



# 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: Tuesday, 14 March 2017*

**Date:** Wednesday, 22 March 2017

**Time:** 4.30 pm

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

**Contact:** Democratic Services

**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 Monitoring Officer **before** the meeting.

#### 3 Minutes (*Pages 5 - 12*)

To approve the minutes of the meeting on 25 January 2017.

#### 4 Public Questions

#### 5 Neighbourhood Planning – Application and designation of a Neighbourhood Area and Forum for South Newnham (*Pages 13 - 42*)

**6      Mill Road Depot Draft Planning and Development Brief** *(Pages 43 - 272)*

**7      Housing White Paper - Consultation Response to Government**

Report to follow

**8      Briefing Note on Short Term Lets** *(Pages 273 - 278)*

Under Council Procedure Rules (4A, appendix F, part B 3.2), Cllr Bick has requested an agenda item on Short Term Lets.

# Information for the Public

## 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.

After 5 p.m. access is via the Peas Hill entrance.

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.

## Public Participation

Some meetings may have parts that will be closed to the public, but the reasons for excluding the press and public will be given.

Most meetings have an opportunity for members of the public to ask questions or make statements.

To ask a question or make a statement please notify the Committee Manager (details listed on the front of the agenda) prior to the deadline.

- For questions and/or statements regarding items on the published agenda, the deadline is the start of the meeting.
- For questions and/or statements regarding items NOT on the published agenda, the deadline is 10 a.m. the day before the meeting.

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## DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE

25 January 2017

4.30 - 6.50 pm

**Present:** Councillors Gawthrope (Vice-Chair), Avery, Baigent, Smart

Executive Councillor for Planning Policy and Transport: Councillor Blencowe

### Officers:

Planning Policy Manager: Sara Saunders

Principal Planning Policy Officer: Joanna Gilbert-Wooldridge

Senior Sustainability Officer: Emma Davies

Senior Urban Designer: Sarah Chubb

Democratic Services Officer: Daniel Snowdon

### FOR THE INFORMATION OF THE COUNCIL

#### 16/72/DPSSC Apologies

Apologies were received from Councillor Bick and Sarris. In the absence of the Chairman, Councillor Gawthrope acted as Chairman for the meeting.

Councillor Sargeant attended as an alternate.

#### 16/73/DPSSC Declarations of Interest

Item Number	Councillor	Interest
16/76/DPSCC	Sargeant and Smart	Personal: Both have provided homestay accommodation to students.

#### 16/74/DPSSC Minutes

The minutes of 6 December 2016 were agreed as a correct record

#### 16/75/DPSSC Public Questions

There were no public questions.

## **16/76/DPSSC CAMBRIDGE LOCAL PLAN EXAMINATION – FURTHER PROPOSED MODIFICATIONS FOR STUDENT ACCOMMODATION, GYPSIES AND TRAVELLERS, AND ACCESSIBLE HOMES**

### **Matter for Decision**

To consider and comment before decision by the Executive Councillor for Planning Policy and Transport.

### **Decision of Executive Councillor for Planning Policy and Transport**

- To agree that the further proposed modifications and the Sustainability Appraisal be submitted for consideration by Full Council on 23 February 2017 and approved for submission to the Inspectors examining the Local Plan;
- To agree the findings of the Assessment of Student Housing Demand and Supply for Cambridge City Council;
- To agree the findings of the further work on provision for Gypsies and Travellers;
- To agree the findings of the further work on Accessible Homes in Cambridge;
- To agree that the documents attached to this report as Appendices C, D and E be submitted as part of the evidence base for the emerging Local Plan;
- To agree that the documents attached to the report as Appendices C, D and E be endorsed as a material consideration in decision making;
- To agree that delegated authority be given to the Joint Director of Planning and Economic Development to make any subsequent minor amendments and editing changes, in consultation with the Executive Councillor for Planning Policy and Transport, Chair of and Spokes of Development Plan Scrutiny Sub Committee.

### **Reasons for the Decision**

As set out in the Officer's report.

**Any Alternative Options Considered and Rejected**

Not applicable.

**Scrutiny Considerations**

The Committee received a report from the Principle Planning Officer.

Dr Gemma Burgess and Michael Jones, consultants, were invited by the Chairman to assist with the answering of Member questions on the report.

The Committee made the following comments in response to the report:

- i. Highlighted student accommodation within the city that did not meet the needs of students with limited study and communal areas that was expensive and beyond the means of most students reliant on grants and loans. As a result the accommodation was not being filled and in one instance rooms were being advertised on the internet as a hotel.
- ii. Questioned the lack of growth projected for Anglian Ruskin University.
- iii. Drew attention to student car parking arrangements and raised concern regarding parking controls.
- iv. Highlighted the importance of the connection between the developer and the University and questioned whether there was national legislation regarding the maintenance of accommodation.
- v. Drew attention to the national position regarding accessible homes now being weaker resulting in the amendment of the emerging Local Plan to account for the changes.
- vi. Questioned the link between constructing purpose built student accommodation and residential houses becoming available on the open market.
- vii. Questioned whether there was a danger of over provision of student accommodation if there was a decline in the higher education sector.
- viii. Asked whether there were examples of policies that ensured accommodation was used for student accommodation.
- ix. Questioned whether a developer could build accommodation that housed 6 students or fewer.
- x. Noted the need to identify accommodation for language schools and summer schools, and questioned how accommodation for homestay students and language students worked.
- xi. Questioned the assessment of Gypsy and Traveller Accommodation Needs.
- xii. Expressed disappointment with the required ratio of accessible homes, noting that disability affects people of all means

The Principle Planning Officer said the following in response to Members questions:

- i. Confirmed that work was continuing with planning officers regarding enforcement action at specific sites. Officers were optimistic that the working group would address the issue of parking at sites.
- ii. Confirmed that Anglia Ruskin University was not seeking to expand its Cambridge City site following a short period of growth. There was uncertainty within the sector following the result of the European Union referendum.
- iii. Confirmed that work would take place to identify whether there were schemes in operation in other parts of the country that could be adopted regarding car parking controls.
- iv. Explained that work was ongoing nationally involving Environmental Health and housing regarding maintenance of accommodation for students.
- v. Explained that the Steering Committee regarding Gypsies and Travellers reviewed the evidence base and concluded that there was no identifying need. However, there was flexibility within the policy in case the need arose in the future.
- vi. Advised that the changes to accessibility standards for new housing were made by the Government however, the revised standards were an improvement on what was contained within the 2006 Local Plan.
- vii. Explained that a percentage of properties may become available if purpose built student accommodation was constructed however, there was no clear correspondence between the two. It was more likely that houses would return to the rental market as houses of multiple occupation. The housing market in Cambridge primarily consisted of shared accommodation or every expensive accommodation and it was therefore unlikely that any accommodation would return to affordable family housing.
- viii. Explained that although the higher education sector as a whole was shrinking the market in Cambridge was buoyant with post-graduate and contract/research staff.
- ix. Advised that there were no examples found of any policies in other parts of the country that ensured accommodation was used for students only.
- x. Confirmed that accommodation with 6 or fewer students would be classed as houses of multiple occupancy and therefore addressed under different policies within the Local Plan.
- xi. Explained that policies 44 and 46 addressed specialist colleges and courses of a year or more. Accommodation could also be utilised outside of term time when accommodation was available.
- xii. Advised that there were Gypsies and Travellers lived in Cambridge in permanent accommodation. Engagement with families was attempted but

had no success following communities having been advised not to engage with the needs assessments.

- xiii. Advised that the ratio of accessible accommodation was set by the Government and Councils were required to work to that requirement. The first accessible home was required on the 20<sup>th</sup> affordable home constructed. If it was determined that under-provision of accessible homes had taken place then action could be taken.

The Committee unanimously resolved to endorse the recommendations.

The Executive Councillor approved the recommendations.

### **Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)**

No conflicts of interest were declared by the Executive Councillor.

### **16/77/DPSSC Mitcham's Corner Development Framework Supplementary Planning Document**

#### **Matter for Decision**

To consider and comment before decision by the Executive Councillor for Planning Policy and Transport.

#### **Decision of Executive Councillor**

- To agree the responses to the representations received during public consultation and the consequential amendments proposed to the Mitcham's Corner Development Framework;
- To approve the Mitcham's Corner Development Framework 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.

#### **Reason for Decision**

As set out in the Officer's report.

#### **Any Alternative Options Considered and Rejected**

Not applicable.

**Scrutiny Considerations**

The Committee received a report from the Senior Urban Designer.

The Committee made the following comments in response to the report:

- i. Noted that the Mitcham's Corner gyratory was effective in managing the movement of vehicular traffic but was poor for pedestrians and cyclists. It was also difficult for people travelling by bus as there were a number of bus stops spread over the area. Members emphasised the need to create a shared space for all road users.
- ii. Questioned how the project would be funded.
- iii. Questioned what safeguards there were to prevent a developer from constructing something that was contrary to the Supplementary Planning Document (SPD).
- iv. Drew attention to the dangers faced by pedestrians and cyclists that travelled around the gyratory. Members noted that there was no data on cycles or pedestrian movements and suggested that a comprehensive survey was carried out of pedestrians and cyclists to inform the design of Mitcham's Corner.
- v. Expressed concern regarding the funding of the project. The City Deal could not be relied upon as the objectives were not entirely the same and more consideration should be given to alternative funding streams.
- vi. Highlighted the importance of capturing the views of students who travelled to college by bicycle.
- vii. Drew attention to the Comments from Bidwells within the report and requested that the Council took a more proactive approach.
- viii. Expressed concern regarding the modified wording on page 53 of the SPD that appeared to water down the linkages from Chesterton Road to Grassmere Gardens.
- ix. Queried progress regarding the Tivoli public house.
- x. Emphasised the importance at not only looking at what was happening with regard to cycling and pedestrian movements but also setting out the vision for what the area could be. – have tried to set out vision of what this space could be setting out the benefits. Has to handle a certain degree of traffic movements. Not lost vision of space.
- xi. Suggested that an application be developed for use on people's smart phones that could track their movements that could inform any survey of pedestrian and cycle movements across the city and inform the design of the gyratory.

The Senior Urban Designer said the following in response to Members questions:

- i. Explained that the stage of the design where cycle lanes should be routed had not been reached yet and drew Members attention to the key objectives for remodelling the gyratory set out on page 34 of the SPD.
- ii. Drew attention to funding available in tranche 2 of the City Deal. The City Deal had expressed an interest in contributing toward the cost of the project but it would require a clear business case for the investment that demonstrated improvements to transport and the public realm.
- iii. Advised that planning application would be assessed in accordance with the current Local Plan and linked to the emerging Local Plan. The adoption of the SPD would also demonstrate the Council's position with regard to the development of the area.
- iv. Welcomed the suggestion of a survey of pedestrian and cycle movements and would discuss further with the City Deal regarding a city wide survey.
- v. Explained that funding sources for the project were limited with only the Section 106 funds or Community Infrastructure Levy available. The City Deal provided a great opportunity that was unlikely to be available again in the future.
- vi. Advised that a meeting would take place with Bidwells following the Committee meeting.
- vii. Explained that the wording on page 53 of the SPD was amended to reflect land ownership issues.
- viii. Advised that the specific guidance was contained within the framework to enhance and repair the frontage of the Tivili. Discussions had taken place between officers and representatives of JD Whetherspoon regarding the site.
- ix. Welcomed the innovative suggestion for a smart phone application to be developed to assist with surveying pedestrian and cycle movements and would discuss it further with consultants.

The Committee unanimously resolved to endorse the recommendations.

The Executive Councillor approved the recommendations.

**Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)**

No conflicts of interest were declared by the Executive Councillor.

The meeting ended at 6.50 pm

**CHAIR**





To: Executive Councillor for Planning Policy and Transport

Report by: Joint Director of Planning and Economic Development for Cambridge and South Cambridgeshire

Relevant scrutiny committee: Development Plan Scrutiny Sub Committee

Wards affected: Newnham

### **Application to designate South Newnham Neighbourhood Area and South Newnham Neighbourhood Forum**

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Not a Key Decision

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## **1. Executive summary**

- 1.1 The Localism Act 2011 introduced neighbourhood plans and neighbourhood development orders as a statutory part of the planning system. In order to produce neighbourhood plans or neighbourhood development orders, a neighbourhood area must be designated, defining the area in which the plan or order operates. In addition, in non-parished areas, a neighbourhood forum must also be designated as the “appropriate body” that will prepare the plan or order. The designation of areas and forums must be in accordance with the Neighbourhood Planning Regulations.
- 1.2 A prospective Neighbourhood Forum has applied to designate an area known as South Newnham, identified on the map in Appendix A of this report, as a Neighbourhood Area. The forum has also applied to be formally designated as the appropriate body that will prepare a neighbourhood plan for the area applied for.
- 1.3 In accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended), the applications have been subject to consultation for a period of six weeks between 20 January and 6 March 2017. A total of 28 responses were received to the proposed area designation and 26 to the forum proposal. Appendix B provides summaries of the representations received to the neighbourhood area application and the neighbourhood forum application.
- 1.4 The Neighbourhood Planning Regulations require the Council to determine applications for neighbourhood areas and neighbourhood forums within 13 weeks of their receipt. The membership of the neighbourhood forum should reflect the geography and demographics of the neighbourhood area and, as such an area should be designated before a forum, even if this decision is taken at the same meeting.

- 1.5 This report seeks to approve the designation of the South Newnham Neighbourhood Area and, subsequently, the South Newnham Neighbourhood Forum. The Council is required to publicise the decision as part of the designation process.

## **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 approve the designation of the South Newnham Neighbourhood Area, as identified in Appendix A of this report; and
  - b) Subject to the approval of a), to approve the designation of the South Newnham Neighbourhood Forum as the appropriate body for the preparation of a neighbourhood plan for the South Newnham Neighbourhood Area.

## **3. Background**

- 3.1 The Localism Act 2011 made provision for local communities to create plans and policies to guide development within a designated area. Neighbourhood plans, once approved through referendum, become part of the statutory development plan and carry the same weight as a Local Plan in determining planning applications.
- 3.2 The legislation requires local planning authorities to provide such advice or assistance to qualifying bodies as, in all the circumstances, they consider appropriate for the purpose of, or in connection with, facilitating the making of proposals for neighbourhood development plans orders. Planning guidance<sup>1</sup> states that a local authority should:
- be proactive in providing information to communities about neighbourhood planning;
  - fulfil its duties and take decisions as soon as possible, particularly regarding applications for area and forum designation;
  - set out a clear and transparent decision making timetable and share this with those wishing to prepare a neighbourhood plan or order; and
  - constructively engage with the community throughout the process
- 3.3 The initial stage of preparing a neighbourhood plan is for prospective neighbourhood forums to seek the formal designation of the both the neighbourhood area and the forum. Applications have to be made to the Council, who are required to publicise the applications for a specified period and invite comments before determining the applications.
- 3.4 In January 2017, a group of residents from the South Newnham area applied for the designation of South Newnham Neighbourhood Area and the South Newnham Neighbourhood Forum. The proposed area to be covered by the designation is identified in Appendix A of this report. The appendix also contains copies of the

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<sup>1</sup> ParagraphReference: 41-022-20150209, National Planning Practice Guidance

applications. In accordance with the Neighbourhood Plan Regulations, a six-week public consultation was undertaken by the Council, ending at 5.00pm on Monday 6 March 2017. The application documents were placed on the Council's website and all relevant statutory bodies were notified. In addition, residents' groups in the area were contacted, notices were displayed in public places in the prospective area and a public notice was placed in the Cambridge Evening News.

- 3.5 A total of 28 comments were received on the proposed neighbourhood area and 26 comments on the proposed neighbourhood forum.
- 3.6 In terms of designating the area, only one respondent questioned the proposed boundary, requesting that it be changed "so that the part of Grange Road which is south of the northernmost properties in Barton Close and Champneys Walk be included in the area". In an urban area such as Cambridge it is often difficult to define distinct boundaries between identifiable areas. This is particularly the case in the proposed South Newnham Neighbourhood Area and the proposed South Newnham Neighbourhood Forum, as a result of a number of community consultation events, has concluded that the area submitted is their preferred area. It is for the Council, as local planning authority, to determine whether the proposed area is coherent, consistent and appropriate in planning terms and having regard to comments received during the consultation. In this instance, it is considered that there are no reasons to amend the proposed boundary from that which has been consulted on. Detailed letters offering information and advice were received from Historic England and Natural England. These will be passed on to the forum for their information.
- 3.7 In order to be designated as a neighbourhood forum, it must be demonstrated that the body:
- i. Is established for the purpose of promoting or improving the social, economic and environmental well-being of an area that consists of or includes the neighbourhood concerned;
  - ii. Has a membership which is open to people who either live in the area, who work there, or who are ward councillors for the area has at least 21 members each of whom falls into one of these categories; and
  - iii. Has a written constitution.

All responses to the designation of the forum were supportive of the proposal. As such, the prospective South Newnham Neighbourhood Forum satisfies the requirements of the Regulations.

- 3.8 The Council is required to publicise the decision on the applications with a map identifying the areas to which these apply. Those that responded to the consultation will be notified and a formal decision notice will be posted on the new Neighbourhood Planning pages of the Council's website.
- 3.9 As noted above, local planning authorities have a duty to provide support to bodies preparing neighbourhood plans. In many instances, local authorities prepare a service level agreement with neighbourhood plan groups to agree what support will be provided and, in the light of the emerging shared planning service with South Cambridgeshire, work has commenced to agree a unified approach across both districts. The implications of this approach will be reported to a future meeting of this committee.

## 4. Implications

### (a) Financial Implications

There are no significant financial issues arising from the designation of the neighbourhood area and forum. Project and staffing resources are already committed through the budget and service plan process. Funding for consultation is allowed for in existing consultation budgets. The Government is currently making available a grant of £5,000 for each of the first five neighbourhood areas designated and a further £5,000 for each of the first neighbourhood forums designated in local planning authority areas. In addition, for every neighbourhood plan that proceeds to a referendum, a further £20,000 can be claimed. This funding arrangement has recently been extended to the 2017/18 financial year.

### (b) Staffing Implications (if not covered in the Consultations Section)

There are no direct staffing implications arising from this report. The duties referred to in paragraph 3.2 above can be met from within existing staff resources.

### (c) Equality and Poverty Implications

There are no poverty or equality implications arising from the designation of a neighbourhood area or neighbourhood forum. However, any neighbourhood plan that is produced will, as part of the requirement to meet “basic conditions”, need to demonstrate that it is compatible with the fundamental rights and freedoms guaranteed under the European Convention on Human Rights and complies with the Human Rights Act 1998. This would be tested by an independent examiner.

### (d) Environmental Implications

The redevelopment of the Mill Road Depot should provide for the development of energy efficient buildings as well as the inclusion of renewable and low carbon energy generation.

### (e) Procurement

There are no direct procurement implications arising from this report.

### (f) Consultation and communication

Consultation on the proposed neighbourhood area and forum was carried out in accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended).

### (g) Community Safety

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

## 5. Background papers

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

- National Planning Policy Framework:  
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- National Planning Practice Guidance:  
<https://www.gov.uk/government/collections/planning-practice-guidance>

## 6. Appendices

- Appendix A: Proposed South Newnham Neighbourhood Area and Neighbourhood Forum application.
- Appendix B: Summary of consultation responses received to neighbourhood area and neighbourhood forum consultation.

## 7. Inspection of papers

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

Author's Name:	Ian Poole
Author's Phone Number:	01223 457442
Author's Email:	<a href="mailto:ian.poole@cambridge.gov.uk">ian.poole@cambridge.gov.uk</a>

## **APPENDIX A:**

### **SOUTH NEWNHAM NEIGHBOURHOOD AREA AND NEIGHBOURHOOD FORUM APPLICATION**



## Application to designate a Neighbourhood Area

Town and Country Planning Act 1990  
Neighbourhood Planning (General) Regulations 2012 and (Amendment) Regulations 2015

**NOTE:** The information provided on this application form and any submitted attachments will be published on the City Council's website and made available for public inspection.

Please complete the form either electronically or in black ink in block capitals.

Please refer to the Neighbourhood Area Designation Guidance Note on the City Council's website when completing the form.

