s and garden boundary of St Andrew's Lodge on the site of the current Lloyds Bank, with the spire of St Luke's Church in the distance (photograph taken 1874, courtesy of Cambridgeshire Collection, Cambridge Central Library). Right - the same view today.



Figure 12: Left - Searle's hotel was later replaced by the Portland Arms Pub in the 1930s (Image courtesy of Cambridgeshire Collection, Cambridge Central Library). Right - the same view today.



Figure 13: View looking north towards the Henry Giles House site showing Nos.73 to 79 between Carlyle Road and the Cambridge Instruments entrance. (photographs taken 1958 courtesy of Cambridgeshire Collection, Cambridge Central Library). Right - the same view today.

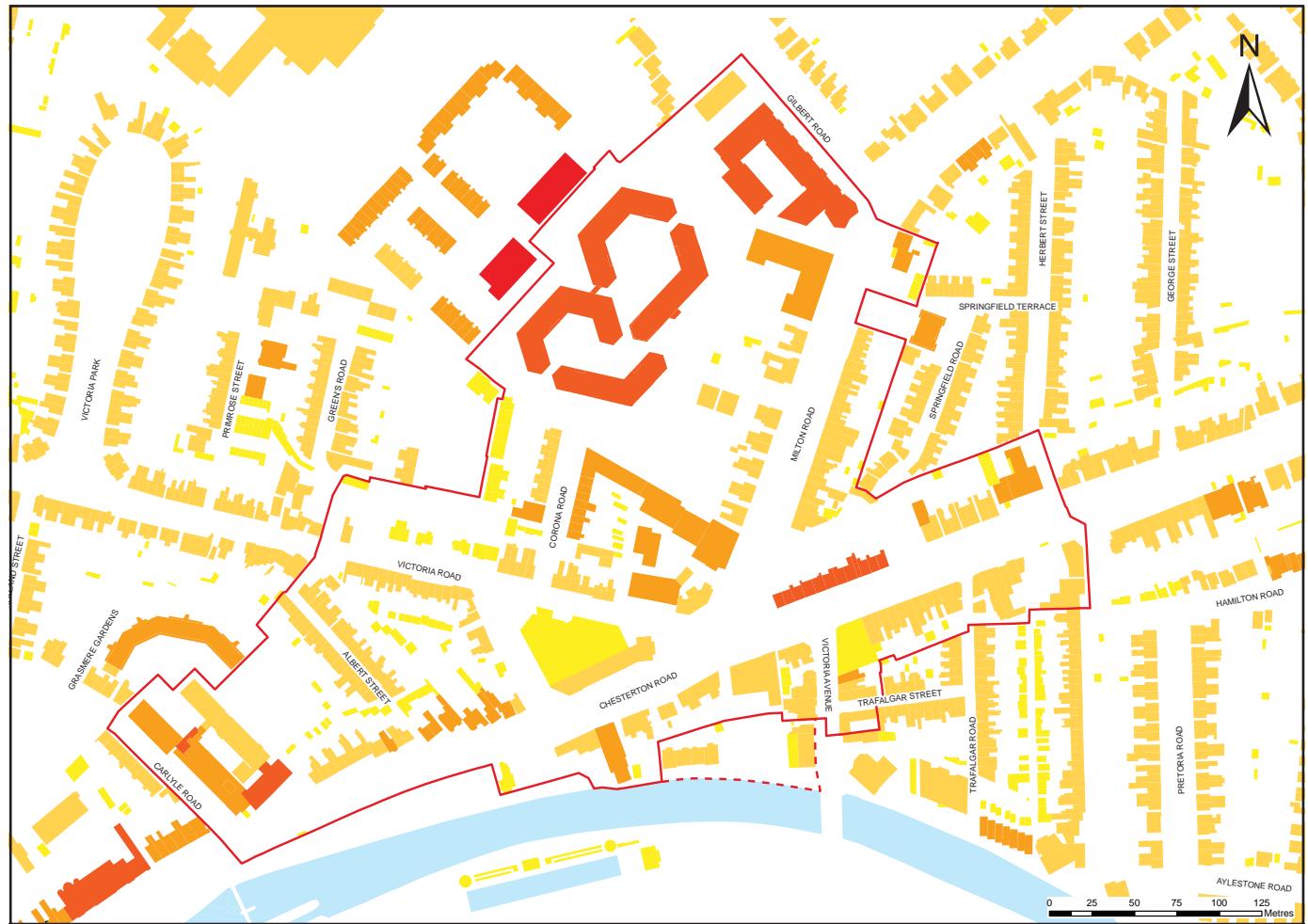
## 2.2.Existing scale and massing

**2.2.1.** Figure 15 shows the existing scale and massing of buildings within the area. The map illustrates the following key elements:

- Historic fine grain development predominates;
- Domestic scale of 2-2.5 storeys frequently arranged in groups of terraces and pairs;
- Grander townhouses line Chesterton Road;
- Large format buildings with horizontal emphasis exist, although are not common features within the wider surrounding area. The scale of these buildings range between 3-5 storeys



Figure 14: Examples of existing scale and massing within the Opportunity Area.



**Figure 15: Existing building heights**

- Opportunity Area Boundary (emerging Local Plan Policy 21)
- - Proposed Amendment to the Opportunity Area Boundary
- Yellow 1 Storey
- Light Orange 2-2.5 Storeys
- Medium Orange 3-3.5 Storeys
- Dark Orange 4 Storeys
- Red 5+ Storeys

## 2.3.Existing landuses and activity

2.3.1. Figure 17 illustrates the broad land uses within the area. Key elements are as follows:

- Concentration of retail uses around the junction but retail areas are severed from one another by the gyratory;
- Established residential communities within and around the Opportunity Area, interspersed with student residences, a care home and B&B's. There are a number of supporting facilities such as doctors' surgery, dentist, pharmacy etc.
- Leisure and recreational uses associated with the riverside and Jesus Green serve as tourist attractions and are within in close proximity. However, there is a lack of open space within the Opportunity Area itself;
- Westbrook Centre and Henry Giles House are significant employment movement generators.
- Number of 'people attractors' such as the Co-operative and Portland Arms are physically and perceptually separate from other retail uses;
- Evening activity in the area is generated by a number of pubs and some restaurants;
- A number of cafes exist within the study area, but opportunities for outdoor seating is generally limited by footway widths;
- Remnants of the historic high street survive;
- Community events and food vans visit the area.



Figure 16: Examples of existing landuses within the Opportunity Area.

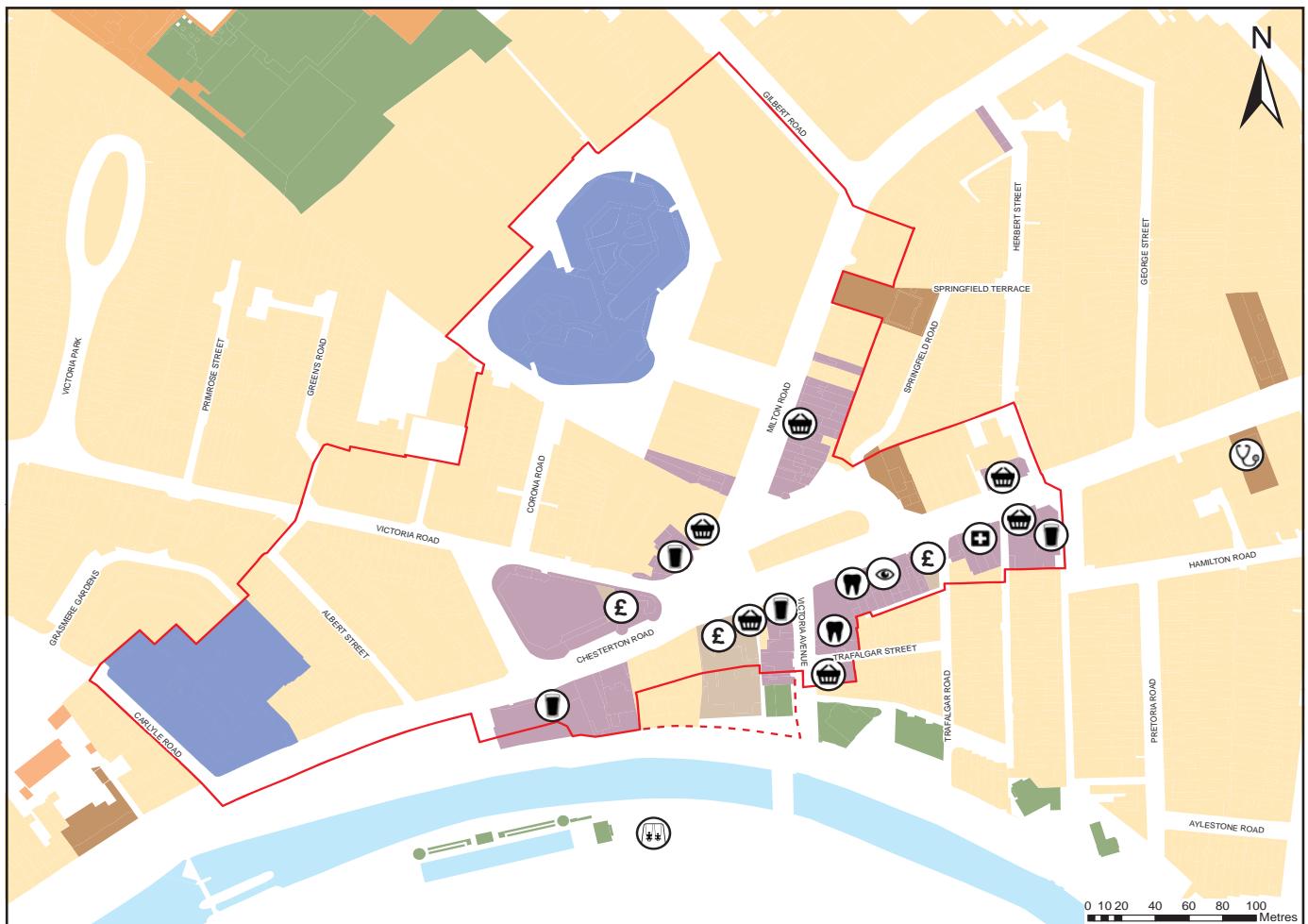


Figure 17: Existing land use

- Opportunity Area Boundary (emerging Local Plan Policy 21)
- - - Proposed Amendment to the Opportunity Area Boundary
- Yellow Residential
- Purple Retail
- Blue Office
- Brown Institutional
- Green Leisure and recreation
- Orange Industry
- Tan Financial
- Circle with a cross Pharmacy
- Circle with a £ symbol Bank and ATMs
- Circle with a double asterisk (\*\*) Childrens Play Area
- Circle with a shopping bag Convenience Stores
- Circle with a tooth Dentist
- Circle with a glass Pub/Bar
- Circle with an eye Optician
- Circle with a stethoscope Doctors Surgery

Note: Broad land use data provided by Cities Revealed  
Data captured in 2008.

## 2.4. Opportunities and constraints

**2.4.1.** Figure 18 summarises the main constraints and opportunities to be considered for redevelopment within the area. Key issues and challenges are outlined within the below SWOT analysis.

### Strengths



- The area is well located for access to the City Centre and the river;
- Public transport links;
- Domestic scale and character predominates;
- Areas of architectural richness and a fine urban grain;
- Established residential areas surrounding the Opportunity Area;
- Established District Centre with shops and services. Remnants of the historic high street still evident;
- A degree of evening culture and activity;
- Vibrant and strong community. Active residents group;
- Community events: "Mitcham's and More Festival", "Mitcham's Models";
- Gyratory handles high traffic levels well.

### Opportunities



- Improved District Centre and enhanced gateway to City Centre;
- Greater City Deal: undoing the gyratory, rationalised bus stops, improved connectivity and legibility;
- Public realm enhancements and scope for new public open space to strengthen identity;
- Building on existing assets: conservation area, proximity to river, vibrant community.
- Allocated development site.