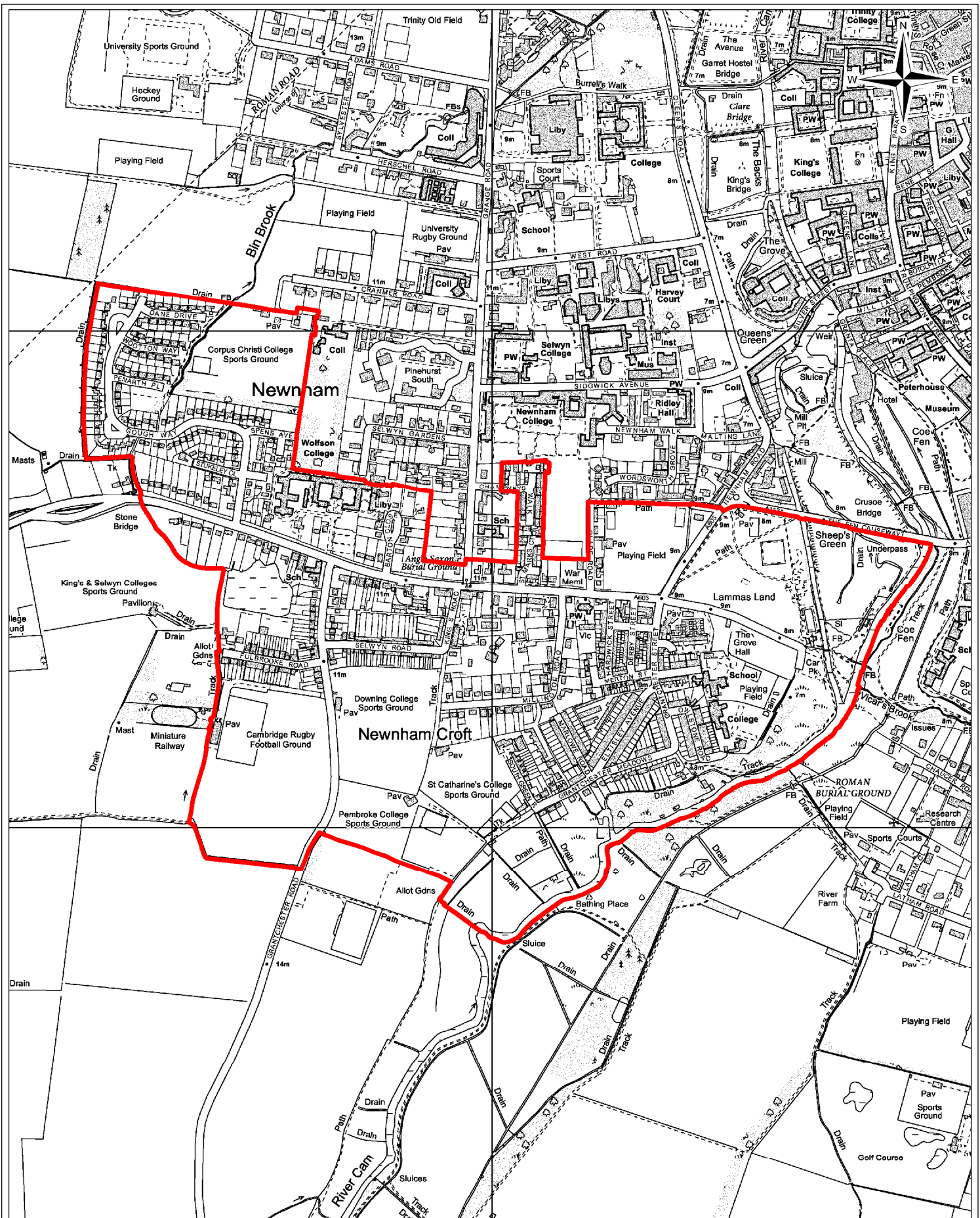
1.	Name of Submitting Body	South Newnham (Cambridge City) Neighbourhood Forum				
2.	<table border="1"> <thead> <tr> <th>Applicant details: Principal Contact Details</th> <th>Additional Contact Details</th> </tr> </thead> <tbody> <tr> <td> Title Mrs  First name Lynn  Last name Hieatt  House number / name 16  Address 1 Grantchester Road  Address 2  Town / City Cambridge  Postcode CB3 9ED   Email: lynn.hieatt@gmail.com  Daytime Tel. No: 01223 523703 </td> <td> Title Mrs  First name Jean  Last name Glasburg  House Number / name 45  Address 1 Eltisley Avenue  Address 2  Town / City Cambridge  Postcode CB3 9JQ   Email: j.glasberg@btinternet.com  Daytime Tel. No: 01223 321504 </td> </tr> </tbody> </table>		Applicant details: Principal Contact Details	Additional Contact Details	Title Mrs First name Lynn Last name Hieatt House number / name 16 Address 1 Grantchester Road Address 2 Town / City Cambridge Postcode CB3 9ED  Email: lynn.hieatt@gmail.com Daytime Tel. No: 01223 523703	Title Mrs First name Jean Last name Glasburg House Number / name 45 Address 1 Eltisley Avenue Address 2 Town / City Cambridge Postcode CB3 9JQ  Email: j.glasberg@btinternet.com Daytime Tel. No: 01223 321504
Applicant details: Principal Contact Details	Additional Contact Details					
Title Mrs First name Lynn Last name Hieatt House number / name 16 Address 1 Grantchester Road Address 2 Town / City Cambridge Postcode CB3 9ED  Email: lynn.hieatt@gmail.com Daytime Tel. No: 01223 523703	Title Mrs First name Jean Last name Glasburg House Number / name 45 Address 1 Eltisley Avenue Address 2 Town / City Cambridge Postcode CB3 9JQ  Email: j.glasberg@btinternet.com Daytime Tel. No: 01223 321504					
3.	<p>Please state why the organisation submitting the Neighbourhood Area application is, or is capable of being designated as, a 'Relevant Body' for the purposes of section 61G of the Town &amp; Country Planning Act 1990.</p> <p>We believe that the South Newnham Neighbourhood Forum complies with the requirements of a 'relevant body' for this purpose. (See Neighbourhood Forum Application submitted to the Council.)</p>					
4.	Proposed name of Neighbourhood Area:	South Newnham (Cambridge City) Neighbourhood Area				
5.	<p>Extent of the area: Please attach an Ordnance Survey map which clearly identifies the area and boundary (in red) to which this application relates.</p>					
6.	<p>Statement as to how the area has been defined and what local engagement has been undertaken to define the proposed boundary and why it is appropriate to designate the identified area (continue on separate page if necessary).</p> <p>Initial discussion with original 'steering group' of 7 people interested in beginning the process, then discussed principles with our local City Councillor and then Cambridge City Planning Dept.</p>					

	<p>We began with the whole of Newnham Ward, but concluded that was too big, ungainly and – perhaps most importantly – that the character of the neighbourhood alters once you leave the boundaries we have proposed. We adjusted the area over time to include another street, Champney's Walk, which naturally follows from our principles of all dwellings/businesses on roads leading off of Barton Road..</p> <p>Geographical description as follows and as on map:</p> <p>All Cambridge city streets south of Barton Road;          All dwellings/businesses on north side of Barton Road;          All dwellings/businesses on roads leading off of Barton Road to the north, i.e. Gough Way, Barton Close, St Mark's Court, Champney's Walk * and Clare Road.          * Champney's Walk has pedestrian and cycle access to Barton Road via a snicket at the northern end of St Mark's Court</p> <p>This geographical area has been explained at each of our workshops to date (4 events thus far), on posters and on fliers.</p>	
7.	Does the proposed neighbourhood area lie partly within South Cambridgeshire district?	<b>NO</b>
8.	Does any part of the proposed neighbourhood area lie within an area already designated as a neighbourhood area?	<b>NO</b>
	If yes, please identify the date of designation, the name given to the area and the name of the applying body.	
9.	<p><b>Declaration:</b></p> <p>I hereby apply to designate a Neighbourhood Area as described on this form, any accompanying statements and the accompanying plan.</p> <p>Name Lynn Hieatt. <span style="float: right;">Date 9 January 2017</span></p>	

ATTACHMENTS: The following information should be attached to this application form. See Guidance Notes for an explanation of what is required:

Attachments		Included (Y/N)
1	A copy of the written constitution of the existing / proposed forum.	Y
2	An Ordnance Survey Map identifying the neighbourhood area boundary in red.	Y
3	A Membership Statement	Y
4	A completed Forum Membership List	Y





Information Systems  
Team

## South Newnham Neighbourhood Plan

© Crown copyright and database right 2016. Ordnance Survey Licence number 100019730.

Date:	04/01/17
Produced by:	Steve Udall
Section/Department:	Informations Systems Team
Scale:	1:10,000 @ A4



## Application to designate a Neighbourhood Forum

Town and Country Planning Act 1990

Neighbourhood Planning (General) Regulations 2012 and (Amendment) Regulations 2015

**NOTE:** The information provided on this application form and any submitted attachments will be published on the City Council's website and made available for public inspection.

Please complete the form either electronically or in black ink in block capitals.

Please refer to the Neighbourhood Forum Designation Guidance Note on the City Council's website when completing the form.

1.	Name of Proposed Neighbourhood Forum	South Newnham (Cambridge City) Neighbourhood Forum
2.	Applicant details:	
	Primary Contact Details	Additional Contact Details
	Title Mrs First name Lynn Last name Hieatt House number / name Address 1 16 Grantchester Road Address 2 Town / City Cambridge Postcode CB3 9ED  Email: lynn.hieatt@gmail.com Daytime Tel. No: 01223 523703	Title Mrs First name Jean Last name Glasberg House Number / name Address 1 45 Eltisley Avenue Address 2 Town / City Cambridge Postcode CB3 9JQ  Email: j.glasberg@bitinternet.com Daytime Tel. No: 01223 321504
3.	Name of the Neighbourhood Area to which this Application relates: South Newnham, Cambridge City <i>Please attach a map of the Neighbourhood Area to this application</i>  Has the Neighbourhood Area been formally designated by the City Council <b>NO</b>  Date of designation – where applicable	
4.	Has a Neighbourhood Forum been designated in the past for this area (whole or part)? <b>NO</b>  If YES, please state the date of designation and the name of Forum	
5.	<b>Declaration:</b>  I hereby apply to designate a Neighbourhood Forum as described on this form, any accompanying statements and the accompanying plan.   Name..... Lynn Hieatt Date 9 January 2017	

ATTACHMENTS: The following information should be attached to this application form. See Guidance Notes for an explanation of what is required:

<b>Attachments</b>		<b>Included (Y/N)</b>
<b>1</b>	A copy of the written constitution of the proposed forum.	<b>Y</b>
<b>2</b>	An Ordnance Survey Map identifying the neighbourhood area boundary in red.	<b>Y</b>
<b>3</b>	A Membership Statement	<b>Y</b>
<b>4</b>	A completed Forum Membership List	<b>Y</b>

## **South Newnham (Cambridge City) Neighbourhood Forum Constitution**

### **Name**

The name of the Forum shall be the *South Newnham (Cambridge City) Neighbourhood Forum* ('South Newnham Neighbourhood Forum').

### **Area of benefit**

The area in which the Forum will pursue its objects is the *South Newnham (Cambridge City) Neighbourhood Area* ('South Newnham Neighbourhood Area') which is the area designated by Cambridge City Council for which the Forum will produce a Neighbourhood Plan. A map showing the boundaries is attached.

### **Purposes**

The purposes of the South Newnham Neighbourhood Forum are:

- To promote and improve the social, economic and environmental well-being of the area defined as 'South Newnham';
- To prepare a Neighbourhood Plan for the South Newnham Neighbourhood Area;
- Any other appropriate purpose agreed by the Forum, through the Annual General Meeting (AGM) or Extraordinary General meeting (EGM).

### **Powers**

In furtherance of its purposes the South Newnham Neighbourhood Forum may:

- Invite and receive contributions and raise funds where appropriate, to finance the work of the Forum, and to open a bank account to manage such funds;
- Publicise and promote the work of the Forum and organise meetings, training courses, events or seminars etc.;
- Work with groups of a similar nature and exchange information, advice and knowledge with them, including cooperation with other voluntary bodies, charities, statutory and non-statutory organisations;
- Employ staff and volunteers as are necessary to conduct activities to meet the objects of the Forum;
- Take any form of action that is lawful, which is necessary to achieve the objects of the Forum, including taking out any contracts which it may see fit.

*Note – The above are indicative of the powers which the Forum may employ. It may be considered appropriate to delegate some of these powers to a Management Committee, whose membership would need to be defined in this constitution.*

### **Membership**

The South Newnham Neighbourhood Forum is open to any resident, community group, property-owner business, or person who works in the geographical area. At a minimum it will comprise at least 21 individuals who live or work in the South Newnham Neighbourhood Area or who are elected members of a city or county council, any of whose area falls within the South Newnham Neighbourhood Area.

Membership shall be drawn from different parts of the South Newnham Neighbourhood

Area and different sections of the community in the South Newnham Neighbourhood Area.

Membership is open to all constituted voluntary and community groups which operate in the neighbourhood area. Voluntary and Community groups may nominate up to two people in their membership application but they may only exercise one voting right at Annual or Extraordinary General Meetings

Members shall be accepted by the Forum and resignations from membership shall be received by the Forum. If the number falls below 21, new members will be sought by the Forum.

There are no membership fees. Members may be asked for donations to help defray costs;

### **Working arrangements**

#### **Annual General Meeting (AGM)**

- An Annual General Meeting of the Forum will be held in May of each year.
- Notices of the AGM shall be published at least 21 days beforehand and a report on the Forum's financial position for the previous year will be made available at the same time.
- The quorum for the Forum AGM elections and decisions will be 8 members, voting in person.
- Each Annual General Meeting shall:
  - Appoint the Management Committee for the forthcoming year;
  - Elect a chairperson, vice-chair, secretary and treasurer;
  - Deal with any matter that the Management Committee wishes to put before the membership; and
  - Deal with any issues the members wish to put before the Management Committee provided not less than 10 days notice has been given.

#### **Extraordinary General Meetings (EGM)**

- An Extraordinary General Meeting may be called at any time at the request of the Management Committee, or not less than one quarter of the membership. A notice explaining the place, date, time and reason shall be sent to all members at least 21 days beforehand.
- Such a meeting may be called to:
  - Consider and approve changes to the constitution
  - Deal with any matter that the Management Committee wishes to put before the membership
  - Deal with any issues the members requesting the meeting wish to put before the Management Committee.
- Notice of the Extraordinary General Meeting shall be provided in the same way as for the Annual General Meeting.
- Notices and procedure shall be the same as for the Annual General Meeting as appropriate.

### **Management Committee**

- There will be a Management Committee of a minimum of 6 members, elected annually at the Forum AGM.
- The Management Committee shall include a chairperson, vice-chair, secretary and treasurer, these officers being elected each year at the AGM.
- Any vacancies on the Management Committee occurring by resignation or otherwise can be filled by co-option of Forum members, pending the next General Meeting.
- The Management Committee exists to coordinate, implement and monitor the work of the Forum including developing a Neighbourhood Plan for the South Newnham Neighbourhood Area. It will prioritise, schedule and publicise the work of the forum.
- The Management Committee will, where consulted, formulate and agree any response on behalf of the Forum to planning applications and planning policy documents as they affect the neighbourhood area.
- The Management Committee may submit applications to the City Council or other nominated body for the registration of Community Assets within the neighbourhood area.
- Any meetings will be convened by the Chair by giving at least 7 days notice to members of the Management Committee.
- The quorum for Management Committee meetings will be 3 members.
- The Management Committee may establish sub-committees to carry out specific functions. All such sub-committees shall be chaired by a member of the management committee.
- The quorum for elections and decisions on any major matters will be 8 members, voting in person or by email/paper ballot.
- There will be one formal meeting (AGM) each calendar year to enable members to get to know each other (and there may be other social occasions on which the membership may meet), but otherwise the communications usually will take place via email/social media/website (+ telephone/in person for those not using the web).
- Notes will be kept of meetings of the Management Committee, to include any agreed actions and made available on the Forum website and to the mailing list.
- Each Forum Management Committee member, including co-opted members, will declare any sign a 'conflicts of interest' including personal and/or business interests which could be deemed to have an influence on decisions likely to come before the Management Committee. Members will abstain from voting on any matter in which they have a conflicting interest.

## **Finance**

The Forum will have the power to raise funds as necessary for its activities, by grant, donation or any other appropriate means.

The Forum will open one or more bank accounts as necessary. All funds raised for the Forum will be held in such accounts. If it is a requirement of grant funding that the funds should be held by an incorporated body, then the Forum will enter into an agreement with a suitable organisation. All financial transactions will require two signatories. The signatories shall not reside in the same household.

The financial year will run to the 31st March.

Subject to funding, the Management Committee may commission advisory services, surveys or any other activity in support of the Purposes.

The Forum will seek insurance cover, or other provision, through any independent institution to protect its members and officers from any action which may arise from the legitimate exercise of the functions of the Forum.

### **Duration**

For the purposes of the preparation of a Neighbourhood Plan for the designated South Newnham Area and in accordance with the Neighbourhood Planning Regulations, the duration of the South Newnham Neighbourhood Forum is 5 years from the date of designation of the Forum by Cambridge City Council.

A formal review of the functions and achievements of the Forum will be carried out five years after its designation. Following such review, and consultation with its members, the Forum will decide to continue, amend or dissolve itself as considered appropriate. Such decision will be tabled for the fifth Annual General Meeting.

The Forum may be dissolved by decision of an Extraordinary General Meeting specifically called for this purpose.

In the event of dissolution, any unused grants should be returned to the granting organisation.

Any remaining property or funds held by the Forum will, subject to the agreement of the Members at the Extraordinary General Meeting, be allocated to one or more nominated organisations set up to continue the work of the Forum, or in the absence of any such organisation and subject to any statutory regulations, be donated to charities or organisations whose objects benefit local residents.

DATE 9 January 2017

## **South Newnham (Cambridge City) Neighbourhood Forum Membership Statement**

South Newnham Neighbourhood Forum membership is drawn from different parts of the geographical area.

Members are generally representative of the community, including the professions of: business owner, university academic, researcher, publisher, school teachers, journalist & author, retired physician, barrister, lawyer, retired librarian, architect, home-maker, part-time office worker, art historian writing from home, retired teacher & volunteer garden guide, management accountant. One owns and runs a business in the area (the Red Bull pub).

Membership is open to all those who live in the area, work in the area, are elected members for the area or are representatives of community groups in the area.

Letters, posters, handouts, conversations and announcements at events have invited people to express an interest in becoming members. We will continue throughout the process to ensure that all eligible community members are aware of the opportunity.

9 January 2017



## South Newnham Neighbourhood Forum

### List of Members as at 9 Jan 2017

	Name	Address	Postcode	Affiliation to Neighbourhood Area				
				Resident	Employer/ Employee	Councillor	Land Owner	Comment
1	Lynn Hieatt		CB3 9ED	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	Jean Glasberg		CB3 9JQ	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	Pamela Gatrell		CB3 9JH	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	Hugh Clough		CB3 9EE	x	x	<input type="checkbox"/>	<input type="checkbox"/>	
5	Veronica Spooner		CB3 9LQ	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	Fiona Crawford		CB3 9JB	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	Alexandra Mercer		CB3 9JG	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	Agnes Hctor		CB3 9ED	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	Maggie Smith		CB3 9ED	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	Tania Elliott		CB3 9HP	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	Richard Andrewes		CB3 9ED	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	Neil Petersen		CB3 9ED	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	Angie Cole		CB3 9LH	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14	Tim Cole		CB3 9LH	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
15	Steffan Adfelt		CB3 9JQ	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Name	Address	Postcode	Affiliation to Neighbourhood Area				
				Resident	Employer/ Employee	Councillor	Land Owner	Comment
16	Emma Waugh		CB3 9JZ	x	x	<input type="checkbox"/>	<input type="checkbox"/>	
17	Susanne Bullivant		CB3 9AW	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
18	Martin Thompson		CB3 9LE	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
19	Henrietta Ryan		CB3 9ED	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
20	Judith Graham		CB3 9ED	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
21	Dr Conrad Guettler		CB3 9ED	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

The persons named above have agreed to have their name and affiliation published by the City Council for the purposes of consulting on the designation of a Neighbourhood Area or Neighbourhood Forum on the understanding that their addresses will be removed from any such publication.

## APPENDIX B

### Comments received on Neighbourhood Area Designation

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31528	I support this designation as a resident of the area.	Dr Roger Sewell	Dr Roger Sewell		
31530	I would like to support the proposals in this document defining the neighbourhood area.	Ms Sian Reid	Ms Sian Reid [5924]		
31531	I support this proposal. The organisers have gone to much trouble to engage residents. The process and outputs will be of interest to other parts of Cambridge too.	Ms Gillian Moore	Residents' Association of Old Newnham (RAON) (Ms Gillian Moore)		
31533	I wholeheartedly support the application to designate South. Newnham as a Neighbourhood Area for the purposes of setting up a Neighbourhood Plan, because provides an ideal opportunity for the residents of South Newnham to be proactively involved in any decision making regarding the built, natural and social environment they live in and to shape it. Such involvement also assists the City Planners in reaching equitable and meaningful recommendations inasmuch as Neighbourhood Plans sit alongside the Local Plan. Finally, it marks an important part of the process whereby residents are recognised as central stakeholders in the changes taking place in Cambridge.	Mrs Tania Elliot	Mrs Tania Elliot		

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31534	I am writing as a resident at the southern end of Grange Road. It is unclear why the properties here are specifically excluded when those north of us in Barton Close and Champneys Walk which are adjacent are included. I propose that the boundary be changed so that the part of Grange Road which is south of the northernmost properties in Barton Close and Champneys Walk be included in the area.	David Good	David Good		
31536	I am writing to support the plan to have a designated Neighbourhood Area encompassing South Newnham.	Ms Lindsay Dyer	Ms Lindsay Dyer		
31538	An excellent proposal presented by a group that has a good understanding of their area and the issues affecting South Newnham. Worthy of full support and an approach that should be adopted in Cambridge.	David Blake	David Blake		
31540	I am satisfied with the area boundary. My Resident's Association has been fully informed and involved in the process.	Dr Veronica Spooner	Barton Close Residents' Association (Dr Veronica Spooner)		
31542	The designation seems fine to me. No other comment.	Miss Gabriele Reifenberg	Miss Gabriele Reifenberg		
31544	I support this proposal. The geographical area seems sensible and proposed boundaries reasonable.	Mrs Henrietta Ryan	Mrs Henrietta Ryan		

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31546	Based on the information provided, I can confirm that Energetics does not have any plant within the area(s) specified in your request.	Energetics Design and Build	Energetics Design and Build		
31548	No objection. Advises consulting Cambridgeshire County Council. Environment Agency no longer able to provide comprehensive bespoke advice on screening and scoping opinions.	Mr Tony Waddams	Environment Agency (Mr Tony Waddams)		
31550	Natural England does not wish to comment on the suitability of the Area or Forum. Takes opportunity, in response letter, to provide information sources that the Forum may wish to use and highlight some of the potential environmental risks and opportunities that neighbourhood plans may present.	Miss Carla Jackson	Natural England (Miss Carla Jackson)		
31552	No objection to designation. Neighbourhood Plan should safeguard heritage assets identified in letter and should take advice from Council's Historic Buildings and Conservation Officer. Forum should also speak to County Archaeology Service and refer to Historic England's published guidance on how heritage can best be incorporated into Neighbourhood Plans.	Joanne Robinson	Historic England (Joanne Robinson)		
31554	I agree with the designated area	Mrs Fay Bendall	Mrs Fay Bendall		
31556	I agree with the proposed designation of the South Newnham Neighbourhood Area.	Sarah Bendall	Sarah Bendall		

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31558	<p>I am a local resident. The South Newnham Neighbourhood Area is a designation I support.</p> <p>The creation of this area together with a forum and the formulation of a local plan will enable residents of the area to give informed response to planning proposals affecting the area and to ensure that proposals are in keeping with the character of the neighbourhood area.</p>	Mr Lewis Neil Petersen	Mr Lewis Neil Petersen		
31560	Bidwells, on behalf of Corpus Christi College, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		Corpus Christi College	Alison Wright	Bidwells (Alison Wright)
31562	Bidwells, on behalf of Gonville and Caius College, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		Gonville and Caius College	Alison Wright	Bidwells (Alison Wright)

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31565	Bidwells, on behalf of King's College, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		King's College	Alison Wright	Bidwells (Alison Wright)
31566	Bidwells, on behalf of Newnham College, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		Newnham College	Alison Wright	Bidwells (Alison Wright)
31569	Bidwells, on behalf of Pembroke College, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		Pembroke College	Alison Wright	Bidwells (Alison Wright)
31570	Bidwells, on behalf of Peterhouse, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		Peterhouse	Alison Wright	Bidwells (Alison Wright)

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31573	Bidwells, on behalf of Queens' College, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		Queens' College	Alison Wright	Bidwells (Alison Wright)
31574	Bidwells, on behalf of St Catharine's College, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		St Catharine's College	Alison Wright	Bidwells (Alison Wright)
31577	Bidwells, on behalf of the Pemberton Family, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		Pemberton Family	Alison Wright	Bidwells (Alison Wright)
31578	Bidwells, on behalf of Trinity College, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		Trinity College	Alison Wright	Bidwells (Alison Wright)



REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31581	Bidwells, on behalf of Wolfson College, which has an interest in land and or buildings within the proposed South Newnham Neighbourhood Plan area, request that we as the landowner's representative are consulted at every stage throughout the Neighbourhood Plan process.		Wolfson College	Alison Wright	Bidwells (Alison Wright)

## Comments received on Neighbourhood Forum Designation

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31529	Having met the people setting up this forum, and being a resident of the proposed designated area, I support this forum being designated.	Dr Roger Sewell	Dr Roger Sewell		
31532	I support this proposal. (See my response to the related Neighbourhood Plan proposals.)	Ms Gillian Moore	Residents' Association of Old Newnham (RAON) (Ms Gillian Moore)		
31535	I firmly support the existence of a South Newnham Neighbourhood Area. Obviously, this will need a Neighbourhood Forum to oversee any developments and planning applications. I am writing to give written support.	Ms Lindsay Dyer	Ms Lindsay Dyer		
31537	I support this document and process to designate a neighbourhood forum.	P Heath	P Heath		
31539	An excellent proposal presented by a group that has a good understanding of their area and the issues affecting South Newnham. Worthy of full support and an approach that should be adopted in Cambridge.	David Blake	David Blake		
31541	I am satisfied with the Designation of the South Neighbourhood forum. We have been notified about the process and invitations have been issued to all households to attend meetings.	Dr Veronica Spooner	Barton Close Residents' Association (Dr Veronica Spooner)		
31543	The designation of the South Newnham Neighbourhood Forum is perfectly acceptable in my view.	Miss Gabriele Reifenberg	Miss Gabriele Reifenberg		
31545	I support this proposal. it is a good idea to be open to all in the neighbourhood.	Mrs Henrietta Ryan	Mrs Henrietta Ryan		

Page 39

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31547	Based on the information provided, I can confirm that Energetics does not have any plant within the area(s) specified in your request.	Energetics Design and Build	Energetics Design and Build		
31549	No objection. Advises consulting Cambridgeshire County Council. Environment Agency no longer able to provide comprehensive bespoke advice on screening and scoping opinions.	Mr Tony Waddams	Environment Agency (Mr Tony Waddams)		
31551	Natural England does not wish to comment on the suitability of the Area or Forum. Takes opportunity, in response letter, to provide information sources that the Forum may wish to use and highlight some of the potential environmental risks and opportunities that neighbourhood plans may present.	Miss Carla Jackson	Natural England (Miss Carla Jackson)		
31553	No objection to designation. Neighbourhood Plan should safeguard heritage assets identified in letter and should take advice from Council's Historic Buildings and Conservation Officer. Forum should also speak to County Archaeology Service and refer to Historic England's published guidance on how heritage can best be incorporated into Neighbourhood Plans.	Joanne Robinson	Historic England (Joanne Robinson)		
31555	I agree with the Forum list.	Mrs Fay Bendall	Mrs Fay Bendall		
31557	I am happy with the proposed designation of the South Newnham Neighbourhood Forum.	Sarah Bendall	Sarah Bendall		

Page 10

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31559	As a local resident of the South Newnham Neighbourhood Area I support the designation of the South Newnham Neighbourhood Forum as this will enable informed discussion about issues concerning local planning and other matters which effect the character and style of this neighbourhood and locality. Such a forum is essential for effective discussion and monitoring of local issues which affect the environment and impact on the lives of all living within the neighbourhood area.	Mr Lewis Neil Petersen	Mr Lewis Neil Petersen [5942]		
31561	On behalf of Corpus Christi College, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		Corpus Christi College [1354]	Alison Wright	Bidwells (Alison Wright) [5945]
31563	On behalf of Gonville and Caius College, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		Gonville and Caius College [4158]	Alison Wright	Bidwells (Alison Wright) [5945]
31564	On behalf of King's College, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		King's College [5946]	Alison Wright	Bidwells (Alison Wright) [5945]
31567	On behalf of Newnham College, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		Newnham College [5189]	Alison Wright	Bidwells (Alison Wright) [5945]

Page 41

REP ID	REPRESENTATION SUMMARY	RESPONDENT NAME	RESPONDENT COMPANY / ORGANISATION	AGENT NAME	AGENT COMPANY
31568	On behalf of Pembroke College, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		Pembroke College [1340]	Alison Wright	Bidwells (Alison Wright) [5945]
31571	On behalf of Peterhouse, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		Peterhouse [1349]	Alison Wright	Bidwells (Alison Wright) [5945]
31572	On behalf of Queens' College, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		Queens' College [1357]	Alison Wright	Bidwells (Alison Wright) [5945]
31575	On behalf of St Catharine's College, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		St Catharine's College [1065]	Alison Wright	Bidwells (Alison Wright) [5945]
31576	On behalf of the Pemberton Family, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		Pemberton Family [2650]	Alison Wright	Bidwells (Alison Wright) [5945]
31579	On behalf of Trinity College, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		Trinity College [5678]	Alison Wright	Bidwells (Alison Wright) [5945]
31580	On behalf of Wolfson College, we would very much like to be involved in the Neighbourhood Plan Process and we would like to be consulted at every stage throughout the process.		Wolfson College [2034]	Alison Wright	Bidwells (Alison Wright) [5945]

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To: Executive Councillor for Planning Policy and Transport

Report by: Joint Director of Planning and Economic Development for Cambridge and South Cambridgeshire

Relevant scrutiny committee: Development Plan Scrutiny Sub Committee 22 March 2017

Wards affected: Romsey and Petersfield

## **MILL ROAD DEPOT SITE, MILL ROAD – PLANNING & DEVELOPMENT BRIEF**

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### **Not a Key Decision**

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

- 1.1 The Mill Road Depot site (Site R10) is an important housing allocation with an indicative capacity for 167 homes within the emerging Cambridge Local Plan. The allocation is located within the proposed opportunity area for Mill Road, addressed by Policy 23: Mill Road Opportunity Area.
- 1.2 The Council as the Local Planning Authority has been working in partnership with Allies and Morrison<sup>1</sup> to prepare a planning and development brief to ensure that any future development on the site is appropriate to its context and delivers the aspirations as set out in the emerging Local Plan. The planning and development brief will help guide the redevelopment of the site for housing and will provide greater certainty and detail to support delivery of the allocation in the coming years.
- 1.3 In accordance with the process of preparing a Supplementary Planning Document (SPD), consultation on the draft planning and development brief was carried out over a 7-week period between 3 June and 22 July 2016.

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<sup>1</sup> Allies and Morrison were appointed on behalf of the Council as a landowner.

- 1.4 The representations received were numerous and wide ranging. A total of 36 organisations or individual respondents made representations. A list of the key issues raised in the representations is set out in Appendix A. Appendix B provides summaries of all of the representations received to the draft planning and development brief and sets out the Council's proposed responses to the representations.
- 1.5 As a result of the consultation, a number of amendments are proposed to the planning and development brief and are set out in Appendix C as a table of proposed amendments. Appendix D is the proposed final version of the document. Appendix E sets out the Council's Statement of Consultation.
- 1.6 The emerging Local Plan is still at examination, which means that the Council is unable to adopt the Mill Road Depot Planning and Development Brief as an SPD until the Local Plan has been found sound and adopted. In the interim, prior to adoption of the document as an SPD, the Mill Road Depot Planning and Development Brief provides context and guidance as material consideration in the planning process.

## **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 during public consultation and the consequential amendments proposed to the Mill Road Depot Planning and Development Brief (Appendices B and C);
  - To approve the Mill Road Depot Planning and Development Brief (Appendix D) 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 Mill Road Depot has been home to many of Cambridge City Council's services, including waste disposal, maintenance, storage, and a garage servicing centre for its vehicles. It also incorporates office space, commercial lettings, two community facilities and leased



garages. The Council's decision in October 2014 to relocate the waste services depot to Waterbeach, following the creation of a single shared waste facility with South Cambridgeshire District Council, has freed up the site for redevelopment. The Council has already reduced the activities carried out on site and plans to vacate the site and buildings in the near future. The site presents a good opportunity to provide more homes to meet Cambridge's growing demand for housing.

- 3.2 The site is 2.7 hectares in area and has the potential to deliver approximately 167 dwellings, as identified in the Strategic Housing Land Availability Assessment (SHLAA) and Site Allocation R10 in the emerging Cambridge Local Plan. The allocation is located within the proposed Mill Road Opportunity Area (Policy 23: Mill Road Opportunity Area). The proposals schedule in the emerging Local Plan states the following:

*"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".*

- 3.3 The Council as the Local Planning Authority has been working in partnership with Allies and Morrison to prepare a planning and development brief for the site. As part of this process, two stages of informal local consultation took place as well as input from key local stakeholders. In November 2015, the Council hosted a workshop in the local area which focused on issues and priorities for the future development of the site. This event provided an opportunity for local residents and stakeholders to make clear their aspirations (and concerns) for any redevelopment of the site and helped inform subsequent work by consultants and Council officers.
- 3.4 The second stage of informal consultation took place in January 2016 and involved consultation on draft planning and design principles for the site. A workshop format was used and a significant amount of feedback was collected once more, this time on more detailed ideas for various "themes" to guide development proposals (landscape and open space, movement, built form, etc.). All City and County Council ward councillors for Romsey and Petersfield were invited to both consultation events.

- 3.5 In addition, a number of stakeholder groups were invited such as the Mill Road Society, Petersfield Area Community Trust (PACT), Mill Road Co-ordinator, Romsey Garden Club, Romsey Garden Project, Cam Cycle, Cambridge Past, Present and Future, Glisson Road and Tenison Road Area Residents Association (GTARA), South Petersfield Residents Association (SoPRA), Cambridge Association of Architects, Cambridge Ethnic Community Forum (CECF) and the Argyle Street Housing Co-operative (ASH co-op).
- 3.6 The events outlined in the paragraphs above are captured in the Mill Road Depot Consultation Workshop Events Record. The draft Mill Road Depot Planning and Development Brief 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.

#### Public consultation

- 3.7 After being approved for public consultation at Development Plan Scrutiny Sub Committee (DPSSC) on 14 March 2016, the draft planning and development brief was the subject of public consultation for 7 weeks between 3 June and 22 July 2016. This was in compliance 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). Notification of the start of the consultation was sent to statutory and other consultees and consultation material was published on the Council's webpages. A public notice of the consultation was placed in the Cambridge News on 3 June 2016. Further details on the consultation can be found in the Statement of Consultation, which forms Appendix E to this report.
- 3.8 The Council held two public exhibitions on 21 June and 13 July 2016 at St Barnabas Church near the site. Local councillors, national, regional and local organisations (including residents' associations), and other individuals with a stated interest in the area or local to the area were notified of the exhibition. Site notices publicising both the consultation as a whole and the second public exhibition on 13 July 2016 were also displayed in surrounding streets and at many shops on Mill Road.
- 3.9 The draft planning and development brief and its supporting documents remain available on the Council's website at <https://www.cambridge.gov.uk/mill-road-depot-spd>

## Results of consultation

3.10 At the end of the consultation period, a total of 192 separate representations were received, made by 36 respondents, of which 38 representations (20%) were supportive and the remainder, 154 (80%) were objections. The key issues raised during the consultation period are outlined in Appendix A.

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

- Chapter 1 – Introduction and Background.
  - Boundary differs to Local Plan site allocation R10;
  - Proposals do not address threat to character and distinctiveness of local community from loss of small shops and gentrification;
  - Lack of affordable housing; and
  - There are major access and transport issues.
- Chapter 2 – Site and Context.
  - The need for a community centre;
  - Junction, traffic and safety issues especially for cyclists and pedestrians;
  - Concern about the loss of the leased garages on Hooper Street;
  - High parking demand on site and risk of displacement to surrounding streets;
  - Range of views on the alignment of the Chisholm Trail;
  - Concern about building heights and the impact of the building forms on the traditional character of the area;
  - Retention and reuse of the listed former library building and coach houses;
  - Retention of mature trees; and
  - The need for noise mitigation from the railway and roads.
- Chapter 3 – Vision.
  - Importance of the Council retaining an ownership for achieving an exemplar development and meeting community aspirations;
  - Primary vehicle access, as proposed, solely off Mill Road with Hooper Street restricted to garages and emergency vehicular access only;
  - Advocate mixed uses including affordable/cooperative housing, and community hub;
  - Want more open space;

- Chapter 4 – Parameters for Change. It should be noted that, to some extent, representations to this chapter repeat representations to previous chapters:
  - There should be a comprehensive approach to movement and traffic management;
  - Pedestrian and cycle connectivity is supported including Chisholm Trail and the potential for a bridge over the railway;
  - Further pressure on the capacity of the existing junctions and roads, including Mill Road, will require enhancements;
  - The site should be a car-free or low car parking development. Others say this would risk displacement onto the already congested neighbouring streets;
  - Desire for more green public open space and biodiversity;
  - Use of coach houses for local artist studios or small business units/workshops for local craftsmen etc;
  - Need to provide genuinely affordable housing and more than 40% if possible;
  - Provision needed for a dedicated community facility with multi-functional and flexible space for a range of recreational, social and support services;
  - Taller buildings bought by young people, who can afford them, will change the urban character and social mix of the area;
  - Welcome requirement for proposals to respond to local townscape and demonstrate a positive contribution

3.12 Officers have worked through all representations and have drafted responses. Officers have sought to address all the concerns in detail in the responses, however the fundamental principle of the residential allocation (R10) is considered to be sound as are the proposed development parameters set out in Chapter 4 of the brief.

3.13 Summaries of all representations and proposed responses with recommended changes to the planning and development brief have been attached as Appendix B to this report. Amendments to the planning and development brief are proposed to address many of the concerns (a summary table of the amendments is attached as Appendix C to this report), and the proposed final version of the planning and development brief is attached as Appendix D.

3.14 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 investigation and consultation by the Council.

## Next Steps

- 3.15 Subject to approval by the Executive Councillor, the Council's responses to representations will be published on the Council's Mill Road Depot Planning and Development Brief website:  
<https://www.cambridge.gov.uk/mill-road-depot-spd>
- 3.16 The emerging Local Plan is still being examined. The Council is unable to adopt the planning and development brief until the Local Plan has been found sound and adopted. In the interim, prior to adoption of the SPD, the planning and development brief provides context and guidance as a material consideration in the planning process.
- 3.17 If any further changes are made to relevant policies within the emerging Local Plan prior to its adoption, these will be reflected as necessary in the planning and development brief prior to its publication.

## **4. Implications**

### **(a) Financial Implications**

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

### **(b) Staffing Implications** (if not covered in consultations section)

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

### **(c) Equality and Poverty Implications**

- 4.3 The planning and development brief, 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. Energy and water efficiency requirements for new development should help address issues of fuel and water poverty amongst residents.

### **(d) Environmental Implications**

- 4.4 The Mill Road Depot Planning and Development Brief provides site wide guidance on sustainable design and construction to improve the

environmental sustainability of new development. Issues addressed in the planning and development brief include:

- Health and well-being of future residents;
- Energy efficiency of new buildings;
- Design for climate change;
- Water use;
- Flood mitigation and sustainable drainage systems;
- Use of materials and resources;
- Waste and recycling;
- Employment opportunities;
- Pollution;
- Transport and mobility.

4.5 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).

4.6 The planning and development brief is compliant with, and must be read alongside the emerging Local Plan (when adopted). The emerging Local Plan includes sustainability and environmental policies that must be complied with as part of the development management process such as: water management, energy efficiency/carbon reduction, renewable energy and flood risk. In addition, the Housing Development Agency have recently adopted the Cambridge Sustainable Housing Design Guide which sets out principles and minimum requirements related to sustainable design and construction that the development will be required to meet.

**(e) Procurement**

4.7 There are no direct procurement implications arising from this report.

**(f) Consultation and communication**

4.8 The consultation and communication arrangements for the planning and development brief were carried out in line with the Council's Statement of Community Involvement 2013 and Code for Best Practice on Consultation and Community Engagement.

4.9 Further information regarding the consultation process can be found in Appendix E: Statement of Consultation.

## **(g) Community Safety**

- 4.10 There are no direct community safety implications arising from this report, but the Cambridgeshire Constabulary Crime Prevention Design Team indicated they 'would be happy to consult with future developers to discuss Secured by Design principles and measures to mitigate against Crime and Disorder.'

## **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>
- Cambridge City Council – Statement of Community Involvement:  
[https://www.cambridge.gov.uk/sites/default/files/documents/Statement\\_of\\_Community\\_Involvement.pdf](https://www.cambridge.gov.uk/sites/default/files/documents/Statement_of_Community_Involvement.pdf)
- Mill Road Depot Planning and Development Brief background documents can be found at:  
<https://www.cambridge.gov.uk/mill-road-depot-spd>  
The documents include:

- Habitats Regulations Assessment Screening Report;
- Sustainability Appraisal Screening Report;
- Mill Road Depot redevelopment: Junction Capacity Assessment;
- Mill Road Depot redevelopment: Proposed junction arrangement – vehicular swept paths;
- Mill Road Depot redevelopment: Proposed junction arrangement and visibility splay;
- Mill Road Depot Surface Water Drainage Report;
- Mill Road Depot Surface Water Storage Requirements;
- Mill Road Depot Potential Risk of Contamination Map;
- Mill Road Depot Consultation Workshop Events Record.

## **6. Appendices**

- Appendix A: Key Issues from June-July 2016 public consultation
- Appendix B: Schedule of Representations and the Council's responses
- Appendix C: Table of Proposed Amendments to Draft Mill Road Depot Planning and Development Brief

- Appendix D: Revised Mill Road Depot, Planning and Development Brief
- Appendix E: Statement of Consultation

## **7. Inspection of papers**

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

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## Mill Road Depot Planning and Development Brief

### Key Issues from June-July 2016 public consultation

<b>Chapter 1 – Introduction and Background</b>	
1.1.2 and Figure 2	<ul style="list-style-type: none"> <li>The boundary differs from Local Plan allocation Site R10 as Women's Resource Centre is not part of allocation</li> </ul>
1.1.3	<ul style="list-style-type: none"> <li>The character and distinctive local community is under threat through the loss of smaller independent shops and gentrification, and the plan does not address this</li> </ul>
1.2.1	<ul style="list-style-type: none"> <li>The document fails to support its city-wide objective of supplying truly affordable housing for the community</li> </ul>
1.2.2	<ul style="list-style-type: none"> <li>The Depot needs to be retained in Council ownership to meet community aspirations for affordable housing, open space, live/work units, in-keeping design, and to control developer pressure to negotiate away these elements</li> <li>The character is under threat from larger nationally owned retail outlets and gentrification</li> <li>The cumulative area has a lack of local affordable housing. The accommodation needs to be for rent, ideally co-operative/mutual</li> <li>There are major access and traffic issues - the site should be car-free or car-capped</li> <li>The draft development brief, exhibition, and transport report give inadequate consideration to access and traffic issues</li> <li>The site's capacity depends on resolution of issues for all users (including Bharat Bhavan and Language School).</li> <li>The draft development brief's assessment of context is so wrong that it invalidates the whole draft</li> <li>The draft development brief will hinder, not enable, resolution of the listed building at risk.</li> </ul>
Figure 3 – Cambridge City Council allocation site	<ul style="list-style-type: none"> <li>The draft development brief's assessment of context is so wrong that it invalidates the whole draft</li> <li>Fig 3 is misleading in that it uses a superseded version of the Local Plan fig 3.10, which omits the key Designated Heritage Assets relevant to the development brief - the Conservation Area boundary and the former Library within the site.</li> <li>Figure 3 in the draft development brief needs updating to reflect the Council's version in its proposed changes.</li> </ul>
1.4.2	<ul style="list-style-type: none"> <li>The Local Plan proposals mention space for a district heating centre. Other than 1.4.2 there is no mention in draft development brief. Is this a valid proposal and where?</li> </ul>
1.5.1	<ul style="list-style-type: none"> <li>Welcomes no general vehicle access from Hooper Street because of damaging impact on conservation area, quality of life for residents and negative impact on property values.</li> </ul>
1.6.1	<ul style="list-style-type: none"> <li>Wording of 'Anticipated' - This time (14 March 2016) has now passed, so need to change in order to reflect status</li> </ul>
1.6.2	<ul style="list-style-type: none"> <li>Without a statutory status, this section should clarify who</li> </ul>

## Appendix A: Key Issues

	should be considering this as a 'material consideration', and what means will be taken to enforce this recommendation.
<b>Chapter 2 – Site and Context</b>	
2.2.1 – Land Ownership	<ul style="list-style-type: none"> <li>The Old Library should become a Community Centre open to all, as part of the redevelopment of the Mill Road Depot.</li> </ul>
2.2.2 – Historic development	<ul style="list-style-type: none"> <li>The draft development brief states that the former library has now been converted into a community centre, which is a misnomer as it is not available to the general community</li> </ul>
2.2.3 – Buildings on site and surroundings	<ul style="list-style-type: none"> <li>Welcome more detailed discussion about the future of the garages in Hooper Street. I am a leaseholder.</li> <li>Paragraph 2.2.3 Private garages are located to the north west corner not north eastern corner.</li> </ul>
2.2.4	<ul style="list-style-type: none"> <li>Support</li> </ul>
2.2.5	<ul style="list-style-type: none"> <li>As well as referring to the Warehouse on the southern side of Mill Road, this should refer to the Site R9 allocation in the emerging Local Plan that is not likely to continue in current form.</li> </ul>
2.2.6	<ul style="list-style-type: none"> <li>The brief could refer to the need for high quality design and good practice in relation to the public realm, including advice in Historic England's 'Streets for All East of England'.</li> </ul>
Figure 10 – Existing site photographs	<ul style="list-style-type: none"> <li>The Council leases on the private garages prevent leaseholders painting their garage doors. A uniform repainting programme should be carried out if judged to be having a negative townscape impact fig 20 and para 2.2.31.</li> </ul>
Figure 11 – Vehicular access	<ul style="list-style-type: none"> <li>The junction of Kingston Street and Mill Road is already extremely dangerous. Need a proper pedestrian crossing or better still traffic lights.</li> </ul>
2.2.8	<ul style="list-style-type: none"> <li>Kingston Street is currently a 1-way street. In this context, unclear about the reference to 2-way passing and conflict? Needs to be clarified. Possible cycle/car - but this is linked to parking arrangements and lack of effective enforcement</li> <li>The block between Kingston Street and Hooper Street is there for good reason and must remain. It is highly permeable to cyclists and pedestrians. There is a huge amount of pedestrian/cycle commuter traffic transiting this block every morning/evening heading to the Railway Station</li> <li>Paragraph gives wrong impression of traffic management measures. They are not important vehicular routes linking Mill Road with Newmarket Road. The paragraph should be amended to read "the residential streets to the west and north of the Depot are narrow and are heavily parked in the day and in the evenings". Two road closures on Gwydir Street and Hooper Street are designed to prevent through traffic from Mill Road reaching Newmarket Road/East Road."</li> </ul>
2.2.9 - Parking	<ul style="list-style-type: none"> <li>This paragraph misses the point. It ignores the displaced parking demand caused by loss of garages if redeveloped for housing. Surrounding streets are controlled by a resident parking scheme. Displacing the 40 cars in the garages onto</li> </ul>