### Weaknesses

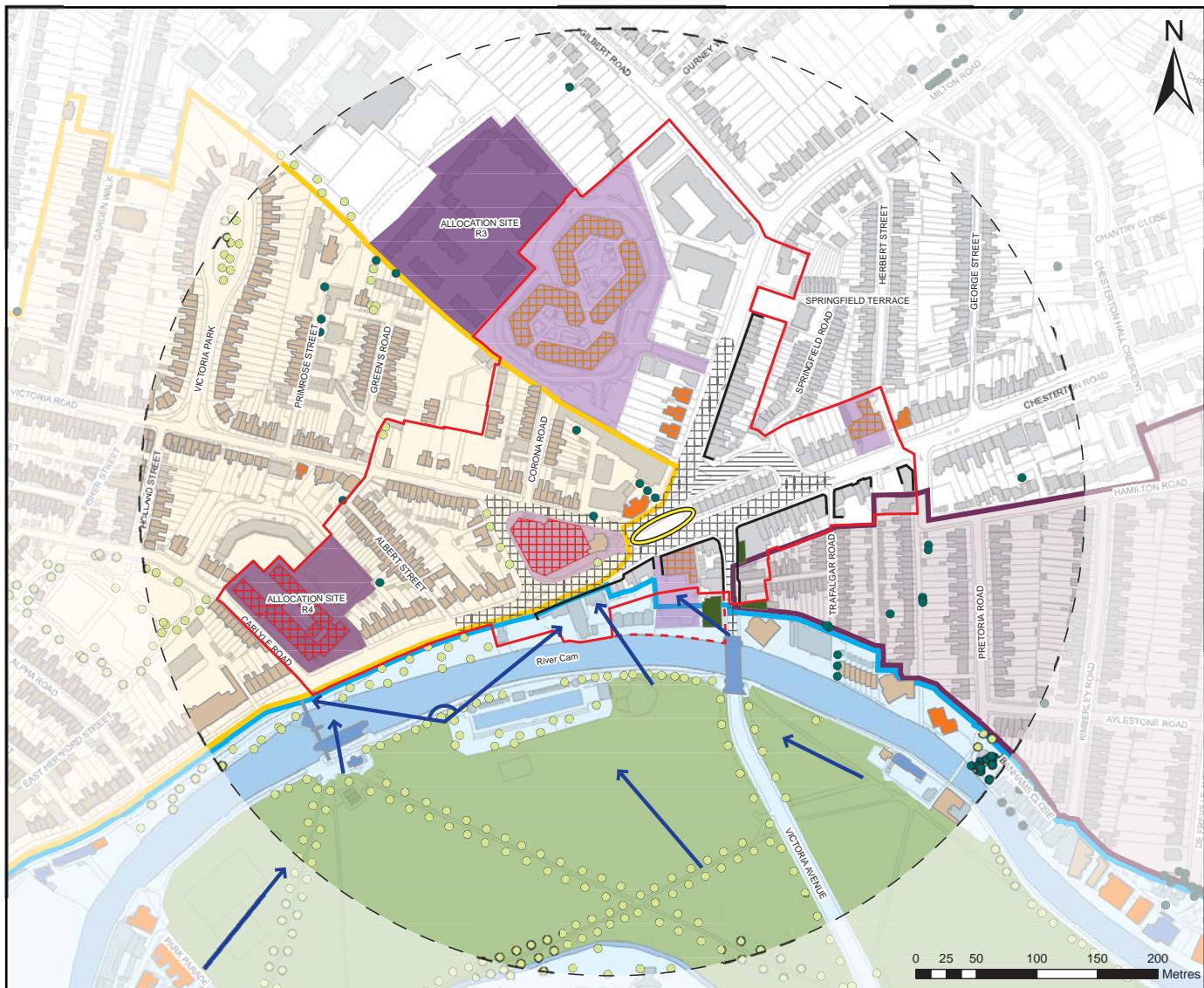


- Hostile, busy junctions and an uncomfortable and confusing pedestrian/cycle environment;
- The dominance of vehicular traffic on the gyratory divides surrounding residential neighbourhoods;
- Large areas of negative, under used space and poor quality public realm;
- Lack of positive gateways into the area and negative perceptions of place associated with the gyratory;
- Poor legibility and connectivity through the area for pedestrians and cyclists;
- Large format, poor quality buildings with limited active frontages;
- Limited areas for community events and space for shops and cafes to 'spill out' into the street.

### Threats



- The existing gyratory one-way system;
- Land ownership and appetite for redevelopment;
- Funding;
- Utilities and services.



**Figure 18: Opportunities and Constraints**

- Opportunity Area Boundary (emerging Local Plan Policy 21)
- - - Proposed Amendment to the Opportunity Area Boundary
- Central Conservation Area Boundary
- Castle and Victoria Conservation Area Boundary
- De Freville Conservation Area Boundary
- Grade II Listed Buildings (as identified in the Castle and Victoria Conservation Area Appraisal and Historic Core Appraisal)
- Buildings of Local Interest (as identified in the Castle and Victoria Conservation Area Appraisal and Historic Core Appraisal)
- Buildings important to the character (as identified in the Castle and Victoria Conservation Area Appraisal)
- Remnants of Historic High Street
- ↗ Sensitive views from Jesus Green
- Allocated development sites (emerging Local Plan 2014)
- Unallocated development sites
- Buildings which detract (as identified in the Castle and Victoria Conservation Area Appraisal)
- Large format buildings with horizontal emphasis
- Positive building/structures (as identified in the Historic Core Appraisal)
- Individual Tree Preservation Orders
- Other important trees (Identified through Conservation Appraisals)
- Positive green space (as identified in the Historic Core Appraisal)
- Opportunity to resolve front and back issues
- Potential for highway network improvement
- Opportunity for new focal urban space



**"Reconnect the four separate communities severed by the road system"**

Workshop attendee



### 3. THE GYRATORY

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Figure 19 : The benefits of creating place (Source: Project For Public Spaces)

# 3. THE GYRATORY: a vision for change

## 3.1. Introduction

### Purpose

- 3.1.1. This chapter presents a vision for change to the existing movement framework within the Opportunity Area, by setting out high level principles for the remodelling of the existing gyratory system and aspirations for potential public realm improvements within the area.
- 3.1.2. The preferred movement option shown on page 27 seeks to better balance the needs of all road users and create the right conditions to promote a positive sense of place. It represents an option for achieving the vision and objectives for the Development Framework by removing barriers to movement, unlocking land for positive development and the creation of a new public open space.
- 3.1.3. Overall, the chapter promotes a placemaking approach to streetscape design; the benefits of creating a sense of place are summarised in the adjacent image (figure 19). It advocates that by making the area more enjoyable, safer, easier to get to and move around, these improvements would be good for local businesses and may help to attract investment within the area.

### A shift in street design & addressing the issue of speed

- 3.1.4. A shift in attitude towards street design and management is taking place. The Manual for Streets by the Department of Transport was an important step in 2007 and then was followed in 2010 by Manual for Streets 2, which extended the principles to cover all roads except trunk roads.
- 3.1.5. Through these documents the government has recognised the importance of low

speed in creating safe, sociable and attractive streets. Both documents stress the importance of streets not only as conduits for movement but as places to visit and spend time. Furthermore, Manual for Streets 2 outlines and provides evidence for the benefits of better streets including: increased economic vitality, improved noise and air quality, and an increase in sustainable travel choices.

- 3.1.6. The aspirations and key development principles set out within this chapter are consistent with those set out in Manual for Streets 1 & 2.

## 3.2. Current problems

- 3.2.1.** Mitcham's Corner is a vehicle dominated space, which prioritises motorised vehicle use above that of pedestrians and cyclists. As a result, the gyratory has a negative effect on the identity and physical environment of Mitcham's Corner.
- 3.2.2.** The current traffic arrangement consists of a two-three lane, one way gyratory system introduced in the late 1960s. The resulting layout includes five junctions, three of which are signal controlled in addition to puffin and zebra crossings. Stop-vehicle movements patterns and one way flows creates perceptions of high traffic speeds.
- 3.2.3.** For pedestrians and cyclists, the confusion of routes (see figure 26) is compounded by the complex crossing arrangements. Pedestrian footways are very narrow in a number of places, which is exacerbated by the need for a shared-contra-flow cycle provision along several lengths.
- 3.2.4.** The gyratory and associated increased vehicle movement have come to dominate, fragment and erode the character of the area. Large areas of underused space are evident and there is a notable absence of any clear, identifiable sense of place.
- 3.2.5.** The current problems are summarised below:

- Confusing environment for drivers, cyclists and pedestrians; extensive on-way flows, lane changes and complex crossing arrangements;
- Fragmented nature limits the accessibility of the area and increases journey times and distances for pedestrians and cyclists;
- The gyratory forms a barrier to movement and severs surrounding

communities;

- Traffic volume and street 'clutter' has diminished the quality of the streets. It is an unpleasant cycling and walking environment;
- Lack of regard to pedestrian desire lines as crossings; key destinations and streets are poorly connected;
- Fragmented and incoherent retail provision. The Co-operative is physically and perceptually isolated from the small shops and businesses on the south side, which in turn have no connection with the retail provision at the south-east end of Milton Road;
- Large areas of underused space. An isolated and deserted raised green space adjacent to Lloyds Bank severs the area and interferes with pedestrian/cycle desire lines;
- A lack of destination or places to stop and rest, contemplate or 'watch the world go by';
- A general lack of quality in streetscape creates a poor northern gateway to the City Centre.



Fig 20: Mitcham's Corner looking east



Fig 21: Significant areas of underused space and guard railing



Fig 22: Clutter



Fig 23: Confusing signage



Fig 24: Wide carriageway dimensions



Fig 25: Extensive one-way flows

## Current pedestrian and cycle movement at key junctions

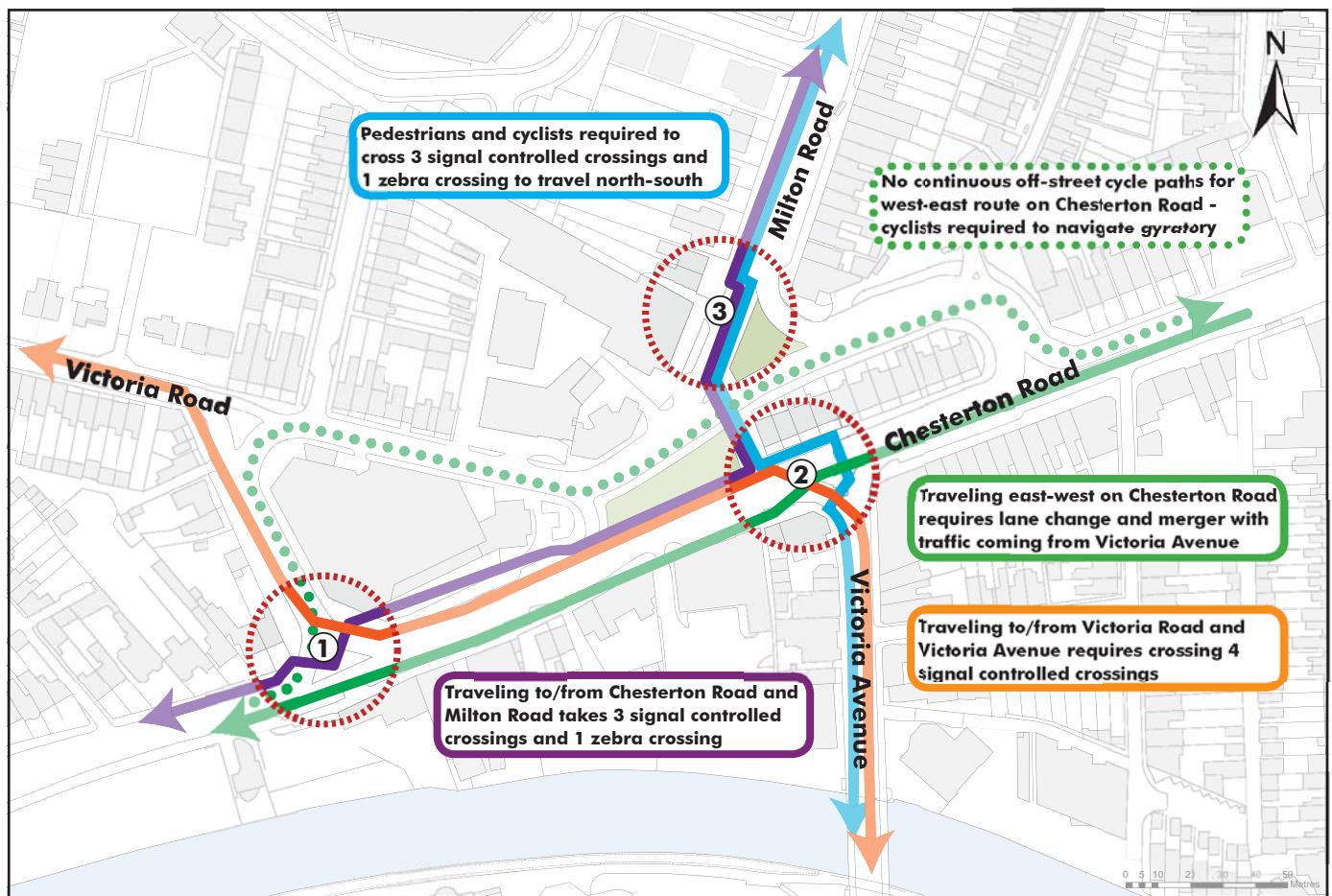
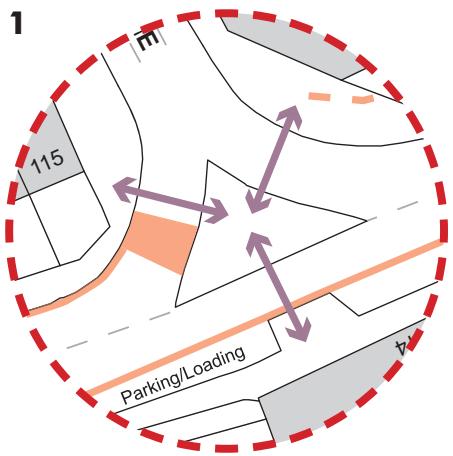
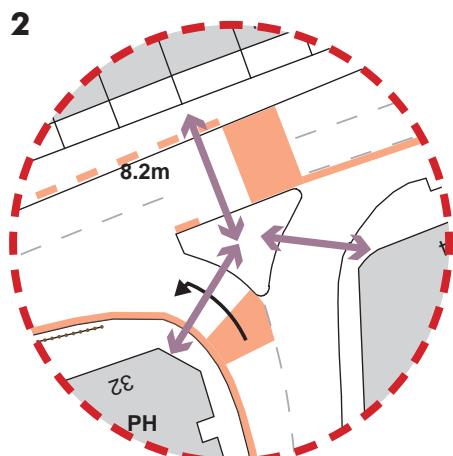


Figure 26: Challenges for pedestrians and cyclists

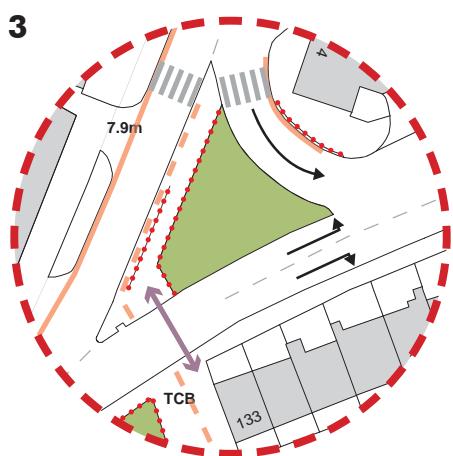
- Off road cycle lanes
- On street cycle lanes & shared cycle/footway
- Zebra crossings
- Controlled crossings/signals
- Pedestrian guardrails
- Cycle advanced stop lines
- Direction of traffic flow



- Inconsistent on and off street cycle routes and narrow footpaths creates a confusing environment for cyclists and pedestrians.
- The off street contraflow cycle lane (adjacent to southern staples frontage) does not continue along Chesterton Road. As a result, cyclists are either forced to navigate the gyratory or cycle on the footway in front of the terrace houses.