## Appendix A: Key Issues

	<p>the adjoining streets will aggravate an existing bad situation.</p> <ul style="list-style-type: none"> <li>Concern that residents of new development will use surrounding side roads i.e. Hooper/Sturton Streets etc</li> </ul>
2.2.12	<ul style="list-style-type: none"> <li>Cannot see the Chisholm Trail link to Mill Road as shown being practicable with any reasonable degree of safety – if needed it should be through the site away from junction.</li> <li>Chisholm Trail could run along the Boulevard/edge of Eagle Foundry Walk, especially as the trail comes down Ainsworth Street. This would help activate the public green open space in the centre of the site. A cycle route could cut diagonally across the site through the open spaces to increase cycle connectivity.</li> </ul>
2.2.14	<ul style="list-style-type: none"> <li>Support - Within the constraints of the site development as much community space as possible is required. This needs to be well thought out, taking into account the impact on residents in the new development, managing how people consuming alcohol be prevented from colonising these spaces?</li> <li>What about late night returnees from a night out in town - how will this access be controlled?</li> <li>There is currently a huge flux of people travelling back from town along Kingston / Sturton / Ainsworth Streets that will be able to cut through the Mill Road Depot development.</li> </ul>
Figure 14 – Existing land uses	<ul style="list-style-type: none"> <li>Land uses: fig 14 is misleading in that it shows 'community and education' as a single block. What this actually comprises is: the Bharat Bhavan (the former Library, which is now in very limited community use); Council offices (not at all in community use); and the Regent Language school (in private commercial hands not in community use).</li> <li>The existing land uses need to be clearly and fully distinguished; this is vital for properly assessing the SPD's scope for influence and change.</li> <li>The orange garages are added to the legend.</li> </ul>
2.2.18	<ul style="list-style-type: none"> <li>Vehicular access is potentially dangerous. Are traffic lights envisaged? What are the implications for pedestrians and cyclists? How will anyone turn right out of the site?</li> <li>It is not possible for access to Mill Road Depot to be other than directly from the only existing entrance on Mill Road.</li> </ul>
2.2.20 – Existing Building Heights	<ul style="list-style-type: none"> <li>Inconsistency between text (library 1 storey building) and figure (library a 4 storey building)</li> </ul>
2.2.21	<ul style="list-style-type: none"> <li>Should add that currently there are predominantly garages and service buildings along the railway lines, north of the site. The noise conditions are key in inhabiting this area.</li> <li>This is the place to mention the future development of the site immediately south of Mill Road</li> </ul>
Figure 16 – Existing Building Heights and 2.2.20-21	<ul style="list-style-type: none"> <li>Building heights (fig 16 and 2.2.20-21): the assessment is completely wrong and completely misrepresentative: <ul style="list-style-type: none"> <li>The text fails to mention almost all buildings in the area are of traditional form with pitched roofs. Key to the</li> </ul> </li> </ul>

## Appendix A: Key Issues

	<p>character of the area is not just total building height (i.e. to the ridge), but the height to the eaves. In the street scene, attic storeys (dormers and gables) within pitched roofs are subsidiary to eaves heights (as demonstrated by photos in fig 21). The text in 2.2.20-21 overlooks this.</p> <ul style="list-style-type: none"> <li>○ Fig 16 falsely claims that the context includes a significant number of 3 and 4 storey buildings.</li> <li>• Inconsistency between text (library 1 storey building) and figure (library a 4 storey building)</li> <li>• Support - No taller development please than 2-3 storeys and 3-4 storeys.</li> <li>• Figure 16 Why is the library shown as four storey when, according to paragraph 2.2.20 and also the photograph at figure 6, it should be shown as single storey?</li> </ul>
2.2.22-29 Heritage Assets	<ul style="list-style-type: none"> <li>• Officers should seek to secure the implementation of archaeological work through an appropriately worded condition placed on any planning consent.</li> <li>• The setting of Listed Buildings in the Conservation Area, and undesignated historic stock, is best covered by advice from City Council Conservation Team and Historic England.</li> <li>• No mention is made of archaeology/potential archaeology. Refer to the County HER for further information in this regard and suggest that an archaeological desk based study and possible site investigation may be required.</li> </ul>
2.2.26	<ul style="list-style-type: none"> <li>• Para 2.2.26 fails to mention the Mill Road Conservation Area Appraisal's identification (p55) of the former Library as a Building at Risk. This is a key issue directly relevant to the Depot site. Why is it not even mentioned nor addressed, in the draft development brief? Claims that the former Library is no longer at risk, are contrary to all evidence: see Appendices 1 and 2.</li> <li>• This para is ignoring the character of the specific industrial site in favour of the generic residential and commercial uses. The industrial character, as mentioned in section 2.2.2 should be acknowledged in this paragraph, or will be lost.</li> <li>• The document should recommend an interpretation of industrial character - both in townscape and architectural articulation (such as scale, materiality, rhythm etc)</li> </ul>
2.2.27 – Listed Buildings	<ul style="list-style-type: none"> <li>• The draft development brief seeks to retain the former Library building, without consideration to the issues and challenges relating to the now Bharat Bhavan. There have been unauthorised internal alterations and progressive deterioration of key architectural details. The building was independently noted as being "at risk", in the Mill Road Conservation Area Appraisal (p.55), and continued to deteriorate since then.</li> <li>• There is no evidence of efforts to repair the former Library which now requires potentially expensive specialist manufacture and repair works.</li> <li>• Retention of the listed building will depend not only on</li> </ul>

## Appendix A: Key Issues

	<p>resourcing the major repairs, but also on providing a viable long-term beneficial use. This is dependent on achieving a secondary means of escape; and adequate external functional space for servicing etc.</p> <ul style="list-style-type: none"> <li>• The draft development brief does not recognise the challenges nor offer solutions. The draft access layout impinges on the limited space adjoining the listed building. The consequence is that the difficult situation will be made worse.</li> <li>• Library must be retained and converted so is available for all local residents/community groups to use on an equal footing</li> </ul>
2.2.31	<ul style="list-style-type: none"> <li>• Clarify if the 'negative buildings' were identified by the Council (as stated in paragraph 2.2.31) or by the consultant team (as stated in the legend for figure 20 on page 26).</li> <li>• While the gatehouse is an original, handsome building, the gatehouse extension is a later addition. It is of a low quality, and it is suggested to mark it as a negative building.</li> <li>• The removal of the gatehouse extension may improve the entrance sequence into the site, since currently it creates a long barrier along the only access route, with little merit.</li> <li>• The existing coach houses on the site are a unique feature which will make a positive contribution to the site and their retention should be stated.</li> <li>• The garages to the north west of the site are judged to be negative buildings within the draft development brief. The Council has not maintained the garage doors which tenants are not responsible for under the terms of the lease. In spite the garages were built in the 1980s they are all in use and are in relatively good condition. Several owners have invested in new garage doors. They are modern functional buildings one would expect to find in a residential area. Comments that they should be removed in terms of their impact on the conservation area are unjustified and should be deleted.</li> </ul>
2.2.33	<ul style="list-style-type: none"> <li>• The document states only that trees make 'a significant contribution to the appearance and character' on the area but not to our health and well-being. The trees at the southern end of the site bordering Mill Road and the railway are noted as significant. They are strong features in the street scene, they would screen the railway bridge and its traffic from any new development, but they would also heavily overshadow what is proposed as a new public space. Has any assessment been made of their long-term prospects, or of the potential need for succession planting?</li> </ul>
2.2.34	<ul style="list-style-type: none"> <li>• Support - trees must be retained. They should be used to partially block the 4/5 storey flats proposed for close to the railway line.</li> </ul>
2.2.36	<ul style="list-style-type: none"> <li>• The documents should include a noise outline strategy, based on a desktop survey to provide the material evidence.</li> <li>• Although means of noise mitigation are available so close to</li> </ul>

## Appendix A: Key Issues

	the railway and road - it is the council's obligation to provide an initial working assumption for the future development (and not pass it to future developers responsibility)
2.2.37 – Land contamination	<ul style="list-style-type: none"> <li>Any redevelopment of this area should give special attention to ground contamination, sustainable urban drainage and environmental conservation betterment.</li> <li>Provide reference and access to EPS report 2016 on the Geo-Environmental Assessment in the SPD document, as the evidence base for this section</li> </ul>
2.3.2 - Constraints	<ul style="list-style-type: none"> <li>The Devonshire/Mill Road/Kingston Street 4 way junction needs to be made safe for pedestrians/cyclists transiting to the station across the flow of vehicles/cycles along Mill Rd.</li> <li>The long leases on the garages are a constraint in that there is no "reasonable prospect" of their development taking place in this plan period. Given the timescales if it is to be introduced to Site R10 this should be done as part of Plan Review after 2031. The development brief must be guided by the Local Plan context not the other way around</li> </ul>
2.3.3 Opportunities	<ul style="list-style-type: none"> <li>Please add to 'Integrate existing landscape and trees' the potential of integrating existing trees into enhanced new open public space in benefit of the whole area.</li> <li>3rd bullet point - the existing garages should not be included in short term given the uncertainty over the Local Plan allocation and bearing in mind there is "no reasonable prospect" of coming forward until after 2031.</li> </ul>
<b>Chapter 3 – Vision and Key Principles</b>	
3.1 - Vision	<ul style="list-style-type: none"> <li>The difficulties in the wider local area can be turned into an opportunity. If the council retains ownership of the site there is the possibility for council and community to make an exemplar site for this area and Cambridge.</li> <li>Support an exemplar site that reflects and enhances the local distinctiveness and character of the Mill Road conservation area, and combines this with what is needed to address future climate change. Some of these are reflected in the development brief. The Council could appoint an architect to design energy efficient housing and reduce carbon usage.</li> <li>Retention of the site by the Council opens up the possibility of a development that is exemplary in being wholly or largely car-free. This would avoid many access and traffic issues, &amp; offer greater scope for community aspirations for the site.</li> <li>Will there be any safeguarding of owner-occupier sales? A concern for many in Romsey and Petersfield is the amount of new housing that is bought up by buy-to-let. The Council should preclude this sort of sale, to encourage local people to own; perhaps via cheaper access to mortgage, and giving consideration to workers in local industry and the NHS.</li> </ul>
3.2.1 – Access and permeability	<ul style="list-style-type: none"> <li>Vehicle access to be entirely from Mill Rd apart from an emergency gate onto Hooper St.</li> <li>Vehicles on site not wanted. No vehicle provision.</li> </ul>

## Appendix A: Key Issues

3.2.2 – Housing-led mix of uses	<ul style="list-style-type: none"> <li>• Housing as primary use with a "significant proportion" affordable</li> <li>• Mixed uses? We need cooperative housing not private housing. Community use building demanded at consultation none proposed.</li> <li>• Support - "Community space must be properly used".</li> <li>• Efficient use of space could be through a "Community Hub" for entertainment of the multi-cultural/ethnic local people with a range of activities.</li> <li>• Omit the word 'ambition' to form a stern obligation - 'with an overall of 40% affordable housing as a minimum target'. The current sentence lends itself to be watered down.</li> <li>• Given the extremely high cost of housing in this area, that still more than 40% of the new housing will be affordable.</li> <li>• How will 40% affordable provision be safeguarded?</li> </ul>
3.2.3 - Design	<ul style="list-style-type: none"> <li>• While para 3.2.3 proposes a "contextual approach to scale and massing" neither figs 42 and 45-53, nor text in 4.6.6-8 acknowledge or tackle the disparity (clear in fig 53) between the scale of traditional pitched roof forms in the area, and the bulk/height of what is proposed for the Depot site.</li> <li>• Want retention/refurbishment of coach houses on west of the site. Building design to reflect the surrounding streets whilst allowing much higher buildings along the railway.</li> <li>• Cambridgeshire Constabulary to consult with future developers to discuss Secured by Design principles and measures to mitigate against Crime and Disorder.</li> <li>• Any proposals for the site should consider the setting of the listed building and seek to preserve and enhance this.</li> <li>• Proposals should include a response to the site's industrial past, with opportunities for larger scale along the railway edge, and material sensitivity to the historic use of iron and timber on site, to maintain a hint of its past character.</li> <li>• Define merit of coach house separately to the later/lesser extension.</li> <li>• The sentence 'the block of garages should be retained in the short-term...' should be deleted. The sentence should be amended to read "Should the Inspector at the Local Plan Inquiry determine that the garages should be part of the site any scheme should be capable of accommodating their phased future redevelopment should they become available after 2031"</li> <li>• Support, but this needs to be much bolder. This is a unique opportunity to set a design benchmark for Cambridge. The aim should be to create a multi-award winning reference site that elevates the standard for future private developments. Every aspect of the development must be exemplary: highly visible and usable public spaces, promoting a strong sense of community; high proportion of affordable rented accommodation; generous internal spaces, with maximal penetration of daylight; ultra-low energy and water use; well-</li> </ul>

## Appendix A: Key Issues

	concealed, secure and convenient storage areas for bins and cycles (including trikes, cargo & trailer bikes); high levels of craftsmanship in building designs and landscaping.
3.2.4 – Open Space / environment	<ul style="list-style-type: none"> <li>• Support provision of open space and landscaping especially as this area of Cambridge has the least amount.</li> <li>• Not agree. Open Space should be over 33%.</li> <li>• Highlight free access to the new open space. Add the words 'public' and 'green' to express 'public green open space' and ensure legally it is not possible to become a gated private space in the future. At the moment the space is only coloured green on the plan, which ensures very little.</li> </ul>
<b>Chapter 4 – Development Parameters</b>	
4.1.2	<ul style="list-style-type: none"> <li>• This section will benefit from simple line illustrations of the streets, open spaces, building typologies in use to identify the variety and difference envisioned for the site. As was done for the Addenbrooke's masterplan.</li> </ul>
4.1.3.	<ul style="list-style-type: none"> <li>• Change the term 'open space' to 'open public space', or better still to 'open public green space' to highlight the quality and accessibility of these spaces.</li> </ul>
4.2.1	<ul style="list-style-type: none"> <li>• Support - The development of the depot site provides a valuable opportunity to provide the Chisholm Trail to the station. Site Framework Plan (Fig 27) shows the route which is likely to become heavily used with many bikes passing at speed. As such it should not cut through the depot site where it would endanger pedestrians, especially children.</li> </ul>
Figure 27 – Site Framework Plan	<ul style="list-style-type: none"> <li>• Support</li> </ul>
4.2.2	<ul style="list-style-type: none"> <li>• This section should provide a hierarchy of streets. While vehicular traffic may be even on both north/ south routes, it is important to distinguish between the west route along the coach houses (a mews scale street) and the route to the east, along the green space (a more prominent 'boulevard')</li> </ul>
4.3.1	<ul style="list-style-type: none"> <li>• There should be no approval of draft development brief unless and until;</li> <li>• (i) a comprehensive and realistic analysis of the movement, access, and traffic management issues has been provided,</li> <li>• (ii) the City and County Councils have together provided demonstrably credible proposals for resolving these issues.</li> <li>• These are not matters to leave to a developer. They are the responsibility of the Councils, and require justification to the community, who rely on the Councils for safety on roads.</li> </ul>
Figure 28 – Transport and Access	<ul style="list-style-type: none"> <li>• Support the road and pathway layout and Chisholm Trail going round the edge of the site as shown on the Site Framework Plan and Transport and Access plan (Fig 28).</li> <li>• This section should provide a hierarchy of streets. While vehicular traffic may be even on both north/ south routes, it is important to distinguish between the west route along the coach houses (a mews scale street) and the route to the east, along the green space (a more prominent 'boulevard')</li> </ul>



## Appendix A: Key Issues

<p>4.3.2 – Pedestrian and cycle connectivity</p>	<ul style="list-style-type: none"> <li>• Provision for pedestrian and cycle connectivity is supported.</li> <li>• Support confirmation the Trail will keep to the edge of site.</li> <li>• Chisholm Trail could run along the Boulevard/edge of Eagle Foundry Walk, especially as the trail comes down Ainsworth Street. This would help activate the public green open space in the centre of the site. A cycle route could cut diagonally across the site through the open spaces to increase cycle connectivity.</li> <li>• The three cycle access points from Hooper Street to the development are dangerous for numerous reasons. The Chisholm Trail route could continue directly on from Ainsworth Street, and find its way over to the railway at a more southerly point. This would then be the sole cycle access point from Hooper Street. It could also serve as the Emergency Vehicle Access for the development that could continue to be used after the Hooper Street garages go.</li> <li>• Support delivery of Chisholm Trail for the improvement of cycle transportation around Cambridge. Proposals must also consider wider cycling patterns in the local area, including measures to lower the volume of cycling traffic across the narrow Mill Rd railway bridge. The Council should also seek proposals for a cycle bridge linking Hooper St with Cavendish Road as part of development?</li> </ul>
<p>4.3.3</p>	<ul style="list-style-type: none"> <li>• The standard width for new two-way cycle paths is 3m so 'the suggestion that the Trail needs to be 6m wide should be removed from the development brief and replaced with the requirement that the route be at least 3m.' Many other parts of the Trail are incapable of providing a 3m wide path let alone 6m. It is therefore not appropriate to provide a 6m wide path for the depot part of the Trail and reduce the opportunities for landscaping and other elements of the depot plan.</li> </ul>
<p>4.3.4</p>	<ul style="list-style-type: none"> <li>• Further strain is going to be put on any new junction from the proposed Chisholm Trail cyclists; yet this has not been acknowledged or accounted for within the traffic study.</li> <li>• Transport report is negligent in failing to highlight the more than 10 times increase (22 to 262 trips, even excluding Chisholm Trail traffic) in cycle trips projected in the report, or consider its implications for number and frequency of cycles (coupled with increase in pedestrians) crossing traffic flows.</li> <li>• While the draft development brief includes an acknowledgement (paras 4.3.4 and 4.3.5) that there are issues requiring "careful design review in the context of potential junction enhancements to ensure a safe, formalised means of access", no such analysis or design has been provided.</li> <li>• These issues must be resolved before the development brief is approved, because the nature of any redevelopment of the Depot site is totally dependent on the capacity of the site access.</li> </ul>

## Appendix A: Key Issues

	<ul style="list-style-type: none"> <li>• Note the acknowledgement in the document that the existing junction will need to be improved and tested for capacity.</li> <li>• Cannot see the Chisholm Trail link as shown being practicable with any reasonable degree of safety.</li> <li>• A cycle link to Mill Road from the Chisholm Trail should be provided through the site joining away from the junction.</li> <li>• Whilst the difficulties of the junction on Mill Road are noted the desire line for cyclists to access the trail (and proposed bridge) at this point must be accommodated as stated.</li> <li>• Land needs to be safeguarded in the south eastern corner of the site for any future potential connections across the railway to new development sites to the east. Any such connection would be beneficial to the cycle and pedestrian network in the city and the brief should reflect this.</li> <li>• Support provision of a 6m wide strip for the Chisholm Trail.</li> <li>• An area of concern for me is the crossroads with Mill Road, Devonshire Rd and Kingston Street. This is a very dangerous crossing for pedestrians and cyclists and should have already been resolved. Suggest as a matter of priority that the crossroad be given controlled crossing areas to protect the most vulnerable road users - especially at peak times.</li> </ul>
4.3.5	<ul style="list-style-type: none"> <li>• Attention needs to be given to the connection with Ainsworth St - this junction has poor visibility. The proposed Chisholm Trail route will add a lot of new cycle traffic turning right into Ainsworth Street. It would be better to align the northern entrance/exit from the depot site with Ainsworth Street so cycle traffic in both directions has good visibility. Giving north-south traffic priority here (with give-way lines on Hooper Street) could also improve safety.</li> </ul>
4.3.7 – Vehicular access, routes and hierarchy	<ul style="list-style-type: none"> <li>• What has not been considered is the increased strain on the already overworked and frequently dangerous Mill Road.</li> <li>• The draft development brief and Policy 23 of the draft Local Plan seek to achieve public realm improvements on Mill Road. However this depends on resolving the issues relating to the access and Mill Road without harming the character of the area.</li> <li>• Mill Road is known to the police, planning inspectors and local users, as a very busy road with limited crossings.</li> <li>• There is nothing in the draft development brief to say how the public realm improvements can be achieved. Instead, it assumes it will be possible to inject more movements by car, bike and walking onto Mill Road with no consequent adverse effects.</li> <li>• These issues must be resolved before the development brief is approved, because the nature of any redevelopment of the Depot site is totally dependent on the capacity of the site access.</li> </ul>
4.3.8	<ul style="list-style-type: none"> <li>• The traffic report is notable for:</li> <li>• (i) inadequate scope (failure to include the access needs of</li> </ul>

## Appendix A: Key Issues

	<p>Bharat Bhavan, the Language School, and Chisholm trail),</p> <ul style="list-style-type: none"> <li>• (ii) failure to assess the interactions between movement patterns (and consequent management issues) generated by these multiple needs, and</li> <li>• (iii) its inadequate assessment of its own survey data.</li> <li>• The draft junction layout does not show the route of the Chisholm Trail, or the needs of Bharat Bhavan and the Language School (neither of which have any rear access or servicing). To be realistic, any proposal for the junction needs to assess the consequent traffic flows and space needs. It also needs to provide sufficient access, parking and servicing space for Bharat Bhavan.</li> <li>• These issues must be resolved before the development brief is approved, because the nature of any redevelopment of the Depot site is totally dependent on the capacity of the site access.</li> <li>• Traffic surveys - no cycles in manual surveys.</li> </ul>
4.3.9	<ul style="list-style-type: none"> <li>• Insufficient consideration has been given to the adverse impact this will have on Ainsworth St/Hooper St/Sturton St area. No notice has been taken of the parking problems at the depot-development area end of Sturton Street:</li> <li>• The proposed emergency access routes into Hooper Street on the latest development plan will turn into a general access route increasing traffic. The nearest access for emergency vehicles: Police, Fire and Ambulance are via Mill Road, it makes no sense for them to negotiate the narrow, traffic-clogged back streets.</li> </ul>
4.3.10	<ul style="list-style-type: none"> <li>• Draft development brief para 4.3.10 leaves resolution of access capacity and design issues to "any future site developer". This is inexcusable. The access, and the junction with Mill Road have to serve the whole of the site and all of its users.</li> <li>• The capacity and form of the access and junction, and hence the capacity of the site, are dependent on identifying and meeting all these needs. We remain completely unconvinced that this is possible for this site.</li> <li>• The transport report claims that there will be a substantial reduction in vehicle movements by comparison with the current position. This is an assessment drawn from a false assumption that; 'an increase in cycle and public transport would lead to a subsequent decrease in trips by car'.</li> <li>• These issues have to be resolved now, before the development brief is approved. The nature of any redevelopment of the Depot site is totally dependent on the capacity of the site access.</li> <li>• Note the acknowledgement in the document that the existing junction will need to be improved and tested for capacity.</li> <li>• Cannot see the Chisholm Trail link as shown being practicable with any reasonable degree of safety.</li> <li>• A cycle link to Mill Road from the Chisholm Trail should be</li> </ul>