- Travelling north-south through the study area requires crossing 3 signal controlled crossings and 1 zebra crossing.
- Cyclists travelling from the eastern end of the study area have to change lanes when continuing along Chesterton Road, making the route feel confusing and unsafe.
- The narrow footway widths adjacent to crossing points and one way traffic flows creates a hostile environment for pedestrians.



- Wide sweeping junctions encourage higher traffic speeds on the approaches into the gyratory and further reinforce the hostile nature of the area.
- The arrangement of guardrails, restricts cycle and pedestrian movements and creates pinch points.
- Cycling south along Milton Road requires using the Zebra crossing and turning right into oncoming traffic.



### 3.3. A solution...Severing the gyratory & creating a low speed environment

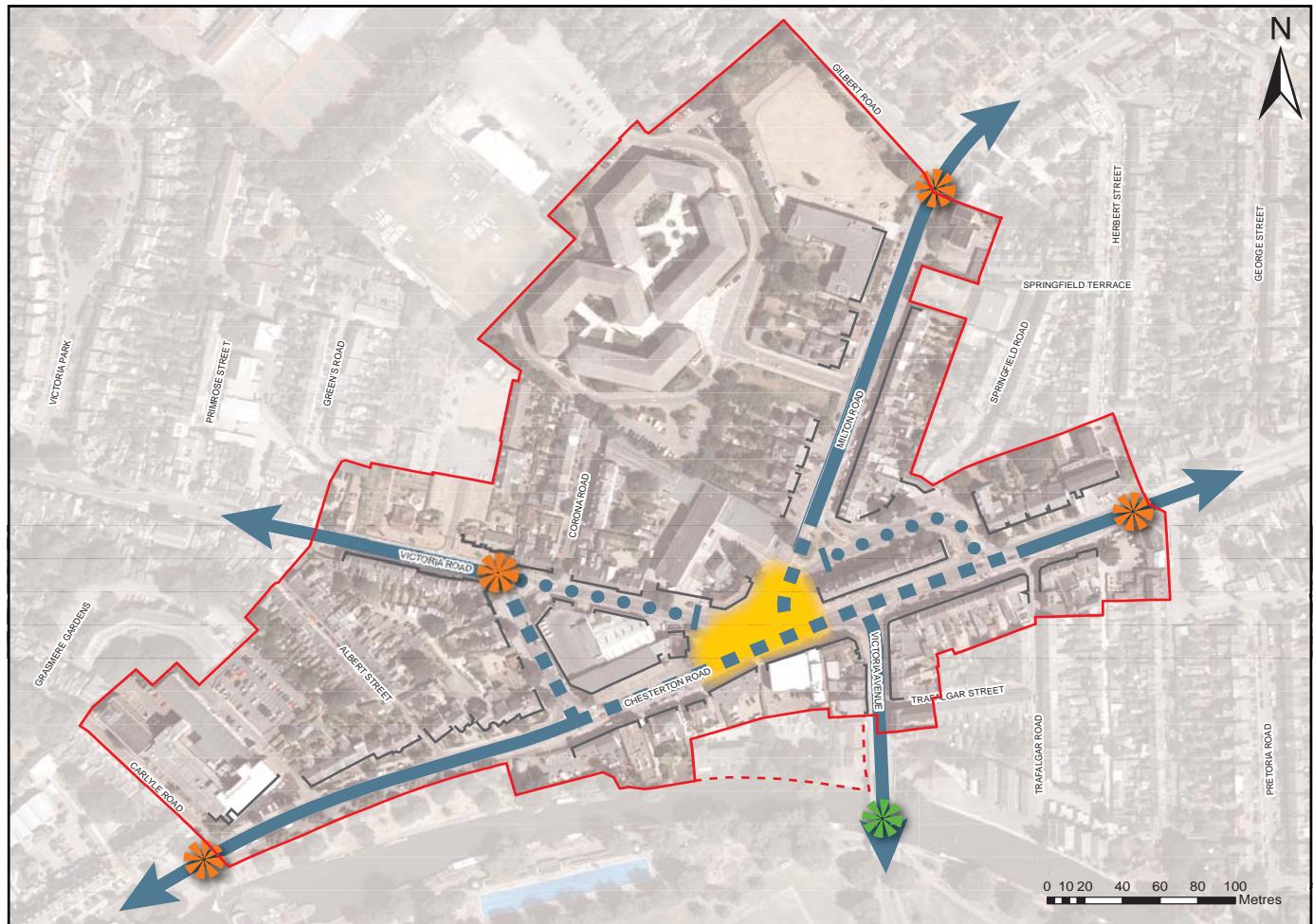
#### A revised movement proposal

- 3.3.1. The radical transformation of the gyratory system is identified as a key public realm and infrastructure project within Policy 21: Mitcham's Corner Opportunity Area.
- 3.3.2. The severing of the gyratory system to create opportunities for public realm improvements are considered fundamental to achieving the vision of "maintaining the vibrancy of the local centre, improving connectivity between people and places and to reinforce a strong local character and identity" (emerging Local Plan, supporting text Para 3.89).
- 3.3.3. A County Council and City Council officer/consultant workshop was held in February 2016 to consider the best options for changing the highway configuration of the junction. From this process two favoured options emerged which are currently subject to traffic modelling work by the County Council to assess the likely impacts. A note of the workshop is available as a background document.
- 3.3.4. Key to creating space for streetscape improvements is the adoption of a low speed highway design, as this is considered the most critical measure to restoring the balance between people and vehicles. Adopting a low speed design could manage the impact on traffic delays and queues.
- 3.3.5. The application of standard highway solutions, is increasingly coming under question and a number of established precedents do exist in the UK which have replaced conventional street and junction design by simpler and more integrated solutions.

- 3.3.6. A recently completed major junction improvement in Oxford which is similar in nature to Mitcham's Corner, was redesigned to create an integrated low speed environment. A general arrangement plan and photos of the scheme can be found on page 37.
- 3.3.7. Early feedback on the scheme in Frideswide Square, Oxford suggests that traffic delays have reduced despite a reduction in overall carriageway space, which has facilitated significant public realm improvements in the square. This scheme accommodates around 37,000 daily movements as well as very large volumes of bicycles and pedestrians from the adjoining railway station.
- 3.3.8. Whilst every street is unique and the context of Mitcham's Corner is different, existing precedents are helpful in exploring options and generating ideas for improving the public realm within the Opportunity Area.
- 3.3.9. A preferred officer option for remodelling and severing the gyratory system is illustrated in figure 27.

#### Relationship with The Greater Cambridge City Deal

- 3.3.10. The Greater Cambridge City Deal is an agreement set up between a partnership of local organisations and Central Government, to help secure future economic growth and quality of life in the Greater Cambridge city region. It is the largest of several City Deal programmes taking place in the UK
- 3.3.11. The City Deal programme is based on the Transport Strategy for Cambridge and South Cambridgeshire and supports the emerging Local Plan.
- 3.3.12. The City Deal scheme for Milton Road is part of tranche 1 of the City Deal and seeks to integrate transport improvements along the corridor. Whilst existing gyratory system is not part of this scheme,



**Figure 27: Movement proposals for Mitcham's Corner**

- Opportunity Area Boundary (emerging Local Plan, Policy 21)
- - - Proposed Amendment to the Opportunity Area Boundary
- Existing Streets
- ■ Reintroduce two way traffic movements
- ● Local access only
- Opportunity for new urban space through remodelling of the existing gyratory
- Create new gateways into Mitcham's Corner
- Existing positive gateways

there is potential for it to be included in future tranches of the City Deal programme.

- 3.3.13.** Mitcham's Corner is at a pivotal location in the transport network and improvements to how it currently functions could greatly help both increase and improve the use of more sustainable modes of travel in Cambridge. It is considered that the proposed changes to Mitcham's Corner as set out herein are fully compliant with the agreed objectives for City Deal.

### Phased delivery

- 3.3.14.** The delivery of improvements to the gyratory at the scale set out in this Development Framework will more than likely require a phased approach to delivery. This means that it could be possible, or even preferable, to stage the works across different months/years such that it is both practical and keeps the network moving in the meantime as well as achievable financially.

- 3.3.15.** For example, subject to further modelling and agreed design speeds/capacity on this part of the network, the works could include :1) reversion of the one-way system and removal & re-modelling of existing junctions only; 2) delivery of the majority of landscape and public realm improvements; and finally 3) creation & assignment of areas for cycle and car parking, public use, street furniture, etc.

## 3.4.Moving forward...Key objectives for remodelling the gyratory

- 3.4.1.** It is likely that the revitalisation of Mitcham's Corner will take place over many years. Collectively the aspirations set out within this chapter represent a longer-term vision.
- 3.4.2.** It is essential that any potential options for the remodelling of the gyratory system should successfully combine efficient traffic movements with the broader placemaking objectives for Mitcham's Corner to:
  - **Maintain sufficient capacity and flows through and around the area;**
  - **Maintain and improve access and connectivity to residential and business areas;**
  - **Enhance the spatial quality of the public realm to promote investment;**
  - **Improve safety and comfort for all modes, especially pedestrians, cyclists and those with disabilities;**
  - **Provide opportunities for business expansion and development;**
  - **Create a more coherent, permeable and distinctive district centre, with well located bus stops as a key element.**

## 3.5.Key design principles

**3.5.1.** Any future potential options for remodelling the gyratory must successfully combine traffic and streetscape arrangements. A number of key design elements are identified below which have been successfully designed in other urban areas with similar challenges. These are consistent with Manual for Streets 1 & 2, in addition to the emerging Local Plan Policy 21, and should therefore be incorporated within any future option for the remodelling of the gyratory. Precedent images can be found on pages 36-37.

- **Create a low-speed environment of between 15-21mph;**
- **Create clear gateways and transition points into Mitcham's Corner;**
- **Keep carriageway widths to a minimum and employ visual narrowing;**
- **Reintroduce two way flows;**
- **Minimal signage and road markings.**

### Design speed

**3.5.2.** The creation of a low-speed environment is central to creating a better balance between people and vehicles and should service as the starting point. Design speed should not be confused with speed limits.

**3.5.3.** Carriageway widths, turning geometries, sight-lines, crossing arrangements and junction controls are all determined by design speeds. For example, the lower the design speed, the tighter turning angles can be at corners making motor vehicles approach a junction with more caution and slow down. Tighter corner

radii also results in shorter crossing distances and responds better to pedestrian desire lines.

**3.5.4.** Design speeds of between 15-21mph are the most effective in achieving the most efficient and safe use of streets in complex urban areas.

### Transition points (gateways)

**3.5.5.** Achieving the appropriate design speed depends upon establishing clearly defined transition points between the higher speed, more segregated highway, and the lower speed, more integrated context that is promoted for the Opportunity Area

**3.5.6.** Distinctive transition points can help modify driver expectation and speeds close the boundary of Mitcham's Corner.

**3.5.7.** A number of potential transition points (gateways) have been identified on figure 27 and these should be emphasised in any detailed design proposal.

### Reduced carriageway widths - physical and visual

**3.5.8.** Drivers slow down when they feel the space they are travelling through is narrow. Activity at the side of the street is closer to the carriageway, more visible and more likely to encroach onto the carriageway, meaning that motorists may reduce their speed.

**3.5.9.** Reduced carriageway widths are also essential in maximising opportunities for pedestrian and cycle crossings, and minimising the interference of these crossing with traffic flows.

### Reintroducing two way flows

**3.5.10.** Extensive one way systems are rarely compatible with lower speed environments and do not create legible environments.

**3.5.11.** Any detailed design proposal for Mitcham's Corner should seek ways to

return to two-way traffic flows. None of the principal streets in the Opportunity Area are too narrow for two-way traffic flows.

### Other elements that promote low speeds

3.5.12. There are a number of other elements that promote slower speeds and greater integration of traffic with pedestrian and cycle movement. These include:

- **Visual narrowing** - reducing the apparent width of carriageways. For example the space next to the kerb (the traditional gutter area) can be of a different material/colour to the carriageway to make the carriageway appear narrower. Although this feature is flush and drivable, it appears as part of the footway/kerb edge.
- **Signs and lines** - Highway elements such as road markings and excessive signs are rarely compatible with placemaking, and should therefore be reduced wherever possible. The starting point should be "design with nothing and then add only what is necessary" (Manual for Streets 2). Minimal signage and road markings make the carriageway feel like it is not designed solely for motor vehicles and encourage drivers to be more aware of their surroundings.



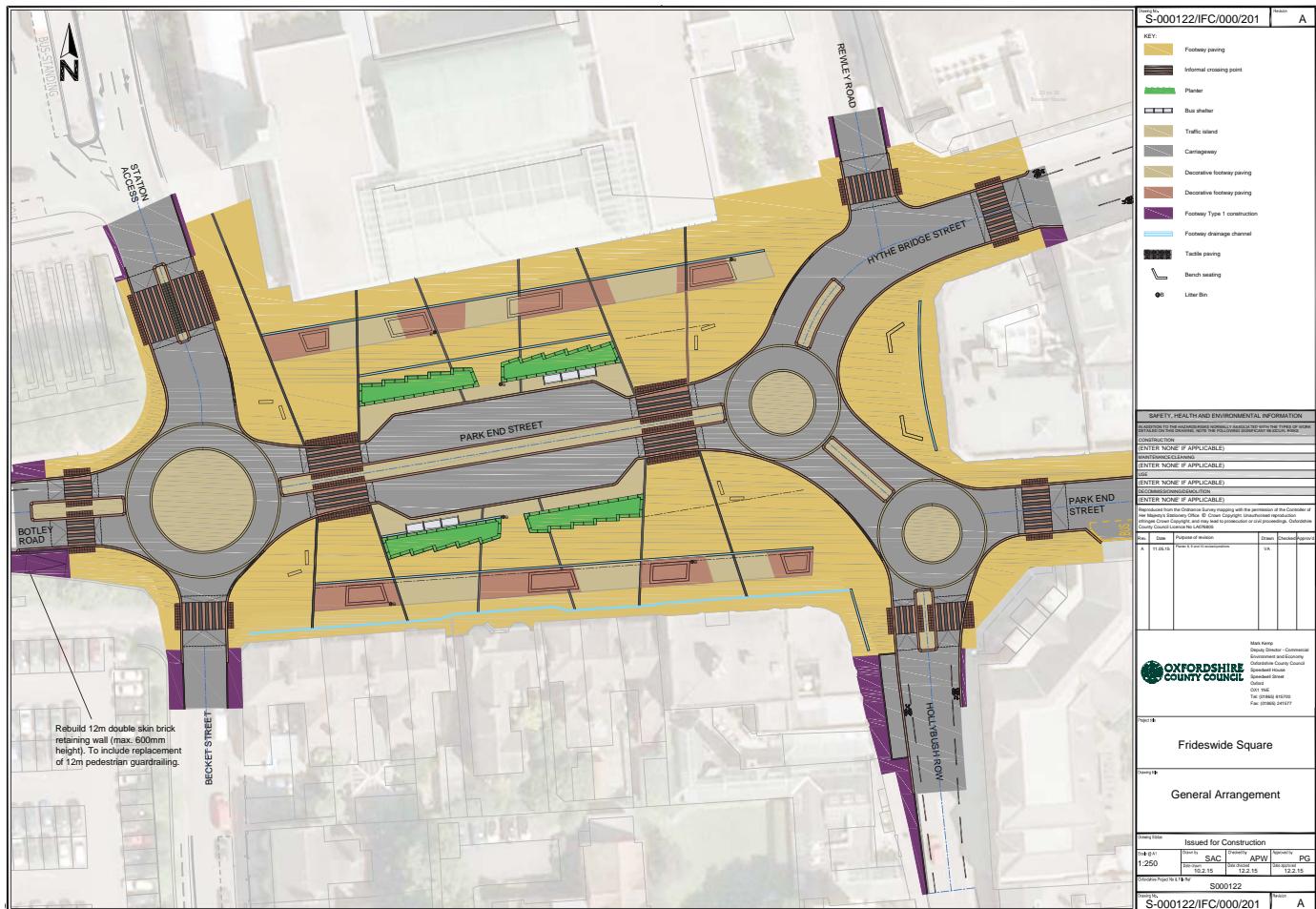
Figure 28: A reduced carriageway width, a central median strip and visual narrowing of the carriageway promotes lower speeds. (Hornchurch, London Borough of Havering).



Figure 29: Courtesy pedestrian crossings replace the old signal controlled crossings. The 8m width of the crossings respond to key desire lines and simplifies the pedestrian experience (Frideswide Square, Oxford).



Figure 30: Extending footway treatment across side streets can help wheelchair users and people with prams move more freely and highlight pedestrian priority (London Borough of Lambeth)



**Figure 32 :** Narrow lane widths of 3.5m has allowed the creation of wide spaces for shared cycle/pedestrian footpaths, seating and planting. Raised planting areas help to define pedestrian and cycle paths and offers opportunities for informal seating. (Frideswide Square, Oxford).



**Figure 33:** The circular design of roundabouts creates a series of distinct spaces. Generous median strips (2.5m) separate the direction of vehicle movements, tighten vehicle approaches to junctions and provide opportunities for informal crossings. Limited signage and road markings encourages lower vehicle speeds (12-15 mph) and assists traffic flows. (Frideswide Square, Oxford).

### 3.6.Promoting place - Rediscovering the mixed use high street

- 3.6.1.** The change in road layout and street design promoted within this chapter supports the aspirations of the Local Plan for the Mitcham's Corner Opportunity Area of maintaining the vibrancy of the local centre and reinforcing local character and identity.
- 3.6.2.** Creating the right conditions and context in which a mixed use high street can thrive will provide many benefits. In terms of sustainability this can promote local shopping without the car. In economic terms a catchment of customers that are better connected and the creation of a destination in itself to visit is good for local businesses. Lastly, in terms of social benefits, it can sustain and build local community and identity.
- 3.6.3.** There is an opportunity to rediscover the function and viability of the high street within the area. The change in road layout coupled with the key design principles are intended to help generate a design proposal that provides a better balance between movement and place.
- 3.6.4.** The creation of space for streetscape improvements as a result of the 'un-doing' of the gyratory will help to define the District Centre as a place rather than simply a space to move through.
- 3.6.5.** Implementing a low speed design would allow the reallocation of space to footway, providing room for shops, cafés and bars to 'spill out' enlivening and activating the high street. There would be space to introduce street trees to physically green the area. Such an approach would also foster a place where people can walk, cycle, play, interact, and enjoy more easily.

### 3.7. A new public space for Mitcham's Corner

- 3.7.1.** The change in road layout and street design could also create the potential for a new public space. A place in its own right where traffic does not dominate but instead is carefully integrated into the public realm.
- 3.7.2.** The new south facing public space could become the focus of community uses and activity. Providing a place for meeting and socialising, which could accommodate events such as community markets. It could provide a new positive focus and identity for the area.
- 3.7.3.** For an area whose identity and spatial qualities have been so disrupted over the years by the gyratory arrangements, establishing a coherent and distinctive focal point and new urban space is likely to have benefits both for the development value of the area and for the patterns of traffic movement.
- 3.7.4.** The adjacent image (figs 34-43) illustrate the character and qualities that could exist within a new urban public space at Mitcham's Corner.



**Fig 34:** Space for pavement culture or 'sitting outability'.



**Fig 35:** Informal meeting space and places to sit.



**Fig 36:** A focus for community uses and activity; a place for all.



**Figs 37 (left) and 38 (right):** The perception of a unified space and using landscape such as urban swales to distinguish zones for movement and places to stay.



**Figs 39 (left) and 40 (right):** Raised planters and grassed areas could respond to pedestrian desire lines, and can create a feeling of 'green'. Raised edges offer sitting opportunities.



**Fig 41:** A plaza or a garden square, or a combination of both? (Source: Google Earth)



**Fig 42:** Making better use of underused space - an interim public plaza with temporary seating and planters.



**Fig 43:** Destination points - bespoke kiosks can provide identity and add activity to spaces.



**"more space for sitting outability"**

Workshop attendee



## 4. Planning and Design Guidance

Page 261

# 4. PLANNING AND DESIGN GUIDANCE

## 4.1. Introduction

- 4.1.1.** The previous chapter suggested a new movement framework, to create the public space that can support the objectives for the Opportunity Area. This chapter sets out how buildings and new development can contribute to these objectives and realise the overall vision.
- 4.1.2.** Specifically, this chapter of the Development Framework provides planning and design guidance on how the development principles will be used to guide future planning applications. In some cases the wording is more prescriptive, and this is reflected in the language with words such as "will" and "should". In other cases the guidance is more discretionary and illustrative, providing a vision and aspirations for future development.
- 4.1.3.** There are two parts to this chapter:
  - Area based and general requirements for all new development within the Opportunity Area is set out within figure 44 and supplemented by general guidance on a variety of themes (refer to section 4.2).
  - Site specific guidance for Henry Giles House and Staples forms the second part to this chapter and is set out within sections 4.3 and 4.4.
- 4.1.4.** As well as complying with the planning and design guidance within this Development Framework any future planning application(s) will have to comply with the policies in the emerging Local Plan.

## 4.2. Area wide guidance

- 4.2.1.** This section, including figure 44, sets out the general requirements that will be required with all new development within the Mitcham's Corner Opportunity Area.
- Promoting creative and contextual design**
- 4.2.2.** Section seven of the emerging Local Plan sets out policies to protect and enhance the character of Cambridge. As such, proposals should provide a contextual approach to the design, scale and massing in response to the surrounding streets and edges of a site.
- 4.2.3.** The guidance contained within this Development Framework should not be slavishly copied. Excellence in architecture is important - well considered, high quality architecture is promoted.

### Supporting the mixed use high street

- 4.2.4.** High streets have always been about much more than shopping. Whilst retail is an important part of the high street, people also visit for other reasons such as to visit cafes, pubs, hairdressers, doctors and dentists, banks and estate agents. They also perform an important social role too - often providing the setting where local people can come together to meet friends and participate in community activities.
- 4.2.5.** Maintaining the vibrancy of the District Centre and reinforcing the local character and identity of the Opportunity Area as a whole, is therefore a key aspiration of Policy 21 in the emerging Local Plan.
- 4.2.6.** Further detailed guidance on development within District Centres is set out in Policy 72 of the emerging Local Plan. Where redevelopment occurs, the