## Appendix A: Key Issues

		provided through the site joining away from the junction.
4.3.13	– Car Parking	<ul style="list-style-type: none"> <li>• "Car-free" site? For housing on the site to be in character with the Mill Road conservation area, it will need to be of small units. If the site is not to be a car-free one, there is little to prevent householders from having two cars for their needs undermining much of the report.</li> <li>• These issues have to be resolved now. The Depot site meets the criteria for a car-free development set out in the draft Cambridge Local Plan Policy 82 and is supported by text in para 9.29 of the draft Local Plan. On this site the joint involvement of the City and County Councils as landowners and planning and highway authorities provides an ideal basis for developing an exemplary solution. On this particular site, a car-free or car-capped development may be the only way of resolving the major site access challenges.</li> <li>• Providing "low" car-parking, which is insufficient for the requirements of residents, leads to conflict, bad parking, and increased trouble for everybody in surrounding areas. It does not reduce car ownership or use. Other developments which have done this have caused problems both to themselves and to their neighbouring areas. Parking provision should be sufficient for the needs of those who will live in the development, rather than only meet the level of car ownership which the council aspires to people having.</li> <li>• Insufficient consideration seems to have been given to the adverse impact this will have on the Ainsworth St/Hooper St/Sturton St area. Notice has not been taken of the parking problems at the depot-development area end of Sturton Street including: - inadequate provision for parking - one parking space for either a two or three bed roomed property is not enough. If they are unable to park on the development then will park in nearby streets. Residents in this part of Sturton Street need a 24/7 resident's parking scheme to ensure have parking spaces.</li> <li>• This is the place to highlight the council's promotion of a modal shift. Currently the scheme allows car park, but due to location, single entrance, narrow street pattern and mix of pedestrian and cycle movement, the car park allows prioritisation of cars. A maximum standard should be set for this site (rather than rely on policies) to avoid creeping vehicular movement to appease developers and house prices, on the account of alternative means of transport.</li> </ul>
4.3.15		<ul style="list-style-type: none"> <li>• This paragraph misses the point. It ignores the displaced parking demand caused by loss of garages should they be redeveloped for housing. Surrounding streets are controlled by a resident parking scheme covering the Petersfield area north of Mill Road. Residents' parking in streets adjoining the Depot is a nightmare. There are frequently no spaces to park in the evening after 5pm. There is very little turnover of spaces in the day. Cars frequently have to park overnight on</li> </ul>

## Appendix A: Key Issues

	double yellow lines, which cause additional danger to cyclists and motorists. On pavement parking affects pedestrians, the disabled and mothers with push chairs. The loss of 40 garages will further aggravate this situation for all residents living either side of the road closures.
4.3.16 – Cycle parking	<ul style="list-style-type: none"> <li>4.3.16 should include reference to the need to adhere to City Council Cycle Parking Guide for New Residential Developments.</li> </ul>
4.4.1	<ul style="list-style-type: none"> <li>Natural England supports the proposed open space framework for the site. The detailed design could make use of the checklist in Natural England's Green Infrastructure Guidance. Open space provision should be multi-functional and contribute to the objectives of the Cambridgeshire Green Infrastructure Strategy (Cambridgeshire Horizons, 2011) and local Biodiversity Action Plan targets where possible. Opportunities to enhance connectivity with areas of off-site open space and green corridors should be considered.</li> <li>Redevelopment of Mill Road Depot site could deliver a high quality strategic biodiversity 'hotspot' connecting to a strong city-wide wildlife corridor (railway line). Therefore support requirement for a significant proportion of the site being allocated to open space, particularly the green corridor on the eastern boundary along the railway line (Chisholm Trail).</li> <li>Change 'open space' to 'publicly accessible open space' as per definition in CCC 'Open Space and Recreation Strategy' to ensure the open space can not be gated for private use.</li> <li>The area has the street and market in car park as an open public space, but it is not green. There are other green spaces which are not public (e.g. the university cricket club)</li> <li>The consultation raised the need for greener, planted, publicly accessible spaces.</li> <li>Accordia set a standard, but people do not use the gardens as parks. There is a need for clarity, otherwise the quality and accessibility of spaces will be undermined by developers.</li> </ul>
Figure 33 – Open Space	<ul style="list-style-type: none"> <li>Given the expressed wish to meet some of the needs of the wider Mill Road community on open space the Mill Park should be on the southern side of the site, adjacent to the Chisholm Trail, to give the park a more open feel with immediate access for the wider community walking and cycling through the area along the Trail.</li> </ul>
4.4.2	<ul style="list-style-type: none"> <li>The document fails to address how open space will be a community resource, positioned as it is three-quarters of the way down the development, and considered primarily as a water run-off area. At the consultations, people expressed the desire for the open space to be directly accessible from Mill Rd, and to be well integrated throughout the built environment. The area allocated for 'Mill Park' is smaller than any of the current listed open spaces on Fig13 and</li> </ul>

## Appendix A: Key Issues

	<p>does little to increase the ratio of open space to housing density. More green spaces could be accommodated and safe play areas for children provided throughout the site if the development was car-free.</p> <ul style="list-style-type: none"> <li>• Support the general principle, but it's important to make public spaces VISIBLE to the public. There is a danger that the Mill Park space will be underused, being relatively invisible and not adjacent to a public thoroughfare. Also suggest making the southern green space larger, more inviting, and more suitable for community events. The proposed houses west of The Limes should be relocated to Mill Park, and The Limes park expanded to connect with Gatehouse Court. A further justification for these changes is the front rooms of houses facing Mill Road bridge would be overlooked by people crossing the bridge. Relocating the houses to a more private space part of the area will make them more valuable.</li> </ul>
4.4.3	<ul style="list-style-type: none"> <li>• Open Space should be over 33%</li> <li>• Set 25% open public space as minimum, otherwise it will end as 20%. Also, if allow green roofs/terraces on top of the taller buildings, this should not undermine the 25% on the ground level.</li> </ul>
4.4.4 – Street Trees	<ul style="list-style-type: none"> <li>• Paras 4.4.4-7 do not go far enough in proposing and requiring a landscape strategy, in relation to not just open space but also the role of trees in assimilating developments into context, in mitigating the impacts of the adjacent busy road and railway, and in moderating summer heat.</li> </ul>
The Limes	<ul style="list-style-type: none"> <li>• This space is located north of the bridge as it rises, and therefore the space will be mostly shaded. While the trees may provide amenity and noise screening, the sun-lit useable portion of the open space is narrowed to rising or setting sun only. It is advised to run a sun path study to conclude overshading. In conclusions this area is of little. A central 'Mill Park' will benefit from a larger space in its place.</li> <li>• Provision of community space is welcome, but land overshadowed by the bridge will require very careful landscaping.</li> </ul>
Mill Park	<ul style="list-style-type: none"> <li>• Given the expressed wish to meet some of the needs of the wider Mill Road community on open space the Mill Park should be on the southern side of the site, adjacent to the Chisholm Trail, to give the park a more open feel with immediate access for the wider community walking and cycling through the area along the Trail.</li> </ul>
Eagle Foundry Walk	<ul style="list-style-type: none"> <li>• As in 4.3, the character of this walk should be identified together with the road as the more prominent street, with a wide pavement and the scale of the taller buildings to the east. It is proposed to define this street pattern as a 'boulevard' to highlight its difference from the 'mews' street along the coach houses to the west.</li> </ul>
Chisholm Trail	<ul style="list-style-type: none"> <li>• The redevelopment of Mill Road Depot site could deliver a</li> </ul>

## Appendix A: Key Issues

	<p>high quality strategic biodiversity 'hotspot' for the City connecting to a strong city-wide wildlife corridor (railway line). Support the provision of a 6m zone along the eastern boundary that abuts the railway line to accommodate the off-road Chisholm Trail. This area should provide biodiversity function and be designed to benefit wildlife, especially those indicative of the railway environment - e.g. reptiles, invertebrate and plants associated with open mosaic habitat on previously developed land.</p>
Gatehouse courtyard	<ul style="list-style-type: none"> <li>Recommend the later gatehouse extension is defined of low quality and promote its demolition to enable a more direct access sequence from the long and narrow entrance street into an extended version of the gatehouse court. This will support both the entrance and the public space with very little loss of low quality accommodation which can be compensated for elsewhere.</li> </ul>
4.4.9 – Outdoor sports pitches	<ul style="list-style-type: none"> <li>The site is a relatively constrained urban site with limited opportunity for on-site provision for sport. Therefore support (Para.4.4.9) that the best approach for providing for sport will be through financial contributions to improve the quantitative or qualitative off-site provision of facilities within the catchment area of the proposed development. Cambridge City Council has completed a Playing Pitch Strategy and Sports Facilities Strategy which will help identify investment priorities in the vicinity of the site relating to outdoor and indoor sport. Sport England would be happy to advise further on the details of off-site provision.</li> </ul>
4.5.1 - Housing	<ul style="list-style-type: none"> <li>The nature of Mill Road and the adjacent streets is more mixed than the proposed scheme giving it the unique, lively blend of housing and urban mixed use curiosities. Several local artists and Art trust organisations have expressed interest in using the coach houses, especially lower single storey type, as artists' workshops. Further opportunities can be found along Chisholm Trail/Eagle Foundry Walk sides of the ground floor of the higher buildings. A constant flow of cyclists and pedestrians may inform the use of the ground floor and require feasibility study to inform this, before the SPD dismisses this option.</li> <li>The preliminary design work undertaken as part of the development brief suggests that the site has capacity to achieve the 167 dwellings identified in the Local Plan. The later provision of 6 or so houses on the garages site is clearly not needed in order to achieve the Local Plan housing target for site R10.</li> <li>How has the CCC arrived at this capacity? How has the vehicular and cycle traffic loading been taken into account?</li> <li>What happened to the idea that the coach houses could be let as studio space/small business units which is the kind of facility that Mill Road needs - instead this site is jam packed with only houses and flats. The density again is problematic.</li> </ul>

## Appendix A: Key Issues

Figure 38 – Indicative Uses	<ul style="list-style-type: none"> <li>The balance of proposed land uses should include greater provision for employment-related uses. This is an opportunity for workshops and spaces for local craftsmen etc to store materials close to their inner urban clients. Residential development should be at a minimum if it is needed to offset costs of servicing the site.</li> </ul>
4.5.2	<ul style="list-style-type: none"> <li>Tenure should be informed, or at least mention recommendation raised in the Draft Local Plan by SHMA, or future evidence based surveys.</li> </ul>
Figure 39 – Photographs showing examples of housing typologies in Cambridge	<ul style="list-style-type: none"> <li>Virtually none of the images shown provide any context with the Mill Road conservation area. Whilst some may be positive the sheer number that does not achieve any relationship with the local context is inappropriate.</li> <li>At least two of the examples are of low quality build (marked on the attached image), and recommend not including these in the illustration, to avoid creating a negative precedent.</li> </ul>
4.5.4 – Affordable housing	<ul style="list-style-type: none"> <li>The area has a lack of genuinely affordable housing, with limited scope for improving the situation. Nationally, affordable housing is 80% of market value. For this area, 80% of market value would be unaffordable for the majority of the community. By far the best opportunity to achieve genuine affordable housing in this area is the Depot site, which is in the ownership by the Council. According to the Council Leader, the Council have committed to supplying 50% social housing at 40-60% market rents. This is not mentioned in the development brief and will impact on the type of housing provided. Interest was also expressed in the provision of rented Co-operative housing. This site represents an opportunity to address the shortage of affordable housing that threatens the City's economic success.</li> <li>Welcome commitment to 40% affordable housing. However, as the site is Council owned it could sustain a higher proportion, even up to 100% affordable. The Mill Road Depot site could become a model for innovative/creative options for affordable housing. The development brief mentions exploring co-op housing, perhaps even intermediary dwellings, social rental schemes. Encouraged by the emphasis on the significant potential the site holds. Highly recommend investigation of above options to best utilise the site.</li> <li>We need co-operative housing.</li> <li>Procurement and partnering models of the City Council should be referred to in other policy papers, and ensure quality of deliverance is not undermined by commercial value alone.</li> </ul>
4.5.5 – Community and other non-residential uses	<ul style="list-style-type: none"> <li>In discussion with the local residents association in the area (PACT), when talking to people in the local community, and at the consultation meetings the view is repeatedly expressed that:</li> </ul>



## Appendix A: Key Issues

	<ul style="list-style-type: none"> <li>○ there needs to be a dedicated community facility to serve the depot and the surrounding streets to the north and west of the depot site, and</li> <li>○ such a facility should be located at the north end of the site to serve both the new and existing housing.</li> <li>○ The community to the north of Mill Rd (through to East Rd and New Street) have very few local facilities.</li> </ul> <ul style="list-style-type: none"> <li>• Paras 4.5.5-6 Positive to see recognition of pressure on Early Years provision and identification of solution. Would want to see this point made more forcefully if possible.</li> <li>• Sport England aims to ensure positive planning for sport, enabling the right facilities to be provided in the right places, based on assessments of need for and all sectors of the community. To achieve this, our planning objectives are to PROTECT sports facilities; ENHANCE existing facilities; and PROVIDE new facilities.</li> <li>• Sport England, has produced 'Active Design'(2015), a guide to planning new developments to help people get more active. The guidance sets out ten principles for ensuring new developments incorporate opportunities for people to take part in physical activity. The principles promote healthy communities through good urban design.</li> <li>• Propose the inclusion of artist studios and a dedicated contemporary art gallery or project space as part of the Mill Road Depot development plans.</li> <li>• Paragraph 4.5.5 and 4.5.6 Community and other non-residential uses - Any planning application will need to be informed by the range of uses already put forward for the site in the Local Plan. It is not the role of the development brief to start introducing other uses at this stage and without consultation with the community. Why is it that space can be found to Women's Resource Centre when their lease has expired yet the garages can't be re-accommodated within the site?</li> </ul>
4.5.6	<ul style="list-style-type: none"> <li>• The Councils need to assess the space needs of the existing community-related uses, most particularly the Women's Resources Centre and the present and future occupants of the former Library. Also need to assess the major gaps in community provision in the area, and reflect the outcome of this assessment in the on-site community provision. The following community aspirations were stated at a public meeting: <ul style="list-style-type: none"> <li>○ *Green space</li> <li>○ *Creative community Space - multi functional and flexible.</li> <li>○ *A Space for community and teaching kitchens</li> <li>○ *Space to enable a maintenance hub for cyclists, along with a teaching and learning facility</li> <li>○ *Affordable workshop, gallery and storage Space for</li> </ul> </li> </ul>

## Appendix A: Key Issues

	<ul style="list-style-type: none"> <li>local artists               <ul style="list-style-type: none"> <li>○ *Safe space for the homeless. A space to offer the homeless room to breathe and to be able to start to build lives for themselves.</li> <li>○ *A strong message from the community is to emphasise the call to develop and take part in community teaching and learning.</li> </ul> </li> <li>• Not agree. Mixed use zone? Community node? Unclear - we need community building not in private use. Community use building demanded at consultation none proposed.</li> <li>• The provision of community space is welcome, but the land overshadowed by the bridge will require careful landscaping.</li> <li>• Suggest it would be in the creative spirit of the Mill Road area to preserve some or all of the coach houses as rented creative workspace, including affordable artists' studios. The southern coach house (at the Mill Rd end) could become a café/gallery, creating an inviting entrance to the site.</li> <li>• Local artists and arts trusts have expressed interest in the single storey coach houses for use as studios to let. Such activity may enrich the environment and should not clash with the residential environment (see existing Cambridge Artworks community on 5 Green's Road). An uplift in apartments to meet the 167 unit target. Additional uses should also be considered, such as small health surgeries to provide supportive services to the community, as well as local coffee shops which encourage social life around them. Ground floor units for retail/services/office may be allocated at the bottom of the taller buildings along the Chisholm trail and Eagle Foundry Walk. This may offset build cost, while providing a mix of use into the depth of the site.</li> <li>• Paragraph 4.5.5 and 4.5.6 Community and other non-residential uses - Any planning application will need to be informed by the range of uses already put forward for the site in the Local Plan. It is not the role of the SPD to start introducing other uses at this stage and without consultation with the community. Why is it that space can be found to Women's Resource Centre when their lease has expired yet the garages can't be re-accommodated within the site?</li> <li>• What happened to the idea that the coach houses could be let as studio space/small business units which is the kind of facility that Mill Road needs - instead this site is jam packed with only houses and flats. The density again is problematic.</li> </ul>
4.6.3	<ul style="list-style-type: none"> <li>• Having small gardens at front of housing seems to run contrary to previous points about fitting in with general context of Mill Road conservation area, where vast majority of homes front directly onto the street. This is something previously described as a positive feature of the area.</li> </ul>
4.6.5	<ul style="list-style-type: none"> <li>• Welcome proposals for the refurbishment of existing coach houses. Opportunities should be sought to re-use existing historic buildings wherever possible. They add</li> </ul>

## Appendix A: Key Issues

	<p>distinctiveness, meaning and quality to the places in which we live, providing a sense of continuity and a source of identity. Accommodating change in an appropriate manner will help to secure the future of such assets.</p> <ul style="list-style-type: none"> <li>• It would be out of character with the Mill Rd area to have the main part of the site devoted to housing. Suggest it would be in the creative spirit of Mill Rd to preserve some or all of the coach houses as workspace - preferably for creative purposes including affordable artists studios. The southern coach house could become a café/gallery, providing a lively and inviting entrance to the site.</li> <li>• Further attention should be given to the location of the coach houses and their height including specific recommendations to their extension by adding another floor, and their proposed use e.g. a cafe opening to the park, Art gallery or other use with public benefit.</li> </ul>
4.6.7	<ul style="list-style-type: none"> <li>• Gentrification is an increasing trend that will have effects on the whole of this community. It will - as can be seen in the draft development brief - bring about calls for larger and taller housing units in and around Mill Road, changing the character of the low rise area, with small dwellings bought by young families - those lucky enough to be able to afford them.</li> <li>• Four storeys is too high for this area of town. Do not want to become like the horrible development at CB1.</li> <li>• Not necessary to limit the southern apartment block (adjacent to the railway) to a maximum of five storeys. It would be consistent with the industrial heritage of the area (e.g. Foster's Mill and Dale's Brewery) to have a more prominent loft-style vertical building, of say seven or eight storeys. This would act as a landmark. The provision of additional apartments in the upper floors could relieve the pressure to convert the coach houses to housing, allowing them to be used as creative workspace.</li> <li>• In the final sentence, should this read 'Taller buildings' or 'A taller building'? Recommend HE Advice Note 4 on tall buildings. Whilst four storeys may not be regarded as particularly tall, it is taller than the mainly two-storey neighbourhood. Any development would need to give due consideration to the draft Local Plan (Proposed Modifications) which sets out criterion against which tall buildings are assessed. Await more detailed proposals to assess and draw firm conclusions in this respect.</li> <li>• According to the illustrative plan, some of the 3-4 storeys buildings will be facing 'Mill Park'. Consideration should be given to the impact this may have on the buildings height, whether these buildings should be allowed to go higher, while allowing to release other buildings to different uses, or this may help reduce other buildings' height.</li> <li>• The document needs to be very specific about how tall a</li> </ul>

## Appendix A: Key Issues

	<p>taller building may be, and how many tall buildings will be allowed. Without specificity, a developer can interpret this however they want, and we end up with a Marque on our corner. 4 stories should be the absolute maximum. Older taller buildings have variable roof pitches. Modern buildings are square boxes that look taller than they are. So 5 stories look more like 7.</p> <ul style="list-style-type: none"> <li>• Live on Great Eastern Street and look directly into the site across the rail lines. A four-storey building would be intrusive for us, as well as residents on the Depot site, and those in adjoining streets. The Women's Refuge Building is only two storeys and that seems tall enough? Can planning be restricted to just three storeys, preferably two storeys?</li> </ul>
4.6.9 - Heritage	<ul style="list-style-type: none"> <li>• Welcome the requirement for a careful consideration of heritage assets in support of any planning application. Any assessment will need to give consideration to local context and key views. Note that the Council/consultants consider 4 storeys may be appropriate along the eastern boundary of the site. Any development would need to give due consideration to the draft Local Plan (Proposed Modifications) which sets out criterion against which tall buildings are assessed. Await more detailed proposals to assess and draw firm conclusions in this respect.</li> <li>• 'Long horizontal facades' is not necessarily a negative feature of a building, as long as it is articulated and detailed properly. This term may do more damage than help, unless design intention is clarified.</li> </ul>
4.7.1 - Layout	<ul style="list-style-type: none"> <li>• There is no mention of cycle or bin storage on site. It is essential the development includes well-concealed, secure and convenient areas to store cycles (including trikes, cargo and trailer bikes) and bins. Consideration should be given to providing communal bins rather than individual bins.</li> </ul>
Figure 43 – Illustrative Plan	<ul style="list-style-type: none"> <li>• The draft document shows in Fig 43 a pathway providing a continuation of Ainsworth St south into the depot site. This is likely to lead to cyclists on the Trail cutting through the depot site rather than following the Trail round the edge of the site. The development brief should make clear that the Trail must keep to the edge of the site and any risk of cyclists diverting through the site must be prevented</li> <li>• Further detailed comments provided on a plan.</li> </ul>
4.7.2	<ul style="list-style-type: none"> <li>• Support the approach that streets and blocks should respond to the surrounding context as described in the Conservation Area Appraisal. However, suggest an amendment to the wording from 'existing' to 'proposed' for the sentence to make sense. We agree that a dominant north south street pattern, reflecting the surrounding context, would appear to be appropriate in this location.</li> </ul>
4.7.3	<ul style="list-style-type: none"> <li>• Welcome statement that buildings should be orientated to overlook streets and public spaces with layouts following best practice guidance such as Secure by Design. Has</li> </ul>