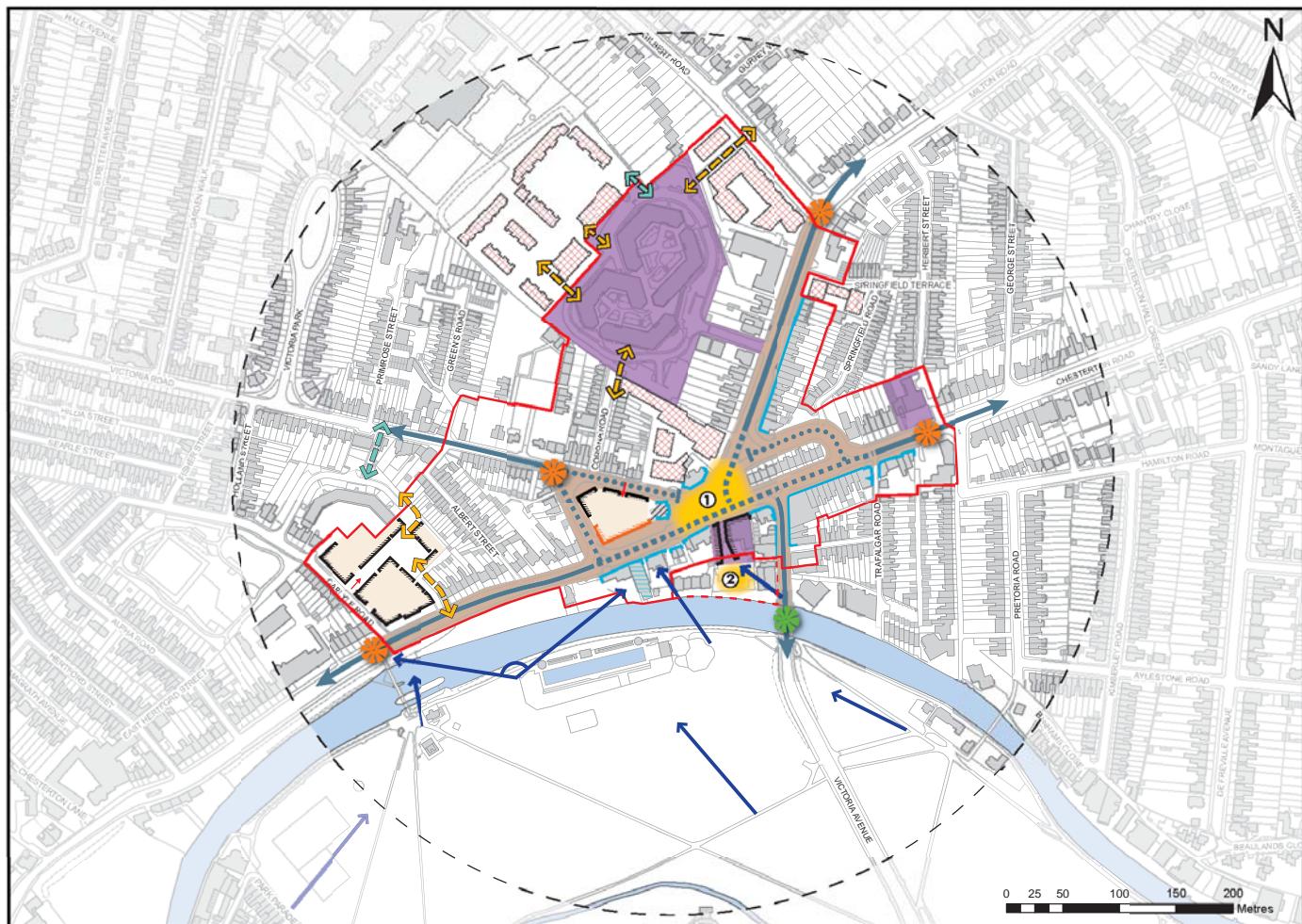


Figure 44: Composite Plan

- Mitcham's Corner Opportunity Area (Local Plan 2014 Policy 21)
- - Proposed Amendment to the Opportunity Area Boundary
- Indicative building frontage
- Location of possible retail frontage
- Retain Lloyds Bank building and explore opportunities for adaptive reuse
- Remnants of historic High Street
- Opportunity to enhance and repair frontage. Explore options to engage with river setting.
- Consented schemes
- Existing pedestrian/cycle links
- Potential for new pedestrian and cycle links
- Potential vehicle access
- Opportunity for new urban space:
  1. Through remodelling of the existing gyratory
  2. Through redevelopment of Barclays Bank
- Sensitive views from Jesus Green
- Potential development sites (including Henry Giles House and Staples)
- Existing streets
- Reintroduce two way traffic movements
- Local access only
- Potential public realm improvements – low speed street design
- Existing positive gateway
- Potential new gateway into Mitcham's Corner

following opportunities should be taken to reinforce the high street:

- Mixing complementary uses - opportunities should be taken to provide a mix of uses, including residential at upper floors. This can help to spread activity throughout the day and therefore vitality to the public realm.
- Well defined and transparent edges - for shop windows and cafes to allow activity to be visible from the street, making the public realm feel safer and more welcoming.
- 'Spill out' space - include opportunities for activity to 'spill out' into pavements such as outdoor seating. In the case of commercial buildings, this translates to externalising the more active uses.

### Views, vistas and skyline

- 4.2.7.** It is important to note that the range of storey heights recommended within this guidance forms the starting point for the consideration of new development within the study area.
- 4.2.8.** Applicants will be expected to produce accurate 3D computer models to inform an appropriate massing of the development on any key views and vistas. Further advice is available within appendix f of the emerging Local Plan.
- 4.2.9.** Care should be taken over the design of roof-top plant and other equipment such as lift over-runs. These should be designed as an integral feature of the building and to be as unobtrusive as possible from surrounding streets and on any key views and vistas.

### Sustainable design - overheating

- 4.2.10.** Creating sustainable development should be a priority underpinning all new development within the Opportunity Area. Consideration should be given to the

following issues:

- Health and well-being of future residents;
- Energy efficiency of new buildings;
- Design for climate change;
- Water use;
- Flood mitigation – Sustainable drainage;
- Use of materials and resources;
- Waste and recycling;
- Employment opportunities;
- Pollution
- Transport and mobility;

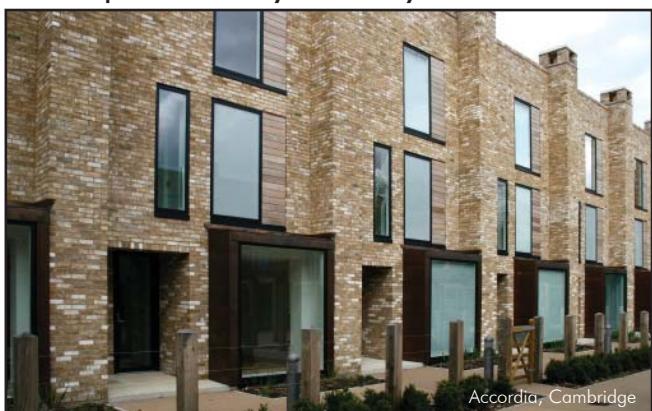
- 4.2.11.** Development should comply with adopted policy related to sustainable design and construction, with reference to the most up to date guidance on sustainable design and construction.
- 4.2.12.** As temperatures increase due to climate change, there is an increased risk of overheating in buildings. Development proposals should use architectural responses to overheating and 'design-out' this issue as far as practicable. Single aspect dwellings should be avoided and consideration given to the levels of glazing and orientation to ensure that new development does not overheat.
- 4.2.13.** Future climate change as well as environmental health issues such as noise and air quality will also require early consideration as this may impact upon ventilation strategies for development proposals. Where natural ventilation is not possible, developers should prioritise low carbon approaches rather than resorting to mechanical cooling systems.



**Fig 45:** Well defined entrances, projections and ventilation stacks create vertical rhythm. Source: RH Partnership.



**Fig 46:** Well proportioned volumes and gaps creates a harmonious relationship between 4 storeys and 2 storey forms.



**Fig 47:** Expressing services creates vertical rhythm, domestic proportions and an articulated roofscape.



**Fig 48:** The variety of tones, materials and detailing creates an architecturally rich street composition with rhythm.

## Built Form - Achieving fine grain development

**4.2.14.** In the case of the Opportunity Area, architects must ensure that developments are compatible with the finer urban grain setting of the area. This can be achieved in a number of ways. Examples are illustrated in figures 45-48. The ingredients of finer grain development are summarised below; architects are encouraged to think G.R.A.I.N

- Gaps and voids - breathing space between forms creates well proportioned volumes. Voids at upper floors modulate form and roofs of lower blocks offer opportunities for roof terraces and potential to increase sunlight penetration into amenity areas;
- Rhythm - vertical expression of services and function can help create human scale. Variation of heights creates rhythm. Expression of base, middle and top provides visual order and richness;
- Articulation - well proportioned projections enliven facades and add human resonance to streets. Modulation at upper floor creates articulated rooflines. Appropriate detailing and richness to elevations;
- Interactions and thresholds - Doors and windows from the street encourages activity. Well defined, layered thresholds mediate between public and private spaces, and create urban rhythm;
- Notches and Niches - Notches at upper floors can exploit views and create new glimpsed views into sites. Stepping frontages back from boundaries can create niches for spill out space.

## Activate the edges

**4.2.15.** Making frontages 'active' adds life, vitality and interest to the public realm. To achieve this aim, development proposals will:

- Create well-designed entrances orientated on to the street to encourage activity within the public realm;
- Maximise the number of windows to increase natural surveillance; and
- Use features such as balconies, winter gardens, bay windows to enliven the frontages and articulate façades.

## Amenity space

**4.2.16.** Development should ensure that all residential units have access to private amenity space in the form of roof gardens, balconies and/or winter gardens. It is essential that these amenity spaces are well designed and integral to the character of the development, are located so that they are comfortable to use and are of sufficient size. It is expected that private roof gardens, balconies and winter gardens should:

- Be large enough to accommodate a table and chairs;
- Receive direct sunlight for part of the day;
- Be positioned away from or designed to mitigate sources of noise and poor air quality.

## Car parking

**4.2.17.** When considering the appropriate car parking solutions on site, applicants should consider a variety of car parking solutions to achieve a balance between functionality and placemaking. On tighter sites, podium parking solutions may be appropriate as well as incorporating dwelling typologies that

integrate the parked car for example flats over garages (FOGs) to create mews style streets and spaces. Any car park access will need to be well resolved to reduce the possibility of it negatively impacting on the quality and character of the street.

**4.2.18.** Given the proximity of the area to the City Centre, low car ownership or even car free development may be considered appropriate, especially when supplemented through the provision of Car Clubs.

## Drainage and surface water flood risk

**4.2.19.** Developers must pay close attention to drainage and surface water flood risk issues. Architects are encouraged to employ water sensitive urban design to the process of integrating water cycle management within their schemes. Refer to figures 59-51. Policies 31 and 32 in the emerging Local Plan provide detailed guidance on integrated water management and flood risk.

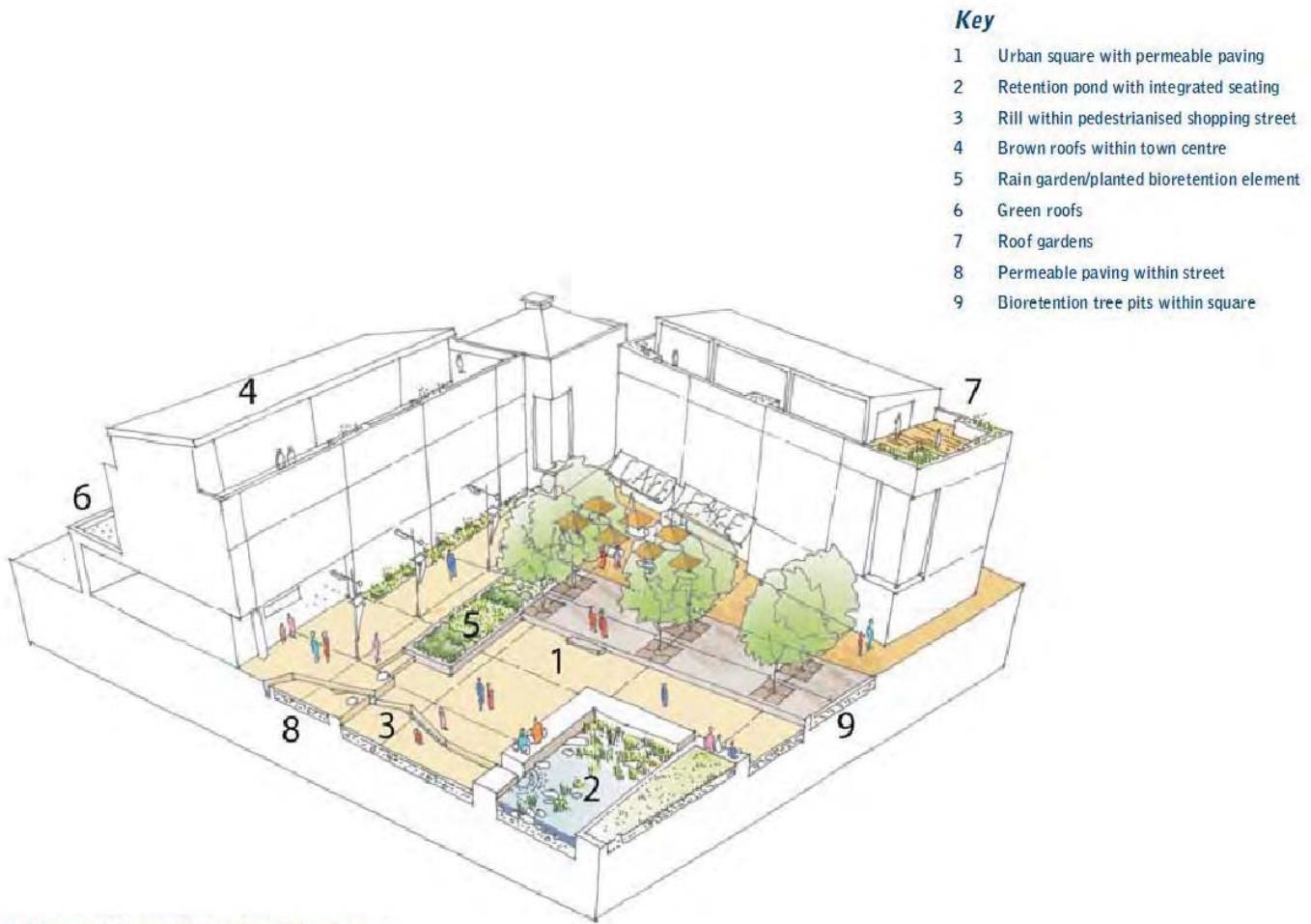
## Cycle provision

**4.2.20.** Applicants should refer to the Cambridge City Council Cycle Parking Guide for New Residential Developments (February 2010). Cycle parking should be secure, well integrated and convenient to use and make provision for 'off gauge' or non-standard bicycles and trailers. Cycle parking for businesses should be as close to the main entrance as possible.