## Appendix A: Key Issues

	<p>consideration been given to the possibility of routing the Chisholm cycle trail through the main spine of the development as part of the Eagle Foundry Walk to ensure it is adequately overlooked and secure? Recognise this is a matter for the County Council in their transport planning role.</p>
4.7.4 – Long-term phasing	<ul style="list-style-type: none"> <li>• There was not consensus on the retention of the garage block off Hooper St. The draft development brief assumes these would be replaced by housing at some future point but this will not be easy to achieve. This facility is valuable to residents in and around Hooper St so some replacement should be provided. The point was made in the consultations that the opportunity should be taken to relocate this parking and an underground facility was suggested. The development brief should make clear that 'the garage block should be removed and replaced with enough alternative secure car parking (possibly underground) to meet demand from the existing garage users.'</li> <li>• Insufficient consideration seems to have been given to the adverse impact this will on the Ainsworth St / Hooper St / Sturton St area. Notice has not been taken of the parking problems we have consistently spoken about at the depot-development area end of Sturton Street including: Hooper Street Garages - Concern that the existing garage block in Hooper Street will be demolished in favour of further housing to be accessed from Hooper Street when the leases expire adding to the already congested streets.</li> <li>• Welcome the phased approach and planning for the longer term provision of housing addressing Hooper Street to replace the garages once their lease has expired.</li> <li>• The use of the ground floors of the higher residential buildings may lend themselves with time to other uses - retail, services or public. To enable such future flexibility it is proposed to condition the construction of taller floor to ceiling height for these spaces (say 3-3.5m).</li> <li>• Wholeheartedly support this paragraph.</li> </ul>
4.7.5 – Indicative street typologies	<ul style="list-style-type: none"> <li>• Welcome statement that buildings should be orientated to overlook streets and public spaces with layouts following best practice guidance such as Secure by Design. Has consideration been given to the possibility of routing the Chisholm cycle trail through the main spine of the development as part of the Eagle Foundry Walk to ensure it is adequately overlooked and secure? Recognise this is a matter for the County Council in their transport planning role.</li> <li>• Orientation (front/back) should be clearly highlighted on the illustrative plan to avoid creating enclosed courtyards giving their back to the street as might happen around 'Mill Park' (and not be mistaken with the 'colleges inspired' inward looking residential courts).</li> </ul>
4.7.6	<ul style="list-style-type: none"> <li>• Further clarity on the variety of streets should be provided</li> </ul>

## Appendix A: Key Issues

	<p>here. This section could identify the character of the entrance street from Mill Road, and assign uses and activities it could host. For example the street could be laid out and paved to encourage a temporary use as a changing market, which may extend into the public open spaces and internal pedestrian/shared surface street.</p>
4.7.7	<ul style="list-style-type: none"> <li>It is proposed to clarify the different street typologies, and define the character of the 'Eagle Foundry Walk' as a more prominent 'boulevard', supported by the shared surface, planting and scale of the taller buildings to the east. It is also proposed to define street along the coach houses as a more subservient 'mews', and highlight its difference from the above mentioned 'boulevard' to the east.</li> </ul>
4.7.8 - Character	<ul style="list-style-type: none"> <li>Welcome the requirement for proposals to respond to local townscape and demonstrate a positive and appropriate response to key design features including street elevations, roofscape, materials, massing and building corners. It might be helpful to list some of the materials that would be considered appropriate and other locally distinctive materials/ features that help to contribute to the character and unique local distinctiveness of the area as a whole and Mill Road Conservation Area. Also suggest the brief could refer to the need for high quality design and good practice in relation to the public realm and specific advice in 'Streets for All East of England'.</li> <li>This section should highlight the importance of quality design, as per Local Plan policy 57 (Designing new buildings) - re-word 'Opportunities for HIGH QUALITY contemporary design solutions which consider to traditional local styles, MATERIALS and detailing should be incorporated as appropriate.'</li> </ul>
4.8.1 – Side-wide sustainability	<ul style="list-style-type: none"> <li>Any redevelopment of this area should give special attention to sustainable urban drainage and environmental conservation betterment. Refer to the Agency's 'Planning Application Guidance' document for your assistance.</li> </ul>
4.8.2	<ul style="list-style-type: none"> <li>Further consideration should be mentioned and explored such as renewable energy (PVs, Ground source heat pumps) and advanced technologies such as District Heating distribution across the site and in conjunction with the adjacent site south of Mill Road.</li> </ul>
4.8.3	<ul style="list-style-type: none"> <li>On a site of such scale, a new substation will most likely be required - A possible location for such services should be indicated on the illustrative plan.</li> </ul>
4.8.5	<ul style="list-style-type: none"> <li>Endorse the requirement for the use of SUDs for surface water drainage where at all possible.</li> <li>Above ground water storage should be allocated and shown on the illustrative plan.</li> <li>Support - Consideration should be given to providing piped access to underground rainwater reservoirs so that owners with gardens and park attendants can draw on it. This would</li> </ul>

## Appendix A: Key Issues

	obviate the need for water butts, which run dry in summer.
4.8.8	<ul style="list-style-type: none"> <li>• Pleased to see recommendation for developer to consult with Anglian Water to identify a drainage strategy.</li> </ul>
4.8.11 - Ecology	<ul style="list-style-type: none"> <li>• 4.8.11 to 4.8.20 The Mill Road Depot site could deliver a high quality strategic biodiversity 'hotspot' for the City connecting to a strong city-wide wildlife corridor (railway line). Therefore support the inclusion of ecology as part of the environmental considerations. A number of biodiversity features could be secured as part of the fabric of the urban environment, such as biodiverse roofs and bird/bat access points. Such 'artificial' refuges provide vital resources for urban species and help to achieve a biodiverse 'hotspot'.</li> </ul>
4.8.12	<ul style="list-style-type: none"> <li>• Support measures to enhance biodiversity such as tree and other planting, water resources in association with sustainable drainage (SUDs) and landscape features, nesting opportunities for bird and bat species and habitats for insects, and should be implemented.</li> </ul>
4.8.18	<ul style="list-style-type: none"> <li>• Advise that planting schemes should include native species of local provenance to maximise biodiversity gain.</li> </ul>
4.9.1	<ul style="list-style-type: none"> <li>• Suggest the following text is added after the sentence: "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." Add: "Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning applications submitted to develop the site."</li> <li>• Table 1 provides a summary of capacity for GP Catchment Practices once the additional development floorspace is factored in, including a cost estimate for providing new floorspace and/or related facilities. There is a capacity deficit in the catchment practices and a developer contribution would be required to mitigate the 'capital cost' to NHS England for the provision of additional primary healthcare services arising from the development.</li> <li>• Sport England would be happy to advise further on the financial contributions required to provide for sport and recreation needs as part of this development.</li> <li>• There is in no way enough detail here on what is going to happen with regards to school place provision. There is already a catchment 'black hole' in the area where children are being sent to schools several miles away because of a lack of places at their local catchment school. This issue is going to become critical with this new development, and see no real council engagement with how it is going to be solved. Would like to see concrete suggestions, not vague promises to address the problem at some future point.</li> </ul>
Appendix – Glossary of Terms	<ul style="list-style-type: none"> <li>• Suggest that the terms, 'Conservation Area' and 'Locally Listed Buildings' are added to the glossary.</li> </ul>

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Appendix B: Schedule of Representations and the Council's Responses

*Mill Road Depot Draft Planning and Development Brief SPD*

*Summary of Representations and Council's Response*

1. Introduction and Background

1.1.2

**1. Introduction and Background**

**Paragraph 1.1.2**

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31003</b>	Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

Paragraph 1.1.2 states the site is 2.7ha the same area as is mentioned in the Local Plan allocation for Site R10 yet the boundary differs. The Women's Resources Centre is not part of the emerging Local Plan site allocation shown in Site R10. Nowhere in the document is the rationale for including this site explained.

*Response*

It is not unusual for areas for development to evolve between the allocation of the site in a Local Plan and development of site specific guidance and planning applications. By way of example, the Old Press/Mill Lane site, part of which was allocated for development in the 2006 Cambridge Local Plan, increased in size during the development of the Old Press/Mill Lane SPD. This was recognised in the opportunities that this presented for more coordinated development and greater potential for public realm enhancements. The change to the allocation boundary between the draft Cambridge Local Plan 2014 and the Planning and Development Brief is reflective of the availability of additional land. In the case of the Mill Road Depot site it is now envisaged that the current site of the Women's Resource Centre will become part of the redevelopment area and therefore the area needs to be considered as one.

*Action*

No action.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31176</b>	Natural England (Janet Nuttall) [1009]	Support	Not Specified	None

*Summary:*

We note that the site is 2.7 hectares in area and has the potential to deliver 167 dwellings, as identified in the Strategic Housing Land Availability Assessment (SHLAA) and Site Allocation R10 in the Cambridge Local Plan (2014). Natural England supports the re-development of this brownfield site

*Response*

Comments duly noted.

*Action*

No action.

Figure 2: Ordance survey of site boundary

Paragraph Figure 2: Ordance survey of site boundary

Representation(s)		Nature	Appearance	Soundness Tests
31006	Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*  
Paragraph 1.1.2 states the site is 2.7ha the same area as is mentioned in the Local Plan allocation for Site R10 yet the boundary differs. The Women's Resources Centre is not part of the emerging Local Plan site allocation shown in Site R10. Nowhere in the document is the rationale for including this site explained.

*Response*  
It is not unusual for areas for development to evolve between the allocation of the site in a Local Plan and development of site specific guidance and planning applications. By way of example, the Old Press/Mill Lane site, part of which was allocated for development in the 2006 Cambridge Local Plan, increased in size during the development of the Old Press/Mill Lane SPD. This was recognised in the opportunities that this presented for more coordinated development and greater potential for public realm enhancements. The change to the allocation boundary between the draft Cambridge Local Plan 2014 and the Planning and Development Brief is reflective of the availability of additional land. In the case of the Mill Road Depot site it is now envisaged that the current site of the Women's Resource Centre will become part of the redevelopment area and therefore the area needs to be considered as one.

*Action*  
No action.

Paragraph 1.1.3

Representation(s)		Nature	Appearance	Soundness Tests
31184	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*  
Character and distinctive local community is under threat.  
  
The multicultural diversity has been undermined by incoming nationally owned retail outlets making it hard for smaller family run shops.  
  
These nationally owned retail outlets have put a huge strain on the vulnerable local economy. One outcome of this has been for enterprising people to come in with ideas, introducing a whole new range of possible goods and activities for sale on Mill Road. All of these are great, only one of them is multicultural. And we continue to see closures of older shops that can't compete.  
  
All of them are adding to another change that is happening in and around Mill Road, and that is gentrification with fundamental effects on the whole of this community.

*Response*  
Comments noted. Mill Road as a whole is the subject of the wider Mill Road Opportunity Area policy designation (Policy 23) which does seek to support distinctiveness, diversity and smaller independent traders. The Mill Road Depot site is just one part of the Opportunity Area and whilst it will make a contribution to supporting and strengthening the character and distinctive of the area through the provision of housing and other facilities which local people can use, the Planning and Development Brief can not directly affect the wider retail economy.

*Action*  
No action.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31182	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

We concur totally with the SPD statement (1.1.3) that "any potential re-development of the depot site should support and strengthen the character and distinctive local community of the Mill Road area". Our major issue with the draft SPD is that in its present form it does not deliver on this aim, both in the form of development it proposes, and its failure to recognise and meet the needs of the area.

*Response*

Comments noted. The Planning and Development Brief supports the delivery of Policy 23 in the emerging Local Plan which seeks to support the vitality and viability of the Mill Road area and strengthen its distinctive character including the small scale independent enterprises. In terms of the redevelopment of the site, the Planning and Development Brief secures the retention and reuse of designated and non-designated heritage assets on the site and through the wider redevelopment provide much needed open space and the potential for a mix of housing types. The latter is crucial in terms of delivering a mixed and balanced community that extends the already diverse character of the Mill Road area.

*Action*

No action.

Paragraph 1.2.1

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31186	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

We note that in defining the Purpose and Scope of the SPD, the document states that SPDs fall into two categories: one supports a city-wide objective such as Affordable Housing; the second is guidance for a specific site or area. The Mill Rd Depot falls into the second category. This is a totally false dichotomy as the two objectives cannot be considered separately, particularly because the main use of the Depot site is the supply of much needed, truly affordable housing in our community.

*Response*

While the Planning and Development Brief is focussed on planning and design guidance, development of the Depot site will still need to address a range of planning issues such as provision of affordable housing. The development of the Planning and Development Brief does not negate the need to meet adopted policy requirements related to affordable housing provision and other planning matters.

*Action*

No action.

Paragraph 1.2.2

Representation(s)	Nature	Appearance	Soundness Tests
31183 Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

Summary:

The need for continued Council ownership.

The community has seen that developers have been able to negotiate away their obligation to provide the currently defined 'affordable' housing, community space, green space, as well as any semblance of design integrity; leading to local developments that are out of character with the local area, and adding to existing pressures and problems in the area.

Retaining the Depot site within Council ownership would help enable the community aspirations for live/work units. These would be a continuation of the small-scale local enterprise that is so characteristic of this area. If, however, the site were to be sold on the open market, the City Council relinquishes its means of determining exactly what happens on the site.

The draft SPD leaves resolution of the issues to a future developer. This is unacceptable because the site's capacity depends on resolution of issues for all users (including Bharat Bhavan & Language School). The draft SPD, exhibition, and transport report give inadequate consideration to access and traffic issues. The draft SPD's assessment of context is so wrong that it invalidates the whole draft. The draft SPD will hinder, not enable, resolution of the listed building at risk. All these issues need to be resolved before the SPD is approved.

Response

The Council has previous experience of using legal Heads of Terms to ensure that when land is made available for development, that key Council priorities such as the delivery of affordable housing and enhanced standards of sustainable construction are achieved. For example, as part of the legal requirements for sale of Council owned land at the Clay Farm site, Legal Heads of Terms were used to secure affordable housing and delivery of all homes (market and affordable) to Level 5 of the Code for Sustainable Homes. While decisions are still to be made in relation to how delivery of the Depot site takes place, there is no reason why the use of Legal Agreements cannot take place again. The Planning and Development Brief supports the delivery of Policy 23 in the emerging Local Plan and that policy seeks to support the vitality and viability of the Mill Road area and strengthen its distinctive character including the small scale independent enterprises. The development of Policy 23 was informed by City Centre Capacity Study. This study identified Mill Road as an area not for further retail development but rather as an opportunity to maintain and enhance the character of the area, in particular through improvements to the public realm. The unique offer and range of shops and services that Mill Road provides was recognised by this study as was the need for a comprehensive streetscape improvement scheme.

Action

No action.

Representation(s)	Nature	Appearance	Soundness Tests
31128 Historic England (Mrs Debbie Mack) [5828]	Support	Not Specified	None

Summary:

We have reviewed the draft Planning and Development Brief and very much welcome the preparation of this document to support policy in the emerging Cambridge Local Plan and to provide guidance to developers and help guide the preparation and assessment of future planning applications on the site. The Brief provides a thorough basis for planning for this large development site.

Response

Comments duly noted.

Action

No action.

Figure 3: Cambridge City Council site allocation for Mill Road Depot site

Paragraph Figure 3: Cambridge City Council site allocation for Mill Road Depot site

Representation(s)		Nature	Appearance	Soundness Tests
31197	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<b>Summary:</b> The draft SPD's assessment of context is flawed, and so wrong in very significant respects that it invalidates the whole draft SPD in its present form:  Planning context (fig 3 and 1.4.2): fig 3 is misleading in that it uses a superseded version of the Local Plan fig 3.10, which claims to show Designated Heritage Assets, but completely omits the key Assets relevant to the SPD - the Conservation Area boundary and the former Library within the site. This misleading version of fig 3.10 has been corrected by the Council as part of the Local Plan process: failure to use the up-to-date correct version for the draft SPD is inexcusable.				

**Response**  
Agree that it is appropriate to use the latest updated Figure for the Mill Road Opportunity Area.

**Action**  
Replace figure 3 with the latest Figure 3.10 in the Cambridge Local Plan.

Representation(s)		Nature	Appearance	Soundness Tests
31005	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<b>Summary:</b> Figure 3 in the draft SPD needs updating to reflect the Council's version in its proposed changes.				

**Response**  
Agreed. Figure 3 should be updated to reflect the latest version of Figure 3.10 in the emerging Cambridge Local Plan.

**Action**  
Update Figure 3 to be consistent with the latest changes to Figure 3.10 in the emerging Cambridge Local Plan.

Paragraph 1.4.2

Representation(s)		Nature	Appearance	Soundness Tests
31004	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<b>Summary:</b> The Local Plan Schedule of proposals mentions space for a district energy centre. Other than paragraph 1.4.2 no mention is made of it in the Draft SPD. Is this still a valid proposal for the site and if so where should it be located?				

**Response**  
The Proposals Schedule in the emerging Cambridge Local Plan indicates that this is a 'potential' location for a district energy centre, but it was decided at the City Council's Strategy and Resources Committee on 14 July 2014 that it was not appropriate to proceed with the energy centre because it is no longer expected to be financially viable. It is possible that circumstances could change which would make it viable and therefore remains an appropriate statement in the Proposals Schedule.

**Action**  
No action.

Representation(s)		Nature	Appearance	Soundness Tests
31177	Natural England (Janet Nuttall) [1009]	Support	Not Specified	None

*Summary:*  
Natural England supports the re-development of this brownfield site and proposals for open space provision, providing room for the Chisholm Trail, in an area with open space deficiency.

*Response*

Comments duly noted.

*Action*

No action.

Paragraph 1.5.1

Representation(s)		Nature	Appearance	Soundness Tests
31087	Mr Mark Boysen [4161]	Support	Not Specified	None

*Summary:*  
It is welcome that the City Council has listened to view of local residents and confirms that ONLY pedestrian/cycle access will be allowed from Hooper Street and potentially access for emergency vehicles only. No general vehicle access will be allowed from Hooper Street.  
  
The council has clearly recognised the strength of opposition to general vehicle access from Hooper Street and taken into account the damaging impact this would have on the existing conservation area, quality of life for local residents and the negative impact on property values.

*Response*

Comments duly noted.

*Action*

No action.

Paragraph 1.6.1

Representation(s)		Nature	Appearance	Soundness Tests
31025	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*  
Wording of 'Anticipated' - This time (14 March 2016) has now passed, so need to change in order to reflect status

*Response*

Noted. This paragraph will be updated.

*Action*

The draft Mill Road Depot SPD was agreed for public consultation at Development Plan Scrutiny Sub-Committee on 14 March 2016 and was subject to public consultation from 3 June to 22 July 2016.

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31158</b>	National Grid [1053]	Support	Not Specified	None
<i>Agent: AMEC FOSTER WHEELER E&amp;I UK (Mr Robert Deanwood) [5844]</i>				
<i>Summary:</i>				
We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.				

<i>Response</i>				
Comments duly noted.				
<i>Action</i>				
No action.				

Paragraph 1.6.2

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31026</b>	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<i>Summary:</i>				
Without having a statutory status, this section should clarify exactly who should be considering this as a 'material consideration', and what means will be taken to enforce this recommendation.				

<i>Response</i>				
The Planning and Development Brief will be adopted as a Supplementary Planning Document following the adoption of the Cambridge Local Plan and this will give the document formal support as a material consideration for future planning applications.				
<i>Action</i>				
No action.				

2. Site and Context

Paragraph 2.2.1 Land ownership

Representation(s)	Nature	Appearance	Soundness Tests
31088 Mr Mark Boysen [4161]	Object	Not Specified	None

*Summary:*  
The Old Library should become a Community Centre open to all, as part of the redevelopment of the Mill Road Depot.

This building was historically open to all members of the public as a Library until 1996.

The unique building is centrally located to become a Community Cente which the Mill Road/Petersfield area so badly needs.

It appears that the historical Community use of the Howard Mallett centre has been lost, making it even more important to establish an alternative facility.

*Response*

The level of detail in this description is based on a land use rather than the specific type or nature of the use, so follows standard descriptions used in the government's Use Classes Order (1987 as amended). The future of community uses on site will be determined by the council at a later stage and include consultation with the county council, the owner of the library building.

*Action*

No action.

Representation(s)	Nature	Appearance	Soundness Tests
31007 Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*  
Paragraph 2.2.1 The leases on the garages last to 2062.

*Response*

Noted, although as not all of the leases last until 2062, no change to the wording of the Planning and Development Brief is considered necessary.

*Action*

No action.

Paragraph 2.2.2 Historic development

Representation(s)	Nature	Appearance	Soundness Tests
31202 Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*  
In 2.2.2 the draft SPD states that the former library has now been converted into a community centre, which is a misnomer as this is not a building available to the general community but for the Indian Community.

*Response*

Comments noted.

*Action*

No action.



Representation(s)		Nature	Appearance	Soundness Tests
31089	Mr Mark Boysen [4161]	Object	Not Specified	None
<b>Summary:</b> The comment the Old Library is "used as a community centre" is incorrect and misleading. In 1999 the City Council allowed it to be leased to the Indian Cultural and Community Association, ICCA.  This single group in our diverse community has sole use of this facility, excepting it can be hired by other groups from the ICCA.				

**Response**

Comments noted. The level of detail in this description is based on a land use rather than the specific type or nature of the use, so follows standard descriptions used in the government's Use Classes Order (1987 as amended).

**Action**

No action.

Paragraph 2.2.3 Buildings on site and surroundings

Representation(s)		Nature	Appearance	Soundness Tests
31102	Ms Caroline Wilson [2440]	Object	Not Specified	None
<b>Summary:</b> I would welcome more detailed discussion about the future of the garages in Hooper Street. I am a leaseholder.				

**Response**

The access to Hooper Street as suggested in the Planning and Development Brief would likely be unsignalised and be for emergency/cycle/pedestrian access only. The idea of adapting the coach house as studios or businesses is not abandoned but will require consideration when a development partner is brought on board to work directly with the council on future development plans. The council will work and communicate with owners of the garages in the future, this is necessary due to the very long lease arrangements in place and the council recognises its obligations to the leaseholders of these garages.

**Action**

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31009	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<b>Summary:</b> Paragraph 2.2.3 Private garages are located to the north west corner not north eastern corner.				

**Response**

Agreed.

**Action**

Modify the text in para 2.2.3 to read, 'Private garages are located to the north-western corner.'

Paragraph 2.2.4

Representation(s)		Nature	Appearance	Soundness Tests
31104	Ms Caroline Wilson [2440]	Support	Not Specified	None

Summary:  
I am glad that the historic buildings on and adjacent to the site are being preserved.

Response  
Comments duly noted.

Action  
No action.