## Ecology

**4.2.21.** There will be many opportunities for enhancing the local biodiversity through development. Initiatives that could be considered are:

- Tree and other planting where appropriate;
- Water resources in association with SUDs and other landscape features;
- Nesting opportunities for a variety

*SuDS in a high density development setting*

**Fig 49 - Examples of integrating SuDS into developments. Image contained within Policy 31 of emerging Local Plan.**



**Fig 50 - Rain garden planted with trees and mesic planting which can withstand drought and occasional flooding. Currently under construction at Rectory Terrace, Cherry Hinton High Street, Cambridge.**



**Fig 51: Reed bed ponds help to slow the flow and clean water. Quad, Great Kneighton, Cambridge.**

of bird and bat species. Habitats for insects;

- Brown or green roofs(refer to appendix J of the emerging Local Plan for further detail).

budgets held by either the City or County Councils or other authorities.

### Recycling and waste facilities

**4.2.22.** It is expected that any development which comes forward on the site will successfully integrate refuse and recycling facilities and clearly separate commercial and residential waste streams.

### Public art

**4.2.23.** Public art is encouraged as part of development proposals in accordance with emerging Local Plan 56. The engagement of an artist should be undertaken at an early stage of the design process to ensure that it is well integrated into proposals.

### Planning obligations

**4.2.24.** The development of sites within the Opportunity Area is likely to result in increased demands for community infrastructure such as public open space, sports health and community facilities. Some of these demands may be met on site but others will be secured through commuted sums to provide new or enhanced infrastructure off site. Planning Obligations via a Section 106 agreement will be needed to deliver this infrastructure. The full list and scope of these Planning Obligations will be defined through the consideration of the planning application(s) for the site(s).

**4.2.25.** The delivery of the new street layout and large areas of new public realm is complex and requires significant funding. It is likely that funding will need to be found from more than one source which, for example, could include (amongst others) future tranches of the Greater Cambridge City Deal, site specific section 106 agreements (planning obligations), Community Infrastructure Levy (CIL) payments, or special capital project



## 4.3. Site guidance - Henry Giles House

### Site location

- 4.3.1. The site is located on the corner of Chesterton Road and Carlyle Road and is approximately 0.6 miles from the City Centre.

### Site Area

- 4.3.2. 0.78ha.

### Policy Designation

- 4.3.3. Allocated site (R4) within the emerging Local Plan for housing. Site falls within Castle and Victoria Conservation Area.

**Table 1: Proposals schedule for R4, adapted from Appendix B of emerging Local Plan**

Capacity <sup>1</sup>	Provisional issues identified <sup>2</sup>	Planning status <sup>3</sup>
48 dwellings	<ul style="list-style-type: none"> <li>• Surface water flooding requires mitigation</li> </ul>	Cambridge Local Plan 2006 allocation 5.15
62 dph	<ul style="list-style-type: none"> <li>• Access from Carlyle Road, subject to detailed testing</li> <li>• Within the air quality management area</li> </ul>	

<sup>1</sup> Approximate number based on initial assessment in Strategic Housing Land Availability Assessment (SHLAA); final number may be greater or smaller depending on detailed assessment and detailed design.

<sup>2</sup> Policies in the whole plan must be considered in the development of the sites. However, there are a number of items for each new site that an applicant should be particularly aware of and should consider early when preparing detailed planning proposals. It should not be regarded as an exhaustive list; it is purely intended to be helpful in order to highlight known issues.

<sup>3</sup> Summary of the status of the site where planning process has progressed, i.e. relationship to 2006 Local Plan, if it has outline planning permission, is under construction or has a pending planning application.

### Existing uses

- 4.3.5. Offices (B1) and parking.

### Development principles

- 4.3.6. Key development principles are summarised in Figure 52. These will need to be considered when developing proposals for the site. In addition, further principles are established below.

### Responding to a variety of edge conditions

- 4.3.7. There are a number of varied edges to the site, each with a different character, which development is expected to respond to.

■ Southern Edge / Chesterton road frontage - Building heights along the Chesterton Road frontage east and west of the site vary between 2-3.5 storeys creating stepped rooflines. Staggered building lines to the east of the site, reveal gables and create a character of well expressed vertical roofline elements. Buildings to the West of the site, are architecturally rich in detail both in terms of elevations and roofscape. Gable frontages feature and bay windows are common place.

■ Western Edge / Carlyle Road frontage - The scale of the street is more intimate and uniform in comparison to Chesterton Road. Terraces immediately adjacent to the west of the site are of 2.5 storeys (+ basement). The repeating forms, creates façades and rooflines that are well articulated with bay windows and chimneys. The topography of the street rises towards Alexandra Gardens.

■ Northern edge - bounded predominantly by the Protected Open Space of Grasmere Gardens, a 3 storey late 1970s housing scheme.

■ Eastern edges - bounded mainly by the rear garden fences/walls of residential terraces of Chesterton Road and Albert Street. Vehicle access to the rear of 81-91 Chesterton Road currently exists. The status of this access is unknown.

### Scale and massing

- 4.3.8. An urban design led approach should be adopted to inform the appropriate scale and massing of redevelopment proposals for the site. This should result in a well-

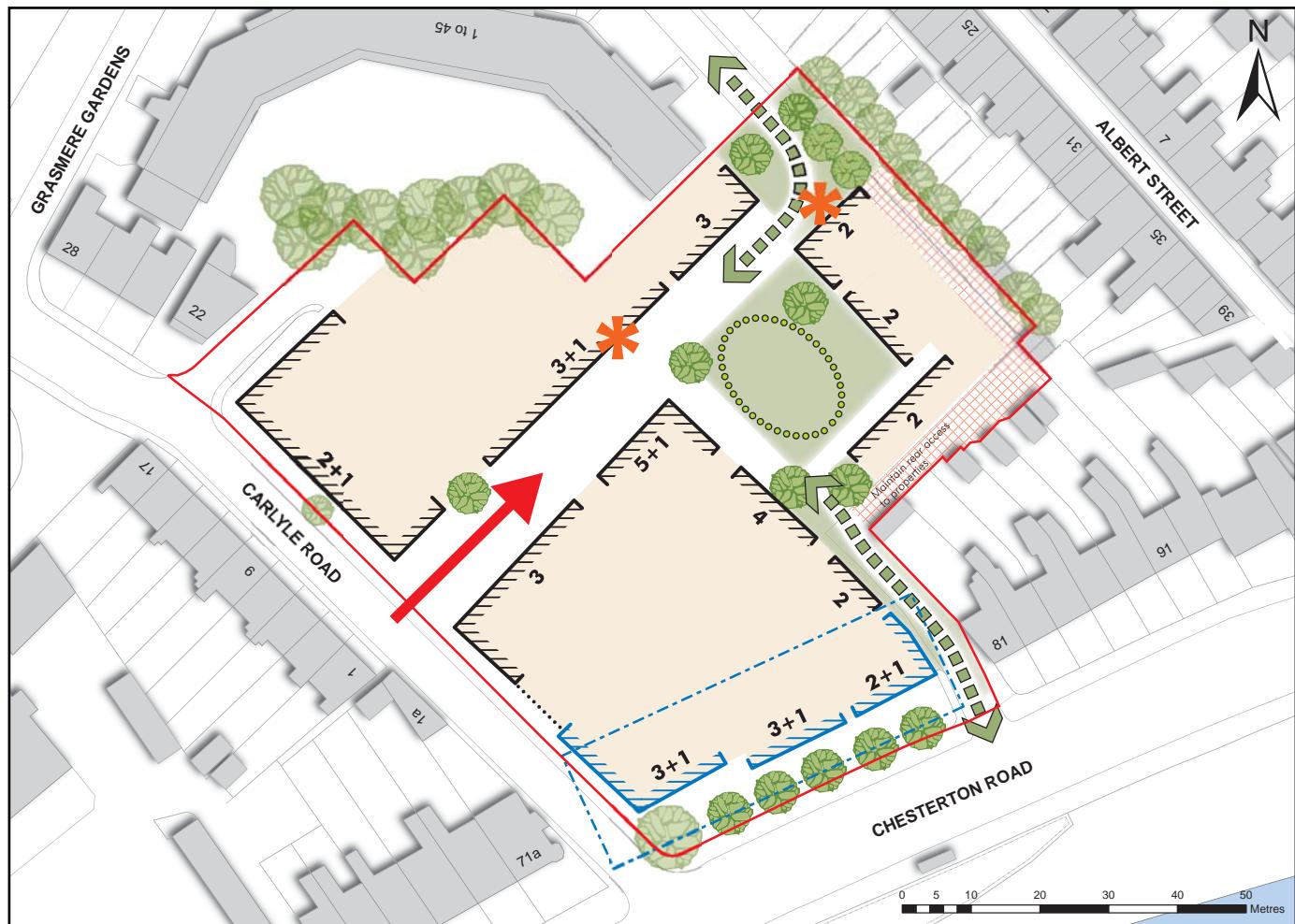


Figure 52: Development Principles for Henry Giles House

- Allocation Site R4(emerging Local Plan 2014) site boundary
- Indicative building frontage
- Variation/staggered building line to respond to character of Chesterton Road frontage.
- Zone of height variation to enhance character and safeguard views from Jesus Green.
- 2+1** Storey heights – maximum storey heights indicated assume residential floor to ceiling height of 2.7m (3m floor to floor height). Overall height should be inclusive of plant. The +1 indicates accommodation in the roofspace or a setback upper floor (minimum setback 1.5m).
- Broken form to allow sunlight penetration and articulation of massing
- Key features (buildings or landscape) to frame / terminate views
- Secure rear gardens of houses in Albert Street and Chesterton Road with built form and maintain minimum of 20m distance from rear elevations
- Creation of pedestrian and cycle green links/lanes
- Potential vehicle access
- Existing trees
- Opportunities for new tree planting/landscape
- Potential urban focal space

designed scheme that fits into its context, helps to define key entrances and routes and responds to key views and vistas including views into and out of the site into the Conservation Area.

- 4.3.9.** Building heights shown in Figure 57 are expressed as storey heights. Residential floors are assumed to have 2.7m floor to ceiling height (3m floor to floor height). Floor to floor heights assumes a 300-400mm construction depth for floors.
- 4.3.10.** There will be some differences in floor to ceiling heights between buildings. These small changes are acceptable and indeed help to create greater variation in roofscape and overall massing.
- 4.3.11.** Building heights shown are intended to promote development that responds to the sites key contextual factors and placemaking opportunities. There maybe the opportunity for an increase in height (5+1 storeys) to occur within the site , subject to an acceptable design. Building heights should be stepped down around the eastern edges to respond to existing properties. Along the Chesterton Road frontage the heights expressed are intended to reflect the prevailing character and respond to sensitive views from Jesus Green the character of the Castle and Victoria Conservation Area. Building heights along the north western edge of the site should reflect those of the adjacent terrace of 1-17 Carlyle Road.
- 4.3.12.** Proposals will be expected to incorporate architectural modulation and variety to generate a varied roofscape and streetscape. Contemporary forms of massing should be considered along more traditional forms. Innovative use of roofscape for accommodation and the use of setback upper floors can be an effective way of moderating the overall scale and massing of the redeveloped site whilst creating well-articulated forms.
- 4.3.13.** Applicants will be expected to produce

accurate 3D computer models to inform an appropriate massing of the development on any key views and vistas. Refer to appendix F of the emerging plan for further advice.

### A series of individual buildings

- 4.3.14.** Key to creating an appropriate scale and massing for the site is the principle of creating a series of individual buildings. Staggering the approach to massing both in plan and in height will help development achieve a diversity of scale that is appropriate to the sites variety of edges, create a finer grain of development and make for a more interesting streetscape.
- 4.3.15.** Blocks should be expressed as individual buildings, with individual entrances and doors. Arrangements which create vertical circulation (rather than horizontal corridors) are encouraged.
- 4.3.16.** Further guidance relating to finer grain development can be found on page 45.

### Key views

- 4.3.17.** Henry Giles House is very prominent from views across Jesus Green a Protected Open Space that lies within the Historic Core of the Central Conservation Area. This is a sensitive location and therefore the form of developments and positioning of buildings form should respond to these views. Creating a finer grain of development along Chesterton Road will be critical to this.
- 4.3.18.** The development principles summarised in figure 57 are intended to generate a variety of building heights across the site and achieve a varied skyline and roofscape, as this is an important feature of the existing streetscape along Chesterton Road.

### Vehicle access

- 4.3.19.** Existing vehicle access is from Carlyle Road will be subject to detailed testing.

Details will need to be agreed with Cambridgeshire County Council as highway authority.

### Reconnecting streets and spaces

- 4.3.20.** Development should reconnect where feasible with existing streets and spaces. Any new development should provide links from Chesterton Road into the site and reconnect through to Grasmere Gardens. These new linkages should provide through access for cycles and pedestrians only and could possess a more intimate green 'lane' character, where space is shared.
- 4.3.21.** The status of the existing access to the rear of Chesterton Road will need to be established and may need to be incorporated into redevelopment proposals.

### Integrated water management - a dynamic new focal space

- 4.3.22.** Surface water flooding requires mitigation on the site. Smaller, more resilient features distributed throughout the development should be used, instead of one large management feature. Figure 49 provides examples of how to successfully integrate SuDs into developments.
- 4.3.23.** There is an opportunity to create dynamic focal space within the site that deals with water.
- 4.3.24.** Above ground multi-functional storage would be the first choice, together with a combination of sustainable drainage source control features such as rain gardens, permeable paving, swales, rills and green/brown roofs.
- 4.3.25.** When the site is redeveloped, it will be expected that attenuation will be required on site and given the proximity to the River Cam, such measures will be required to safeguard or improve the

water quality leaving the site.