Representation(s)		Nature	Appearance	Soundness Tests
31090	Mr Mark Boysen [4161]	Support	Not Specified	None

Summary:  
The Coachouses are ideal for renting to micro-businesses in Cambridge. They would require minimum work to convert them into units for light industrial, small companies or community space to be rented out for meetings.  
  
The units of 11-21 Sturton Street and also the units off Mill Road (at the back of the Limoncello deli) show the demand for facilities such as this in Cambridge.  
  
The Coachouses running along the line of the proposed pedestrian / cycle street (parallel to Kingston Street) there would be a large number of potential customers going past any small business established in the

Response  
Comments duly noted.

Action  
No action.



Paragraph 2.2.5

Representation(s)		Nature	Appearance	Soundness Tests
31144	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:  
As well as referring to the Warehouse on the southern side of Mill Road, this should reference the fact that this is an allocation in the draft Local Plan and not likely to continue to exist in current form. (object)

Response  
Comments noted. The text will be amended to reflect the planning permission granted for this site.

Action  
Amend text in paragraph 2.2.5 by adding the following at the end of the sentence ending with "Mill Road":  
"though permission has now been granted for residential development on part of this site".



Figure 10: Existing site photographs

Paragraph Figure 10: Existing site photographs

Representation(s)		Nature	Appearance	Soundness Tests
31008	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>Figure 10 - the Council leases on the private garages prevents leaseholders painting their garage doors. The Council's Property Services have not maintained their part of the lease in terms of regular maintenance. The terms of the lease give leaseholders responsibility for replacing the door structure in the event of any damage but the Council has not undertaken reciprocal repainting resulting in a disjointed and uncared for appearance. A uniform repainting programme should be undertaken if they judged to be having a negative townscape impact fig 20 and para 2.2.31.</p>				
<p><i>Response</i></p> <p>Concern noted, however this issue is outside the remit of the Planning and Development Brief as it is related to the terms of the tenancy of the garages.</p>				
<p><i>Action</i></p> <p>No action.</p>				

Paragraph Figure 11: Vehicular access

Representation(s)		Nature	Appearance	Soundness Tests
31098	Ms Vanessa Clarke [5839]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>The junction of Kingston Street and Mill Road is already extremely dangerous and there are many misses with traffic coming from five directions, including bikes freewheeling off the bridge much too fast. Traffic flow at peak times will still be heavy, despite fewer heavy vehicles. We need a proper pedestrian crossing or better still traffic lights - the many (and soon to be more) commuters rushing across to Devonshire Road will not traipse along to Gwydir Street and back.</p>				
<p><i>Response</i></p> <p>Figure 3 incorporates figure 3.10 from the emerging Local Plan which identifies proposed improvements to the junction of Mill Road, Devonshire Road and Kingston Street. An assessment will need to be made as to whether the development of the Depot site will have a direct impact on this junction or whether it remains an area wide existing condition which is impacted by the Mill Road Depot to only a minor degree. Such an assessment will need to be made and reviewed at the time a planning application is made.</p>				
<p><i>Action</i></p> <p>No action.</p>				

Paragraph 2.2.8

Representation(s)		Nature	Appearance	Soundness Tests
31145	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None
<b>Summary:</b> Needs to be clarified. Kingston Street is currently a 1-way street. In this context, unclear about the reference to 2-way passing and conflict? Possible cycle/car - but this is largely linked to parking arrangements and lack of effective enforcement				

**Response**  
Agreed it would be helpful to clarify on Figure 11 which streets are one or two way. In addition, the text in paragraph 2.2.8 should clarify that Kingston Street is in fact a one-way street in a south-bound direction.

**Action**  
Amend Figure 11 to show directional arrows on the map. Amend paragraph 2.2.8 by replacing the third sentence (beginning "Kingston Street...") with the following sentence: "Kingston Street is one-way, with traffic moving in a south bound direction and pavements to both sides."

Representation(s)		Nature	Appearance	Soundness Tests
31091	Mr Mark Boysen [4161]	Object	Not Specified	None
<b>Summary:</b> The block between Kingston Street and Hooper Street is there for good reason and must remain. It is highly permeable to cyclists and pedestrians. There is a huge amount of pedestrian/cycle commuter traffic transiting this block every morning / evening on the way to the Railway Station.				

**Response**  
Comments noted. The Planning and Development Brief does not seek to change this area.

**Action**  
No action.

Representation(s)		Nature	Appearance	Soundness Tests
31010	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<b>Summary:</b> This paragraph gives completely the wrong impression of traffic management measures. They are not important vehicular routes linking Mill Road with Newmarket Road. The paragraph should be amended to read "the residential streets to the west and north of the Depot are narrow and are heavily parked in the day and in the evenings". Two road closures on Gwydir Street and Hooper St are designed to prevent through traffic from Mill Road reaching Newmarket Road/East Road." These traffic management measures have been in place for many years and were introduced as part of the first Local Plan for the area.				

**Response**  
Agreed to add these two sentences in lieu of the first sentence in section 2.2.8.

**Action**  
Delete first sentence in section 2.2.8 and replace with: "The residential streets to the west and north of the Depot are narrow and are heavily parked in the day and in the evenings. Two road closures on Gwydir Street and Hooper Street are designed to prevent through traffic from Mill Road reaching Newmarket Road/East Road."

Paragraph 2.2.9 Parking

Representation(s)		Nature	Appearance	Soundness Tests
31011	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>Current residents parking in streets adjoining the Depot are already a complete nightmare. There are frequently no spaces to park in in the evening after 5pm. There is very little turnover of spaces in the day. Cars frequently have to park overnight on double yellow lines, which causes additional danger to cyclists and motorists. On pavement parking affects pedestrians, the disabled and mothers with push chairs. Pedestrians frequently resort to walking in the road. The loss of 40 garages will further aggravate this situation for all residents living either side of the road closures.</p>				

<p><i>Response</i></p> <p>Concern noted. The garages are expected to remain on the site at least in the short/medium term given the long leases that remain on some of the units. The Planning and Development Brief notes at paragraph 4.7.4 that redevelopment of the garages would be subject to the expiration of long-term leases. While the impact of illegal parking on other road users is noted, the resolution of this issue is outside the control of the Planning and Development Brief. In addition, given the long-term potential for the redevelopment of the garages, which lies outside the current plan period, the council cannot predict the extent to which the future loss of the garages would impact on surrounding streets. Much will depend on future levels of car ownership, any changes to residents' parking schemes and wider city transport schemes linked to the Greater Cambridge City Deal.</p>				
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<p><i>Action</i></p> <p>No action.</p>				
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Representation(s)		Nature	Appearance	Soundness Tests
30995	The Yard 23a Hooper Street (Stephen Hall) [5825]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>Concern that residents of new development will use surrounding side roads i.e. Hooper and Sturton Streets etc</p>				

<p><i>Response</i></p> <p>Noted and accepted that there may be impact on these streets. A traffic impact study will be required of any future development and potential mitigation measures may be needed to address potential impact on these streets.</p>				
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<p><i>Action</i></p> <p>No action.</p>				
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Paragraph 2.2.12

Representation(s)		Nature	Appearance	Soundness Tests
31081	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

The Chisholm Trail could run along the Boulevard / edge of Eagle Foundry Walk - especially as the trail comes down Ainsworth Street. This would help activate the public green open space in the centre of the site. A cycle route could cut diagonally across the site (through Mill Park, Gatehouse Court or The Limes), to increase cycle connectivity - this is common to a number of successful existing green open spaces in the city.

Response

The alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.

Action

Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.

Representation(s)		Nature	Appearance	Soundness Tests
30996	The Yard 23a Hooper Street (Stephen Hall) [5825]	Object	Not Specified	None

*Summary:*

Your representatives at St Barnabas have informed me that the Chisholm Trail is outside the development remit. The route at the moment passes by 23a Hooper Street which borders the railway and is a small but busy commercial site with considerable vehicle movements on to Hooper Street. As no representatives were at the exhibition i trust my comments will be passed to the appropriate representatives who are planning the cycle route who hopefully will visit and research this part of Hooper Street.

Response

The design of the Chisholm Trail is being led by the county council and county officers are aware of the conditions of Hooper Street and the surrounding area. There was opportunity for detailed comment on the trail alignment at the time consultation took place. Nevertheless, the alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.

Action

Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.

Representation(s)		Nature	Appearance	Soundness Tests
31156	Cambridgeshire County Council (Mr Ian Dyer) [1128]	Object	Not Specified	None

*Summary:*

I note the acknowledgement within the document that the existing junction will need to be improved and tested for capacity.

I have previously advised that I cannot see the Chisholm Trail link as shown within your document being practicable with any reasonable degree of safety. I take this opportunity to repeat this advice.

*Response*

Comments noted. An amendment to the route of the link with the Mill Road junction has been agreed with Cambridgeshire County Council Transportation Dept.

*Action*

Para 2.2.12 - Amend 2nd last sentence to read: "At its southerly end, when approaching from the Cambridge railway station, the trail will also follow the boundary of the railway and pass under a site arch of the Mill Road bridge and provide a safe link to the Mill Road junction via a route around the back of the Language School and the Free Library building."

Paragraph 2.2.14

Representation(s)		Nature	Appearance	Soundness Tests
31092	Mr Mark Boysen [4161]	Object	Not Specified	None

*Summary:*

Support - Within the constraints of the site development as much community space as possible is required.

This needs to be well thought out, taking into account the impact on residents in the new development.

How will people consuming alcohol be prevented from colonising these spaces?  
What about late night returnees from a night out in town - how will this access be controlled?

There is currently a huge flux of people travelling back from town along Kingston / Sturton / Ainsworth street that will be able to cut through the Mill Road Depot development.

This needs careful thought.

*Response*

Agreed, consideration will have to be given to avoid anti-social behaviour occurring on on-site open spaces, however the proposed development parameters have been developed in order to maximise "eyes on streets and open spaces" and help minimise the likelihood that anti-social behaviour would take place in such streets and spaces. The layout of the development will follow the principles in best practice guidance such as Secured by Design. Consultation will also take place with Cambridgeshire Constabulary as part of the planning application process.

*Action*

No action.

Figure 14: Existing land uses

Paragraph Figure 14: Existing land uses

Representation(s)		Nature	Appearance	Soundness Tests
31198	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>The draft SPD's assessment of context is flawed, and so wrong in very significant respects that it invalidates the whole draft SPD in its present form:</p> <p>Land uses (fig 14 and 2.2.15): fig 14 is misleading in that it shows 'community and education' as a single block. What this actually comprises is: the Bharat Bhavan (the former Library, which is now in very limited community use); Council offices (not at all in community use); and the Regent Language school (in private commercial hands not in community use).</p> <p>The existing land uses need to be clearly and fully distinguished; this is vital for properly assessing the SPD's scope for influence and change.</p>				

<i>Response</i>		Comments noted. The land uses described in this text are generic terms which are typically used in such documents. The descriptions in no way invalidate the fact that they are community and education uses.		
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<i>Action</i>		No action.		
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Representation(s)		Nature	Appearance	Soundness Tests
31067	Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>Figure 14 - We would suggest that the orange garages are added to the legend.</p>				

<i>Response</i>		Agreed.		
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<i>Action</i>		Add an orange box to the legend of Figure 14 with the text, 'Private Leased Garages'.		
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Representation(s)		Nature	Appearance	Soundness Tests
31027	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>Key missing 'orange' for garages</p>				

<i>Response</i>		Agreed.		
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<i>Action</i>		Add an orange box to the legend of Figure 14 with the text, 'Private Leased Garages'.		
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Paragraph 2.2.18

Representation(s)	Nature	Appearance	Soundness Tests
31100 Ms Caroline Wilson [2440]	Object	Not Specified	None

*Summary:*  
The vehicular access is potentially extremely dangerous. Is it envisaged that it will be controlled by traffic lights? What are the implications for pedestrians and cyclists? How will anyone turn right out of the site?

*Response*  
The county council as the highway authority has been consulted and involved in developing the SPD and is satisfied at this stage that subject to works to the junction with Mill Road the proposed allocation is sound. It is appropriate practice to develop junction design in a phased way, such that early concept work together with a detailed assessment of existing and proposed trip rates is undertaken and assessed first before further detailed engineering design is undertaken. The SPD is therefore supported by a detailed assessment and concept design done for council by Mott MacDonald, a firm of local engineers, and which evidences the junction can function appropriately subject to works being undertaken. There are matters that are frequently left to a second, detailed stage in planning processes when a specific development proposal is brought forward. The access to Hooper Street as suggested in the SPD would likely be unsignalised and be for emergency/cycle/pedestrian access only. The idea of adapting the coach house as studios or businesses is not abandoned but will require consideration when a development partner is brought on board to work directly with the council on future development plans. The council will work and communicate with owners of the garages in the future, this is necessary due to the very long lease arrangements in place and the council recognises its obligations to the leaseholders of these garages.

*Action*  
No action.

Representation(s)	Nature	Appearance	Soundness Tests
31093 Mr Mark Boysen [4161]	Object	Not Specified	None

*Summary:*  
It is not possible for access to Mill Road Depot to be anything other than directly from the only existing entrance on Mill Road.

*Response*  
The primary vehicular access to the Mill Road Depot site will be off Mill Road, subject to demonstration of an acceptable junction design with Mill Road. Any other access such as to the existing garages will be restricted to those uses, and there will be no through access.

*Action*  
No action.

Paragraph 2.2.20 Existing building heights

Representation(s)	Nature	Appearance	Soundness Tests
31146 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

*Summary:*  
Inconsistency between text (library 1 storey building) and figure (library a 4 storey building)

*Response*  
Comments noted.

*Action*  
Addressed through changes to figure 16.

Paragraph 2.2.21

Representation(s)	Nature	Appearance	Soundness Tests
31028 Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Should be added that currently there are predominantly garages and service buildings along the railway lines, north of the site. The noise conditions are key in inhabiting this area.

Also, this is the place to mention the future development of the site immediately south of Mill Road.

*Response*

The council accepts that noise needs to be managed for any future residential occupants of the site. This will be subject to further testing and analysis when a detailed design is progressed through the planning process. The status of the Travis Perkins site on Devonshire Road is addressed elsewhere in the Planning and Development Brief.

*Action*

No action.

Paragraph Figure 16: Existing building heights

Representation(s)	Nature	Appearance	Soundness Tests
31199 Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

The draft SPD's assessment of context is flawed, and so wrong in very significant respects that it invalidates the whole draft SPD in its present form:

Building heights (fig 16 and 2.2.20-21): the assessment is completely wrong and completely misrepresentative:

(i) The text fails to mention that almost all buildings in the area are of traditional form with pitched roof construction. What is key to the character of the area is not just total building height (i.e. to the ridge), but the height to the eaves. In the street scene, attic storeys (dormers and gables) within traditional pitched roofs are subsidiary to eaves heights (as is demonstrated by the photos in fig 21). Yet the text in 2.2.20-21 overlooks this.

(ii) Fig 16 compounds this problem by falsely claiming that the context includes a significant number of 3 and 4 storey buildings.

*Response*

Comments noted. Figure 16 will be amended.

*Action*

Amend Figure 16 as follows:

- Old Library building to be 'Tall single storey'
- Adjacent building to be '3 storey'
- Next door but one buildings to be '2 storey'

Figure 16: Existing building heights

Representation(s)		Nature	Appearance	Soundness Tests
31068	Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None
<i>Summary:</i> Figure 16 Why is the library shown as four storey when, according to paragraph 2.2.20 and also the photograph at figure 6, it should be shown as tall single storey?				
<i>Response</i> Comments noted.				
<i>Action</i> Amend the following: - Old Library building to be 'Tall single storey' - Adjacent building to be '3 storey' - Next door but one buildings to be '2 storey'				

Representation(s)		Nature	Appearance	Soundness Tests
31097	Ms Vera Schuster Beesley [5838]	Support	Not Specified	None
<i>Summary:</i> No taller development please than 2-3 storeys and 3-4 storeys.				
<i>Response</i> Comments duly noted.				
<i>Action</i> No action.				

Paragraph 2.2.22 - Heritage assets - Conservation Area

Representation(s)		Nature	Appearance	Soundness Tests
31143	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None
<i>Summary:</i> 2.2.22 to 2.2.29 Although archaeology is not listed as a constraint, officers would seek to secure the implementation of archaeological work through an appropriately worded condition placed on any planning consent. The setting of Listed Buildings in the Conservation Area, and undesignated historic stock, is best covered by advice from the City Council Conservation Team and Historic England.				
<i>Response</i> The development approval process and relevant legislation and policies apply to any site where archaeology may be a factor. The council can impose a condition in this regard at the appropriate stage and the county council would be consulted.				
<i>Action</i> No action.				

Representation(s)		Nature	Appearance	Soundness Tests
31069	Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

*Summary:*  
Paragraph 2.2.22 - 29 We welcome the detailed identification of historic assets including the Mill Road Conservation Area, Listed Buildings, and Buildings of Local Interest. However, no mention is made of archaeology/potential archaeology. We would refer you to the County HER for further information in the regard and suggest that an archaeological desk based study and possible site investigation may be required.

*Response*  
**The development approval process and relevant legislation and policies apply to any site where archaeology may be a factor. The council can impose a condition in this regard at the appropriate stage and the county council would be consulted.**

*Action*  
**No action.**

Paragraph 2.2.26

Representation(s)		Nature	Appearance	Soundness Tests
31200	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*  
(i) para 2.2.26 fails to mention the Mill Road Conservation Area Appraisal's identification (p55) of the former Library as a Building at Risk. This is a key issue directly relevant to the Depot site. Why is it not even mentioned, let alone addressed, anywhere in the draft SPD? The unsubstantiated claims by Council officers in a recent Local Plan Hearing that the former Library is no longer at risk, are contrary to all evidence: see Appendices 1 and 2.  
  
(ii) para 2.2.26 does not mention the "Overlarge advertising hoarding on the side elevation of 'Emporium' No. 117 Mill Road, opposite the Free Library" (Mill Road Conservation Area Appraisal, "positive negative and neutral issues" p44). This hoarding disfigures the entrance to the whole site.

*Response*  
**Comments noted. The former library is not on an heritage at risk register. This paragraph is merely a summary of key issues, not detailed issues, as it relates to the Mill Road Conservation Area. The Mill Road Conservation Area Appraisal is still a relevant document in this case and the Planning and Development Brief does not override or replace other issues noted therein.**  
  
**The hoarding at 115 Mill Road is outside the area of this Planning and Development Brief and is not within the Council's land ownership.**

*Action*  
**No action.**

Representation(s)		Nature	Appearance	Soundness Tests
31029	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<b>Summary:</b> This declaration is ignoring the character of the specific industrial site, if not wipes it out in favour of the generic residential and commercial uses. It is understood that residential and commercial uses attract revenue, however, the industrial character, as mentioned in section 2.2.2 should be acknowledged in this paragraph, otherwise it will be lost. As to the guidance of this document, it should recommend an interpretation of this character - both in townscape and architectural articulation (such as scale, materiality, rhythm etc)				

**Response**

This declaration exists in the approved Conservation Area Appraisal, it is not a statement first seen in this guidance. It is considered that the Planning and Development Brief provides an appropriate level of guidance.

**Action**

No action.

Paragraph 2.2.27 Listed buildings

Representation(s)		Nature	Appearance	Soundness Tests
31203	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<b>Summary:</b> The draft SPD seeks to retain the former Library, a Grade II listed building, without consideration to the issues and challenges relating to the now Bharat Bhavan.  Its condition and future has been a concern since the Library closed. There have been unauthorised internal alterations and progressive deterioration of key architectural details. The building was independently noted as being "at risk", in the Mill Road Conservation Area Appraisal(p.55), and continued to deteriorate since then.  There is no evidence of efforts to repair the former Library which now requires potentially expensive specialist manufacture and repair works. Given this, the City Council's claim in a Local Plan hearing that the building is no longer at risk was untenable to the point of absurdity.  Retention of the listed building will depend not only on resourcing the major repairs, but also on providing a viable long-term beneficial use. These in turn depend on achieving; (a) secondary means of escape; and (b) adequate external functional space for servicing etc.  The draft SPD does not recognise the challenges, let alone offer solutions. Notably, the draft access layout impinges even more on the limited space adjoining the listed building. The consequence is that the difficult situation will be made worse.				

**Response**

Comments noted. The Planning and Development Brief does not set out any specifics at this stage of the future use of the Bharat Bhavan/old library. While concerns about the condition of the Library are noted, it is not on a Heritage at Risk register. The council accept that it is important to ensure the long term "health" of the building, however this must be the responsibility of Cambridgeshire County Council, the owner. The Planning and Development Brief on its own cannot obligate the owner to repair the building. The future development of the site will need to consider the long term future of this building, including its potential re-use for a wider range of community purposes.

**Action**

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31094	Mr Mark Boysen [4161]	Support	Not Specified	None
<i>Summary:</i> Library must be retained and should be converted so that it is available for all local residents / community groups to use on an equal footing.				
<i>Response</i> Comments duly noted.				
<i>Action</i> No action.				
=====				

Paragraph 2.2.31

Representation(s)		Nature	Appearance	Soundness Tests
31070	Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None
<i>Summary:</i> Paragraph 2.2.31 Please clarify if the 'negative buildings' were identified by the Council (as stated in paragraph 2.2.31) or by the consultant team (as stated in the legend for figure 20 on page 26).				
<i>Response</i> The "negative" buildings on the depot site itself were identified by the consultant preparing the brief. The negative building on Mill Road between Kingston Street and Gwydir Street was identified on a plan within the Mill Road Conservation Area Appraisal.				
<i>Action</i> No action.				
=====				
Representation(s)		Nature	Appearance	Soundness Tests
31030	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<i>Summary:</i> Separate the original gatehouse from the later extension - in order to allow consideration of the extension's demolition for the purpose of improving access into site.				
<i>Response</i> The gatehouse, its condition and future use needs to be reviewed and a decision made at some stage about how to adapt the building for future use, as noted in section 4.5.				
<i>Action</i> No action.				
=====				

Representation(s)		Nature	Appearance	Soundness Tests
31015	Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

The garages to the north west of the site are judged to be negative buildings. Council however have not maintained their part of the lease in terms repainting the garage doors. Tenants are not responsible for these under the terms of the lease. The garages are modern functional buildings one would expect to find in a residential area. Comments that they should be removed in terms of their impact on the Conservation area are unjustified and should be deleted.

*Response*

The garages are noted as negative in terms of design and historic merit, not function. It is quite valid for the council to make this statement in the context of this brief.

*Action*

No action.

Paragraph 2.2.33 Trees and landscape

Representation(s)		Nature	Appearance	Soundness Tests
31205	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

The document states only that trees make 'a significant contribution to the appearance and character' on the area but not to our health and wellbeing.