### Public realm and trees

- 4.3.26.** The redevelopment of site should improve the quality of the public realm adjacent to the site boundaries. The opportunity to make streetscape improvements at the new access into the site along Carlyle Road should be explored. A consistent material such as blockwork, across the entrance and the road perhaps with a raised table, could be used to break down the linearity of the highway and reinforce low vehicle speeds.
- 4.3.27.** The existing Silver Birch tree along Carlyle Road should be retained subject to feasibility and condition assessment.
- 4.3.28.** Street trees should be introduced along Chesterton Road frontage as part of any public realm improvements.

## 4.4. Site guidance - Staples

### Site location

- 4.4.1. The site is located on the corner of and is approximately 0.38 miles from the City Centre.

### Site Area

- 4.4.2. 0.38ha (site boundary as shown on figure 53).

### Policy Designation

- 4.4.3. The site is not allocated within the emerging Local Plan. The site falls within the Castle and Victoria Conservation Area.

### Existing uses

- 4.4.4. The site is occupied by two retail uses (Staples and Evans Cycles) with associated car parking provided above. A third retail unit located next to the existing Lloyds Bank has been let and is expected to be open September 2016. A fourth unit is currently being fitted out above Evans Cycles and is currently being marketed for a variety of uses including offices, gym and educational. The first floor of the existing Lloyds Bank is currently being converted into two flats.

### Development principles

- 4.4.5. Key development principles are summarised in Figure 58. These will need to be considered when developing proposals for the site. In addition, further principles are established below.

### Unlocking the 'island'

- 4.4.6. The change in road layout and street design promoted within chapter 3 could help to unlock the redevelopment potential of the existing Staples site.
- 4.4.7. It is therefore essential that development proposals for the site should respond to any future options for the remodelling of the gyratory. This could include: exploring a new retail built frontage along Chesterton Road to help reduce the street

width of Victoria Road; considering the form of development at the north western corner of the site to help create a new gateway into Mitcham's Corner; and exploring adaptive reuse opportunities for the existing Lloyds Bank building which address/interact with the potential new public space that is promoted within Chapter 3.

### Responding to a variety of edge conditions

- 4.4.8. There are a number of varied edges to the site, each with a different character, which development is expected to respond to.

- Southern Edge / Chesterton Road frontage - This edge fronts the principal street of Chesterton Road and forms the start of the high street when approaching from the West. Heights adjacent to this frontage and east of the site vary between 2-3.5 storey. Building lines feel more continuous; terraces to the east and adjacent to the site contribute to this. The 2 storey Lloyds Bank occupies the eastern apex of the southern frontage. Chimneys punctuate rooflines, frequent and more orderly arrangement of windows/entrances create vertical rhythm. Retail units create a clearly expressed ground floor.
- Western Edge / Croft Holme Lane - The scale of the street is more intimate in comparison to Chesterton Road with building heights predominately 2 storeys. Shallow landscaped set backs contribute to this. The topography of the street rises towards Victoria Road. Gaps between forms created by rear gardens and access points, are more evident.
- Northern edge / Victoria Road - Terraces immediately adjacent to the north of the site are between 2-2.5 storeys (+ basement). The

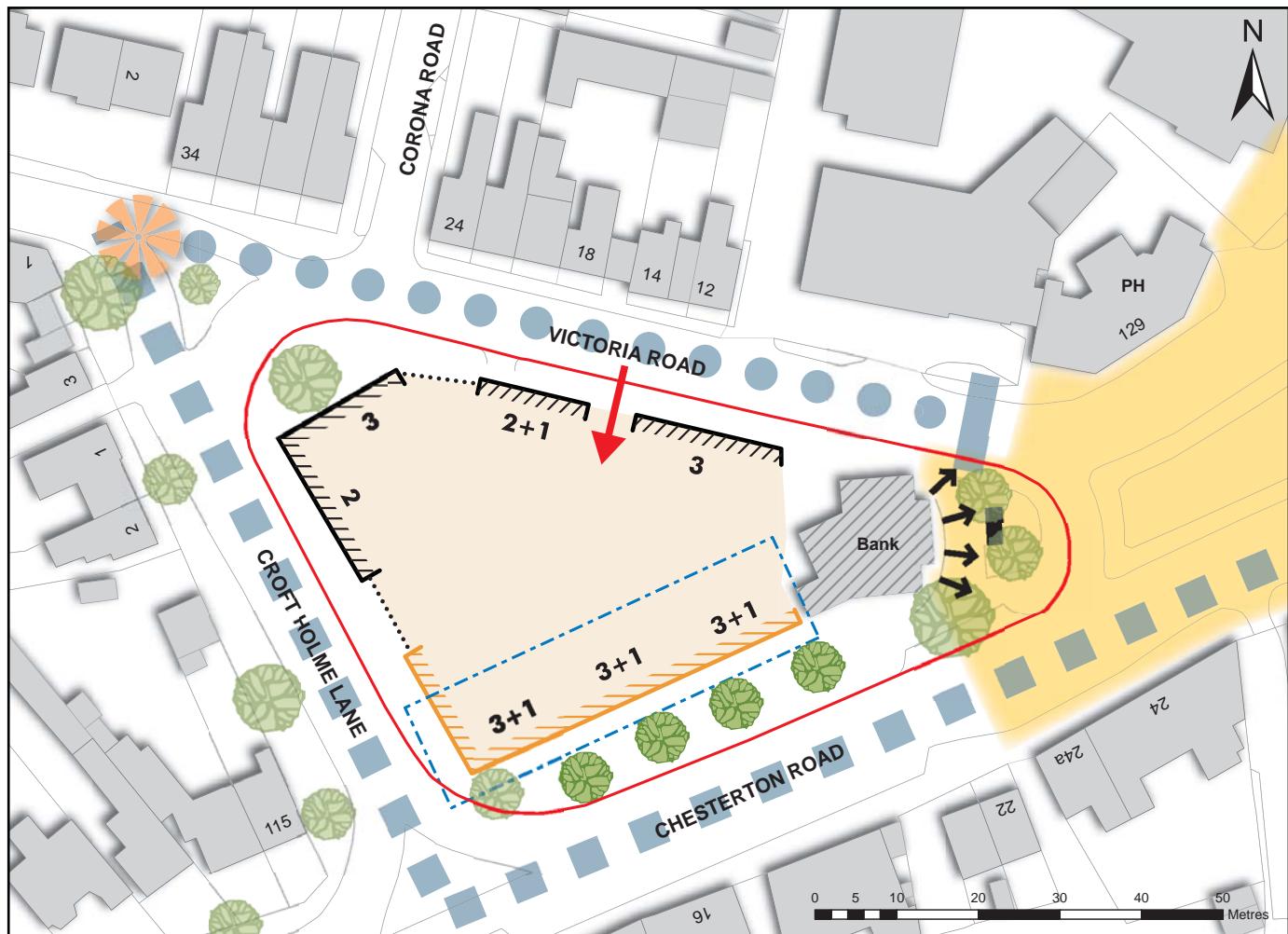


Figure 53: Development Principles

- Staples site boundary**
- Indicative building frontage**
- Location of potential retail frontage**
- 2+1** Storey heights – maximum storey heights indicated assume residential floor to ceiling height of 2.7m (3m floor to floor height). Assume ground floor commercial units would require a floor to ceiling height of 3.7m (4m floor to floor). Overall height should be inclusive of plant. The +1 indicates accommodation in the roofspace or a setback upper floor (minimum setback 1.5m).
- Broken form to allow sunlight penetration and articulation of massing**
- Retain Lloyds Bank building and explore opportunities for adaptive re-use**
- Preserve and enhance dog trough (a tribute to Prince Chula's dog, Tony)**
- Varied roof form to safeguard existing views from Jesus Green**
- Existing trees**
- Opportunities for new tree planting/landscape to be considered alongside any redesign of gyratory**
- Vehicle access subject to redesign of gyratory**
- Opportunity for building to address/interact with new urban space (refer to Chapter 3)**
- Reintroduce two way movements (refer to Chapter 3 and figure 27)**
- Local access only (refer to Chapter 3 & figure 27)**
- Opportunity for new urban space through remodelling of the existing gyratory (refer to Chapter 3 and figure 27)**
- Create new gateway into Mitcham's Corner (Refer to Chapter 3 and figure 27)**

combination of a subtle staggering of building lines, street topography and chimneys creates a varied and interesting roofscape. Facades are well ordered with projecting bay windows at ground floor. Set backs are clearly defined, with low brick walls and railings.

### Scale and massing

- 4.4.9.** An urban design led approach should be adopted to inform the appropriate scale and massing of redevelopment proposals for the site. This should result in a well-designed scheme that fits into its context, helps to define key entrances and routes and responds to key views and vistas including views into and out of the site into the Conservation Area.
- 4.4.10.** Building heights shown in Figure 58 are expressed as storey heights. It assumes that where commercial ground floor uses are proposed, the floor to ceiling height will typically be around 3.7m (floor to floor height 4m). Residential floors are assumed to have 2.7m floor to ceiling height (3m floor to floor height). Floor to floor heights assumes a 300-400mm construction depth for floors.
- 4.4.11.** There will be some differences in floor to ceiling heights between buildings. These small changes are acceptable and indeed help to create greater variation in roofscape and overall massing.
- 4.4.12.** Building heights shown (figure 53) are intended to promote development that responds to the sites key contextual factors and placemaking opportunities. Along Chesterton Road, the heights expressed (3+1 storeys) are intended to reinforce the character of the district centre, and respond to the principal nature of the street which it fronts onto. Heights along this frontage are also intended to reduce the visual impact on longer distance sensitive views across Jesus Green. Building heights should step down along the northern edges to

respond to adjacent existing properties. A reduction in scale and a more broken form of development is promoted along Croft Holme Lane to not only respond to the character of this street, but to also provide greater opportunities for daylight into the site.

- 4.4.13.** Proposals will be expected to incorporate architectural modulation and variety to generate a varied roofscape and streetscape. Innovative use of roofscape for accommodation and the use of setback upper floors and stacks. The use of set back upper floors and stacks will allow for a scale of development more suited to the finer grain character of the surrounding area whilst epitomising the land available.

- 4.4.14.** Applicants will be expected to produce accurate 3D computer models to inform an appropriate massing of the development on any key views and vistas. Refer to appendix F of the emerging Local Plan for further advice.

### A series of individual buildings

- 4.4.15.** Key to creating an appropriate scale and massing for the site is the principle of creating a series of individual buildings. Staggering the approach to massing both in plan and in height will help development achieve a diversity of scale that is appropriate to the sites varied context, create a finer grain of development and make for a more interesting streetscape. Blocks should be expressed as individual buildings, with individual entrances and doors. Arrangements which create vertical circulation (rather than horizontal corridors) are encouraged.

- 4.4.16.** Further guidance relating to finer grain development can be found on pages 45.

### Retention and adaptation of Lloyds Bank

- 4.4.17.** The key development principles promotes the retention and adaptation of the existing Lloyds Bank as part of any

redevelopment proposals for the site.

- 4.4.18.** The bank, despite its alteration over the years, is considered to have a certain style which is appropriate to the local area and it has a visual relationship with the Portland Arms (which is a Building of Local Interest) over the road, built of similar materials.
- 4.4.19.** The potential re-use and adaptation of the existing bank should be considered in the context of any new urban space that could be created as part of the remodelling of the existing gyratory system. (Refer to chapter 3)

### Commercial uses

- 4.4.20.** Any commercial use should be located on Chesterton Road frontage and the eastern corner, to support the function and future vitality of the 'high street'. It is envisaged that servicing for retail uses will be from the street.

### Vehicle access

- 4.4.21.** Existing vehicle access is from Chesterton Road. Details will need to be agreed with Cambridgeshire County Council as highway authority.

### Integrated water management

- 4.4.22.** Surface water flooding requires mitigation on the site. Smaller, more resilient features distributed throughout the development should be used, instead of one large management feature. Figure 49 provides examples of how to successfully integrate SuDs into developments.

- 4.4.23.** Above ground multi-functional storage would be the first choice, together with a combination sustainable drainage source control features such as rain gardens, permeable paving, swales, rills and green/brown roofs.

- 4.4.24.** When the site is redeveloped, it will be expected that significant below ground attenuation will be required on site and

given the proximity to the River Cam, such measures will be required to safeguard or improve the water quality leaving the site.

### Public Realm and trees

- 4.4.25.** The redevelopment of the site should improve the quality of the public realm adjacent to the site boundaries.
- 4.4.26.** The existing Lime tree adjacent to Lloyds Bank should be retained subject to a condition assessment.
- 4.4.27.** Street trees should be introduced where possible, and in particular along Chesterton Road frontage as part of any public realm improvements. The presence of underground services within this area requires careful consideration.
- 4.4.28.** The provision of trees improves air quality, reduces dust, muffles noise and offers shade and shelter. It also reduces the heat island effect.



# Glossary

## Active frontages

An active frontage is one which allows some kind of movement or visual relationship between the person outside and the activity inside. At a minimal level, this interaction might be one of simple observation such as a window display or people working. At a higher level of interaction, the pedestrian could be encouraged to enter the unit to buy something or participate in an activity. The most interactive frontages are usually those of cafés, bars or shops, which spill out onto the street.

## Articulation

The expression of the vertical or horizontal subdivision of a building facade into perceivable elements by the treatment of its architectural features.

## Biodiversity

Encompasses all aspects of biological diversity, especially including species richness, ecosystem complexity and genetic variation.

## Building line

The line formed by the frontages of buildings along a street.

## Built form

Buildings and their structures

## Buildings of Local Interest

Buildings of Local Interest are not subject to statutory protection, but are recognised as being of importance to the locality or the City's historical and architectural development.

## Cambridge Local Plan 2006

The Cambridge Local Plan 2006 sets out policies and proposals for future development and land use to 2016; the Plan will be a material consideration when determining planning applications.

## Emerging Cambridge Local Plan 2014

The emerging Cambridge Local Plan 2014

sets out policies and proposals for the future development and land use to 2031; the plan will be a material consideration when determining planning applications.

## City Centre

Historic Core and Fitzroy/Burleigh Street shopping areas in Cambridge. These areas provide a range of facilities and services, which fulfil a function as a focus for both the community and for public transport. See also Cambridge Proposals Map (October 2009).

## Conservation Area

Areas identified, which have special architectural or historic interest, worthy of protection and enhancement.

## Fine grain

The quality of an area's layout of building blocks and plots having small and frequent subdivisions.

## Form

The layout (structure and urban grain), density, scale (height and massing) and appearance (materials and details).

## Gateways

A relatively new area of research and design that applies to the treatment of entry points into settlements, town centres, high streets etc, with the aim of creating a clear gateway and transition point between more conventional higher speeds roads and more integrated low speed contexts.

## Historic Core Conservation Area Appraisal

The Historic Core Conservation Area Appraisal covers 70+ streets in the City Centre which are defined according to their significance. This significance can be their historical, architectural or social impact on the character and appearance of Cambridge.

## Listed Building

A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations that would affect its character or its setting.

### **Massing**

The combined effect of the arrangement, volume and shape of a building or group of elements.

### **Mixed use development**

Development comprising two or more uses as part of the same scheme. This could apply at a variety of scales from individual buildings, to a street, to a new neighbourhood or urban extension. ‘Horizontal’ mixed uses are side by side, usually in different buildings. Vertical mixed uses are on different floors of the same building.

### **Movement**

People and vehicles going to and passing through buildings, places and spaces.

### **Natural surveillance**

The discouragement to wrong-doing by the presence of passers by or the ability of people to see out of windows. Also known as passive surveillance.

### **National Planning Policy Framework (NPPF)**

The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. It sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighborhood plans, which reflect the needs and priorities of their communities.

### **Permeability**

Permeability describes the degree to which urban forms, buildings, places and spaces permit or restrict the movement of people or vehicles in different directions. Permeability is generally considered a positive attribute of urban design, as it permits ease of movement by different transport methods and avoids severing

neighbourhoods. Areas which lack permeability, e.g. those severed by arterial roads or the layout of streets in cul-de-sac form, are considered to discourage effective movement on foot and encourage longer journeys by car.

### **Planning Obligation**

A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning Obligations are normally secured under Section 106 of the Town & Country Planning Act 1990.

### **Public Art**

Publicly sited works of art, which make an important contribution to the character and visual quality of the area and are accessible to the public.

### **Public Realm**

The parts of a village, town or city (whether publicly or privately owned) that are available, without charge for everyone to use or see, including streets, squares and parks.

### **Section 106**

See Planning Obligation.

### **Sustainable Development**

Sustainable Development is a very broad term that encompasses many different aspects and issues from the global to local levels. Overall sustainable development can be described as ‘Development, which meets the needs of the present without compromising the ability for the future generations to meet their own needs’ (after the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission).

### **Sustainable Drainage Strategy (SuDS)**

Development normally reduces the amount of water that can infiltrate into the ground and increases surface water run-off due to the amount of hard surfacing used. Sustainable drainage systems control surface water run off by mimicking natural drainage process through the use of surface water storage areas, flow

limiting devices and the use of infiltration areas or soakaways etc.

### **SWOT analysis**

A method for assessing an area in terms of its strengths, weaknesses, opportunities and threats.

### **Water sensitive urban design**

Water sensitive urban design (WSUD) is an approach to design that delivers greater harmony between water, the environment and communities. This is achieved by integrating water cycle management with the built environment through planning and urban design.



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This document is intended to be printed at A4.



## **Mitcham's Corner Draft Development Framework Supplementary Planning Document (SPD)**

### **Statement of Consultation**

#### **Background**

The City Council as the Local Planning Authority has been developing a draft Development Framework SPD in consultation with the local community, members of the city and county councils, land owners and other stakeholders since early 2015. The purpose the document is to assist in delivering the objectives as set out in Policy 21 (Mitcham's Corner Opportunity Area) of the Cambridge Local Plan 2014: Proposed Submission.

The draft Development Framework SPD is structured in four chapters:

1. Introduction and Background
2. A context analysis
3. The gyratory: a vision for change; and
4. Planning and design guidance, focused principally on providing guidance for two key sites, specifically Henry Giles House and the Staples Site

#### **Preparation of the draft Development Framework SPD**

The Mitcham's Corner Opportunity Area lies within the northern edge of the extended Central Conservation Area and is approximately 10 minutes' walk from the city centre. The area owes its name to Charles Mitcham, who owned a draper's shop on the corner of Chesterton Road and Victoria Avenue from the early- to mid-20th century. Today, the name is associated with the gyratory system that radically changed the area in the 1970s. The one-way system has left the backs of terraces exposed, created an unpleasant and difficult environment for pedestrians and cyclists, and has come to dominate and erode the character of the area. Despite the challenges, a diverse mix of services and small independent shops exist within the area, surrounded by a vibrant community. The vision for Mitcham's Corner as set out in draft Policy 21 of the submitted Local Plan is to maintain the vibrancy of the local centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places, and reinforce the area with a strong local character and identity. The radical transformation of the gyratory system is identified as a key public realm and infrastructure project. Improving the traffic-dominated one-way system and promoting high quality redevelopment are fundamental to the overall vision. The creation of a low-speed environment and two-way traffic flows will help create safer, more active and inclusive streets, and a place where it is pleasant to live and work.

The City Council as the Local Planning Authority has been working in partnership with the county council to consider ways to deliver a revised street network and movement strategy. The Greater Cambridge City Deal is relevant to this work as the Milton Road project affects Mitcham's Corner directly given the City Deal scheme for Milton Road commences immediately on the edge of Mitcham's corner. The city and county councils, as partners in the Greater Cambridge City Deal, are working together on both projects. At this stage it is not

## **Appendix B: Statement of Consultation**

planned to fund the changes to the gyratory as set out in the SPD for Mitcham's Corner in this current tranche of City Deal. Future tranches may provide possible funding however together with either developer, City Council or other funding. In preparing the draft framework, a workshop took place on 23 June 2015, and the comments provided at this workshop proved valuable in helping shape the document to be the subject of consultation. The Council has produced an event record (Planning for Real Workshop Event Record. 23 June 2015). This document is available on the Council's website.

The draft Mitcham's Corner Development Framework SPD has sought to address these comments constructively and creatively and balance the practical need of site delivery with the context of the local housing market and the Council's own objectives.

### **Consultation on the draft Development Framework SPD**

The draft Development Framework SPD was approved for consultation at Development Plan Scrutiny Sub Committee on 21 July 2016.

It is proposed that a public consultation takes place on the draft Development Framework SPD for a period of six weeks after the summer months of 2016. This will be held between 5 September and 17 October 2016.

A Sustainability Assessment and Habitats Regulations Assessment Screening Report have been carried out and consulted upon for the emerging Cambridge Local Plan 2014. This consultation took place between 19 July and 30 September 2013. These documents, along with other supporting documents will also be made available to view during this consultation. As the draft SPD supports the Cambridge Local Plan, there is no further need to undertake a separate Sustainability Appraisal or Habitats Regulations Assessment for this document, although screening reports have been completed and will be made available during the consultation.

### **Consultees**

The following organisations (below) have been directly notified of the Mitcham's Corner Draft Development Framework SPD in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) via email or post where no email address is available (individuals are not listed).

### **SPECIFIC CONSULTATION BODIES:<sup>1</sup> (over leaf)**

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<sup>1</sup> Specific consultation bodies and duty to cooperate bodies required under the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended

## **Appendix B: Statement of Consultation**

- Historic England
  - Environment Agency
  - Highways England
  - Marine Management Organisation
  - Natural England
  - Network Rail
  - Cambridgeshire Constabulary
  - Cambridgeshire Police and Crime Commissioner
  - Cambridge Fire and Rescue Service
  - South Cambridgeshire District Council
  - Cambridgeshire County Council
  - National Grid
  - UK Power networks
  - Cambridgeshire Association to Commission Health
  - NHS Cambridgeshire and Peterborough Clinical Commissioning Group
  - Cam Health
  - Cambridge University Hospital NHS Foundations Trust (Addenbrooke's)
  - East Anglia Area Team CPC1
  - NHS Property Services Ltd
  - Papworth NHS Trust
  - NHS England
  - CATCH
  - British Gas
  - EDF Energy
  - E.On Energy
  - Npower Renewables
  - Scottish Power
  - Energetic Electricity Ltd
  - ESP Electricity
  - Harlaxton Energy Networks Ltd
  - GTC
  - UK Power Distribution Ltd
  - Utility Assets
  - Scottish & Southern Electric
  - ES Pipelines Limited
  - Fulcrum Pipelines Limited
  - Energy Assets Pipelines Ltd
  - Energetics Gas Limited
  - Indigo Pipelines
  - BT Openreach
  - Mobile Telephone Operators
  - BT Group Plc
  - Cambridge Water Company
  - Anglian Water
  - Homes and Communities Agency
  - Office of Rail Regulation
  - Civil Aviation Authority
  - Greater Cambridge Greater Peterborough Local Enterprise Partnership
  - Sport England
- COUNCILLORS**
- 42 x City Councillors
  - All County Councillors (City Wards)
- COMMUNITY ORGANISATIONS<sup>1</sup>**
- Age Concern Cambridgeshire
  - Cambridge Citizens Advice Bureau
  - Cambridge Ethnic Community Forum
  - Cambridge Federation of Residents' Associations
  - Friends of Mitcham's Corner
  - Victoria Park Residents Working Group
  - Mitcham's Corner Residents' & Traders' Association (MCRTA)
- DEVELOPERS/AGENTS**
- Barton Wilmore
  - Beacon Planning Ltd
  - Bidwells
  - Carter Jonas
  - Cheffins
  - Home Builders Federation
  - RPS
  - Savills
- OTHERS**
- Cambridge Cycling Campaign
  - Cambridgeshire Campaign for Better Transport

<sup>1</sup> Non-operational community organisations: Cambridgeshire Voluntary Sector Infrastructure Consortium (CVSIC); and East of England Faiths Council

## **Appendix B: Statement of Consultation**

**Other methods of notification** include:

- a public notice in the Cambridge News;
- through the Council's webpages
- via Facebook: <https://www.facebook.com/camcitco>;
- twitter: <https://twitter.com/camcitco> and;
- the Council's Local Plan blog: <http://cambridgelocalplan.wordpress.com/>.
- At least one public exhibition in the local area (dates and venues to be confirmed prior to public consultation)

### **Consultation Methodology**

A six-week consultation period for the Mitcham's Corner Draft Planning and Development Brief SPD will take place from:

**9am on 5 September 2016 to 5pm on 17 October 2016**

The draft SPD will also be made available for inspection along with the other relevant documents at the following locations:

- online on the Council's website
- at the Council's Customer Service Centre at Mandela House, 4 Regent Street, Cambridge, CB2 1BY from 8am-5.15 pm Monday and 9am-5.15pm Tuesday to Friday.

The draft SPD will also be available for purchase from the Customer Service Centre (phone 01223 457200).

Comments can be made using:

- the online consultation system <http://cambridge.jdi-consult.net/localplan/> or;
- the printed response form which is available from Customer Service Centre (details above) or can be downloaded and filled in electronically by visiting website

Completed forms can be returned to:

- Planning Policy, Cambridge City Council, PO Box 700, Cambridge, CB1 0JH
- Or emailed to [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk)

Respondents can request to be notified of the adoption of the document.

Contact details for further information were also made available as follows:

- Tel: 01223 457200
- Email: [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk)

## **Appendix B: Statement of Consultation**

### **Next steps**

After the close of consultation, the key issues raised will be considered by the Council and changes made to the draft SPD where appropriate.

The emerging Local Plan is still at the examination stage. If changes to the Local Plan 2014: Proposed Submission policies are made as part of the examination, the SPD will need to be updated to reflect these changes. For more information on the Local Plan examination, visit: <https://www.cambridge.gov.uk/local-plan-review-examination>.

The emerging Local Plan is still at the examination stage, which means that the Council is unable to adopt the Mitcham's Corner Development Framework as an SPD until the Local Plan has been found sound and adopted. With this in mind, the planned adoption of the SPD will take place at the same time as the Cambridge Local Plan 2014.

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