The trees at the southern end of the site bordering Mill Road and the railway are rightly noted as significant, although overlooked by the Conservation Area Appraisal. They are strong features in the street scene, they would screen the railway bridge and its traffic from any new development, but they would also heavily overshadow what is proposed as a new public space. Has any assessment been made of their long-term prospects, or of the potential need for succession planting?

*Response*

Comments noted. It is proposed that the existing trees will be retained and allowed space to mature within the southern most green space. The council has carried out an initial assessment of the health of the trees on the Mill Road Depot site. In addition, section 4.4.4 requires consideration of existing trees on the site, and the reference to BS5837:2012 means that a code of practice will need to be followed in developing proper tree protection measure. Paragraph 4.4.7 also says some interventions might be required subject to more detailed assessment of the existing tree health.

*Action*

No action.

Paragraph 2.2.34

Representation(s)		Nature	Appearance	Soundness Tests
31095	Mr Mark Boysen [4161]	Support	Not Specified	None

*Summary:*  
Agree - trees must be retained. They should be used to partially block the proposed 4 or even 5 storey flats proposed for close to the railway line.

*Response*  
Comments duly noted.

*Action*  
No action.

Paragraph 2.2.36

Representation(s)		Nature	Appearance	Soundness Tests
31031	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*  
A noise outline strategy should be given in this document, based on a desktop survey to provide the material base evidence.  
Although means of noise mitigation are available, in this location, so close to the railway and road - it is the council's obligation to provide an initial working assumption for the future development (and not pass it to future developers responsibility)

*Response*  
This would be required at a later stage of the planning process. Many developments along the railway line in Cambridge have also been required to review impacts from rail noise and set out mitigation measures.

*Action*  
No action.

Paragraph 2.2.37 Land contamination

Representation(s)		Nature	Appearance	Soundness Tests
31032	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*  
Please provide reference and access to EPS report 2016 in the SPD document, as the evidence base for this section.

*Response*  
Comments Noted.

*Action*  
Add the following to the end of the paragraph 2.2.37 (paragraph 2.2.38 in the revised draft SPD): '(EPS Report: Phase I and II Geo-Environmental Assessment dated 19th January 2016)'



Representation(s)		Nature	Appearance	Soundness Tests
31159	Environment Agency (Mr Tony Waddams) [1273]	Support	Not Specified	None
<b>Summary:</b> 2.2.37-38. In my opinion any redevelopment of this area should give special attention to ground contamination. Notwithstanding the above I attach a copy of the Agency's 'Planning Application Guidance' document for your assistance.				
<b>Response</b> Comments duly noted.				
<b>Action</b> No action.				

Paragraph 2.3.2 Constraints

Representation(s)		Nature	Appearance	Soundness Tests
31016	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<b>Summary:</b> The long leases on the garages are a constraint in that there is no "reasonable prospect" of their development taking place in this plan period. I have made representations on the Submission Local Plan that on this basis this part of the site should not be allocated in this Local Plan. Given the timescales if it is to be introduced to Site R10 this should be done as part of Plan Review after 2031. The SPD must be guided by the Local Plan context not the other way around.				
<b>Response</b> Concern noted. Given the relatively long lease that remains on some of these garages (understood to be up to 60 years in some cases) the framework plan and related plans in the draft Planning and Development Brief are tailored to enable the garages to remain at least in the short/medium term. The long-term illustrative approach outlined in the Planning and Development Brief proposes the phased future redevelopment of these garages. In the event of the termination of garage leases and removal of any garage structures, the land upon which they are located could then be redeveloped for housing fronting Hooper Street as part of the wider redevelopment. The garages lie outside of the 167 homes allocation and their redevelopment is expected to go beyond the plan period.				
<b>Action</b> No action.				

Representation(s)		Nature	Appearance	Soundness Tests
31096	Mr Mark Boysen [4161]	Support	Not Specified	None
<b>Summary:</b> The Devonshire Road/Mill Road/Kingston Street 4 way junction needs to be made safe for pedestrians/cyclists transiting to the station across the flow of vehicle/cycle traffic going along Mill Road.				
<b>Response</b> Support noted. Figure 3 incorporates figure 3.10 from the emerging Local Plan which identifies proposed improvements to the junction of Mill Road, Devonshire Road and Kingston Street. An assessment will need to be made as to whether the development of the Depot site will have a direct impact on this junction or whether it remains an area wide existing condition which is impacted by the Mill Road Depot to only a minor degree. Such an assessment will need to be made and reviewed at the time a planning application is made.				
<b>Action</b> No action.				

Paragraph 2.3.3 Opportunities

Representation(s)		Nature	Appearance	Soundness Tests
31033	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<i>Summary:</i> Please add to 'Integrate existing landscape and trees' the potential of integrating existing trees into enhanced new open public space in benefit of the whole area.				

*Response*  
It is very much the intent, as shown on Figure 33, to integrate existing trees into new open spaces.

*Action*  
No action.

Representation(s)		Nature	Appearance	Soundness Tests
31017	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<i>Summary:</i> Third bullet point - the existing garages are not an opportunity and should not be integrated in the short term given the uncertainty as to whether they should be allocated in this Local Plan bearing in mind there is "no reasonable prospect" of them coming forward until after 2031.				

*Response*  
Concern noted. Given the relatively long lease that remains on some of these garages (understood to be up to 60 years in some cases) the framework plan and related plans in the draft Planning and Development Brief are tailored to enable the garages to remain at least in the short/medium term. The long-term illustrative approach outlined in the Planning and Development Brief proposes the phased future redevelopment of these garages. In the event of the termination of garage leases and removal of any garage structures, the land upon which they are located could then be redeveloped for housing fronting Hooper Street as part of the wider redevelopment. The garages lie outside of the 167 homes allocation and their redevelopment is expected to go beyond the plan period.

*Action*  
No action.

3. Vision and Key Principles

Paragraph 3.1 Vision

Representation(s)		Nature	Appearance	Soundness Tests
30989	Mr Peter Joseph [5819]	Object	Not Specified	None

*Summary:*  
Will there be any safeguarding of owner-occupier sales? A chief concern for many in Romsey and Petersfield is the amount of new housing stock that is being bought up by buy-to-let - and it seems by a large number of non-UK investors. We ask that the Council acts to preclude this sort of sale, to encourage local people to own. Perhaps via some sort of cheaper access to mortgage, and giving particular consideration to workers in local industry and the NHS.

*Response*  
Any decisions on the precise type and tenure of housing will be made at a future stage and will be governed by decisions outside of the Planning and Development Brief. If restrictions are placed on ownership this fetters the land and will reduce the value.

*Action*  
No action.

Representation(s)		Nature	Appearance	Soundness Tests
31189	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*  
Scope for an exemplary development.  
  
The difficulties to be found in this wider local area can be turned into an opportunity. If the council retains ownership of the site there is the possibility for council and community to make an exemplar site for this area and Cambridge.  
  
We support an exemplar site that reflects and enhances the local distinctiveness and character of the Mill Road conservation area, and combines this with what is needed for our future by addressing climate change. Some of these are reflected in the SPD. The council could appoint an architect to design energy efficient housing and reduces carbon usage.  
  
Retention of the site by the Council also opens up the possibility of a development that is exemplary in being wholly or largely car-free. This would avoid many major access and traffic issues, and offer greater scope for meeting community aspirations for the site.

*Response*  
Comments noted. To date, all Cambridge City Council schemes have exceeded minimum national requirements related to sustainable construction, having been built to Levels 4 and 5 of the Code for Sustainable Homes. Given the abolition of the Code for Sustainable Homes, the Council has recently produced the Cambridge Sustainable Housing Design Guide which sets minimum sustainable design and construction standards for new developments on Council owned land and affordable housing for the Council. The guidance also considers ways in which schemes can enhance these minimum standards through the application of innovative approaches to issues such as carbon reduction, water use and community development. Development at the Depot will be expected to meet the requirements set out in this guide.

*Action*  
No action.

Paragraph 3.2.1 Access and permeability

Representation(s)		Nature	Appearance	Soundness Tests
31108	ms beverley carpenter [5183]	Object	Not Specified	None
<i>Summary:</i> Vehicles on site not wanted. Now vehicle provision.				
<i>Response</i> There will inevitably be some vehicles on site. The Planning and Development Brief seeks to manage the number to mitigate their impacts.				
<i>Action</i> No action.				

Representation(s)		Nature	Appearance	Soundness Tests
31164	Cllr Richard Robertson [5835]	Support	Not Specified	None
<i>Summary:</i> Vehicle access to be entirely from Mill Rd apart from an emergency gate onto Hooper St				
<i>Response</i> Comments duly noted.				
<i>Action</i> No action.				

Paragraph 3.2.2 Housing-led mix of uses

Representation(s)		Nature	Appearance	Soundness Tests
31109	ms beverley carpenter [5183]	Object	Not Specified	None
<i>Summary:</i> Mixed uses? We need cooperative housing not private housing. Community use building demanded at consultation none proposed.				
<i>Response</i> <p>The Planning and Development Brief mentions cooperative housing as a possible option in para 4.5.4. Any decisions on the precise type and tenure of housing will be made during the detailed masterplanning and design stage and will be governed by decisions outside this Planning and Development Brief. If restrictions are imposed this fetters the land and will reduce the value - which could be to the financial detriment of the council.</p> <p>The Council's Draft Community Centre Strategy Review (January 2017) identified that future development at the Mill Road Depot site may create need for, and opportunity to develop, additional community provision (Para 4.5.5). The inclusion of community facilities has been allowed for and will be accommodated within the development. Details of what the community facilities will consist of and their location will be developed further as part of the planning application process.</p>				
<i>Action</i> No action.				

### Representation(s)

*Nature Appearance Soundness Tests*

**31099** Dr Edward Lloyd Jenkins [2090]

Object Not Specified None

#### Summary:

Support - "Community space must be properly used" Quote Page 9.

Efficient use of space available could be through the concept of a "Community Hub" for entertainment of the multi cultural/ethnic local people.

Dance/Song/Music from many backgrounds. Low level sound lighting. Board Games. Discussion. Alcohol/Food unavailable apart from tea, coffee, soft drinks.

### Response

The Council's Draft Community Centre Strategy Review (January 2017) identified that future development at the Mill Road Depot site may create need for, and opportunity to develop, additional community provision (Para 4.5.5). The inclusion of community facilities has been allowed for and will be accommodated within the development. Details of what the community facilities will consist of and their location will be developed further as part of the planning application process.

### Action

No action.

### Representation(s)

*Nature Appearance Soundness Tests*

**31034** Cambridge Association of Architects (Mr David Adams) [4949]

Object Not Specified None

#### Summary:

Omit the word 'ambition' to form a stern obligation - 'with an overall of 40% affordable housing as a minimum target'. At the moment the sentence lends itself to be watered down in the process (as it happened before).

### Response

Cambridge City Council is committed to delivering at least 40% affordable housing in accordance with planning policy. Additional affordable housing in excess of the 40% minimum is subject to the viability and funding mechanisms available. Additional delivery will be considered however, there will also be the need to ensure a scheme delivers mixed and balanced communities. Any decisions on the precise type and tenure of housing will be made at a future stage.

### Action

Omit the words 'ambition of' to read "A range of different affordable delivery models will be considered, with an overall 40% affordable housing as a minimum target."

### Representation(s)

*Nature Appearance Soundness Tests*

**30987** Mr Peter Joseph [5819]

Object Not Specified None

#### Summary:

To what extent will this affordable provision of a minimum of 40% be safeguarded?

### Response

Cambridge City Council is committed to delivering at least 40% affordable housing in accordance with to be compliant with planning policy. Additional affordable housing in excess of the 40% minimum is subject to the viability and funding mechanisms available. Additional delivery will be considered however, there will also be the need to ensure a scheme delivers mixed and balanced communities. Any decisions on the precise type and tenure of housing will be made at a future stage and will be governed by decisions outside of this Planning and Development Brief.

### Action

Omit the words 'ambition of' to read "A range of different affordable delivery models will be considered, with an overall 40% affordable housing as a minimum target."

Representation(s)		Nature	Appearance	Soundness Tests
31165	Cllr Richard Robertson [5835]	Support	Not Specified	None
<i>Summary:</i> Housing as primary use for the site with a "significant proportion" affordable				

*Response*

Comments duly noted.

*Action*

No action.



Representation(s)		Nature	Appearance	Soundness Tests
30991	Prof Sarah Brown [5820]	Support	Not Specified	None
<i>Summary:</i> While I support this part of the document I hope that, given the extremely high cost of housing in this area, that still more than 40% of the new housing will be affordable.				

*Response*

Comments duly noted.

*Action*

No action.



Paragraph 3.2.3 Design

Representation(s)		Nature	Appearance	Soundness Tests
31201	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<i>Summary:</i> Design response to context: while para 3.2.3 proposes a "contextual approach to scale and massing" neither figs 42 and 45-53, nor the text in 4.6.6-8 acknowledge or tackle the disparity (clear in fig 53) between the scale of the traditional pitched roof forms in the area, and the bulk and height of what the SPD suggests for the Depot site.				

*Response*

It is considered that the site does respond to the context of Mill Road. The Local Authority has a duty to make efficient and best use of land and to provide much needed housing. The Planning and Development Brief proposes a range of building heights that respond to the relative sensitivities along the edges of the allocation site. The east side of the site is considered less sensitive given the railway and the change in levels between Mill Road and the allocation site, along with the retained buildings along the Mill Road frontage that mean the larger scale buildings will be screened from public vantage points in the Conservation Area. The detailed design of buildings is outside the scope of the Planning and Development Brief but will ensure that scale and massing, including roofscape is well resolved.

*Action*

No action.



Representation(s)		Nature	Appearance	Soundness Tests
31161	Cambridgeshire Constabulary (Mr Dave Griffin) [5845]	Object	Not Specified	None

*Summary:*

I have read the SPD and note that the development would be for potentially 167 dwellings with 40% affordable homes and open space. This office would be happy to consult with future developers to discuss Secured by Design principles and measures to mitigate against Crime and Disorder.

*Response*

Agree. Secured by Design is referred to in Paragraph 4.7.3 of the Planning and Development Brief and the Crime Prevention Design Team will be consulted on the future development proposals as part of the planning process.

*Action*

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31035	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Proposals should also include a direct response to the site's industrial past, with opportunities for larger scale along the railway edge, and material sensitivity to the historic use of iron and timber on site, in order to maintain a hint of its past character.

Please define merit of coach house separately to the later/lesser extension.

*Response*

Paragraphs 4.7.8 and 4.7.9 discuss character and refer to the importance of responding to the local townscape within the wider Mill Road Conservation Area.

*Action*

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31001	Mr Edward Leigh [5250]	Object	Not Specified	None

*Summary:*

Support, but this needs to be much bolder. The aim should be to create an exemplary development that sets a new benchmark for future developments.

*Response*

The Planning and Development Brief has the aim of establishing the broad framework for the redevelopment of the Depot site. It is considered to strike an appropriate balance between built and unbuilt space and does not prejudice the ability to deliver an award winning scheme in the future. There are acknowledged techniques for assessing daylighting etc. and these will be used as the future detailed applications are developed. The City Council has detailed guidance for appropriately integrating functional needs such as bins, bikes and cars which again will be used as discussions on detailed applications progress. The City Council has a strong track record of delivering award winning schemes and will always seek to learn from past experience and deliver exemplar schemes, wherever viable, including on the Mill Road Depot site.

*Action*

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31018	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<b>Summary:</b> Paragraph 3.2.3 Design The sentence 'the block of garages should be retained in the short-term...' should be deleted. The sentence should be amended to read "Should the Inspector at the Local Plan Inquiry determine that the garages should be part of the site any scheme should be capable of accommodating their phased future redevelopment should they become available after 2031"				

**Response**

Comments noted. The Council considers that there may be potential to reconfigure the garages in the future to enable some redevelopment.

If the Inspectors examining the Local Plan make any specific reference to the status of the garages in their report, this paragraph will be updated.

**Action**

Para 3.2.3: Add new sentence to paragraph 'Subject to their appropriate reconfiguration, it might be possible for some or all of the garages to be redeveloped.'

Representation(s)		Nature	Appearance	Soundness Tests
31166	Cllr Richard Robertson [5835]	Support	Not Specified	None
<b>Summary:</b> Retention and refurbishment of the row of coach houses on the west of the site  Building design to reflect that in the surrounding streets though allowing much higher buildings along the railway ie away from streets of existing, predominantly two storey, houses				

**Response**

Comments duly noted.

**Action**

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31071	Historic England (Mrs Debbie Mack) [5828]	Support	Not Specified	None
<b>Summary:</b> Paragraph 3.2.3 Historic England welcomes the proposed retention of the Listed former Free Library building, the language school and the gatehouse building to the south of the site. The NPPF makes it clear that the Government attaches 'great weight' to the conservation of designated heritage assets (paragraph 132). Any proposals for the site should consider the setting of the listed building and seek and preserve and enhance this. The NPPF confirms that the significance of heritage assets derives not only from a heritage asset's physical presence, but also from its setting (paragraph 132).				

**Response**

Comments duly noted.

**Action**

No action.



Paragraph 3.2.4 Open space / environment

Representation(s)		Nature	Appearance	Soundness Tests
31036	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>Please highlight the free access to the new open space.</p> <p>Add the words 'public' and 'green' to express 'public green open space' and ensure legally it is not possible to become a gated private space in the future.</p> <p>At the moment the space is only coloured in green on the plan, which ensures very little, if not defined as a priority.</p>				

*Response*

The Vision set out on paragraph 3.1 notes that the "Mill Road Depot will become a popular residential neighbourhood, creating a network of pedestrian cycle routes and open spaces which connect the site to the surrounding Petersfield neighbourhood..." The site will accommodate a range of multifunctional open spaces, with some of these spaces being public and some being private given the residential nature of the proposed development. The balance between areas of private and public space will be finalised as part of detailed masterplanning of the site. However, in terms of the spaces shown in figure 33, the intention is that these spaces will be accessible to existing residents of the Petersfield area as well as new residents. It is not considered appropriate to dictate that all open space should be green space as there will be a need for a balanced approach to the landscaping strategy to accommodate the range of uses and level of multifunctionality envisaged for the various open spaces. This will involve a mix of both soft and hard landscaping, although the benefits that can be delivered through greening of the site are fully recognised.

*Action*

No action.

=====

Representation(s)		Nature	Appearance	Soundness Tests
31167	Cllr Richard Robertson [5835]	Support	Not Specified	None
<p><i>Summary:</i></p> <p>Provision of some open space and landscaping especially as this area of Cambridge has the least amount of these attributes.</p>				

*Response*

Comments duly noted.

*Action*

No action.

4. Development Parameters

Paragraph 4.1.2

Representation(s)	Nature	Appearance	Soundness Tests
31066 Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

This section will benefit from simple line illustrations of the streets, open spaces, building typologies - in use. Allies and Morrison provided such clear drawings in the Addenbrookes masterplan, and it is recommended to use this tool here to identify the variety and difference envisioned for the site.

*Response*

While this might assist the reader in "imagining" the development, it is a level of detail that is not considered essential at this stage.

*Action*

No action.

Paragraph 4.1.3

Representation(s)	Nature	Appearance	Soundness Tests
31040 Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

change the term 'open space' to 'open public space', or better still to 'open public green space' to highlight the quality and accessibility of these spaces.

*Response*

Open space is a defined term in the Cambridge Local Plan and was deliberately used in the brief. It is the intent for all these spaces to be publicly accessible, but the degree of access (time and specific areas) will need to be subject to further testing.

*Action*

No action.

Paragraph 4.2.1

Representation(s)		Nature	Appearance	Soundness Tests
31171	Cllr Richard Robertson [5835]	Support	Not Specified	None

*Summary:*

The development of the depot site provides a valuable opportunity to provide a major off-road cycle path to the station from north Petersfield and further away in that direction - as proposed by Jim Chisholm. Site Framework Plan (Fig 27) shows the route he outlined running along beside the railway and part of Hooper St. This cycle route is likely to become heavily used with many bikes passing along it at speed as they do on other dedicated off-road routes. As such it must be recognised that it should not cut through the depot site where it would endanger pedestrians, especially children.

*Response*

The alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.

Furthermore the direct route across Hooper Street from Ainsworth Street to the site, shown in figure 43, has been removed.

*Action*

Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

Link the planned Chisholm Trail route on Ainsworth Street to the local site network

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Amend figure 43 as follows to:

Remove direct link across Hooper Street from Ainsworth Street to the site

Figure 27: Site Framework Plan

Paragraph Figure 27: Site Framework Plan

Representation(s)		Nature	Appearance	Soundness Tests
31169	Cllr Richard Robertson [5835]	Support	Not Specified	None
<b>Summary:</b> I support the overall layout as shown in the Site Framework Plan (Fig 27) which I believe reflects well the views expressed in the consultation.				
<b>Response</b>  Comments duly noted. The alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.  Furthermore the direct route across Hooper Street from Ainsworth Street to the site, shown in figure 43, has been removed.				
<b>Action</b>  Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.  Amend figure 27 and 28 as follows to:  Include the proposed future foot/cycle bridge connection  Link the planned Chisholm Trail route on Ainsworth Street to the local site network  Close proposed through route to Chisholm Trail alongside Mill Road Bridge  Amend figure 43 as follows to:  Remove direct link across Hooper Street from Ainsworth Street to the site				

Paragraph 4.2.2

Representation(s)		Nature	Appearance	Soundness Tests
31037	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<b>Summary:</b> This section should also provide hierarchy of streets, not only traffic. While vehicular traffic may be even on both north/south routes, it is highly important to spell out the difference between the west route along the coach houses (a mews scale street) and the route to the east, along the green space (which will carry the character of a more prominent 'boulevard')				
<b>Response</b>  Figure 28 indicates a hierarchy of streets. The specifics of these routes will be planned in detail in future stages of the planning process.				
<b>Action</b>  No action.				

Paragraph 4.3.1

Representation(s)		Nature	Appearance	Soundness Tests
31196	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<b>Summary:</b>				
There should be no approval of the draft SPD unless and until;				
(i) a comprehensive, credible and realistic analysis of the access, movement, and traffic management issues has been provided, and				
(ii) the City and County Councils have together provided demonstrably credible proposals for resolving these issues.				
These are not matters to be left to a developer. Both individually, and in collaboration they are the responsibility of the respective Councils, and require justification to the community, who rely on their local authorities for their safety on the roads.				

<b>Response</b>				
Comments noted. Cambridgeshire County Council as the highway authority has been consulted and involved in developing the Planning and Development Brief. They are satisfied at this stage that subject to works to the junction with Mill Road the proposed allocation is sound. It is entirely appropriate practice to develop junction design in a phased way, such that early concept work together with a detailed assessment of existing and proposed trip rates is undertaken and assessed first before further detailed engineering design is undertaken. The Planning and Development Brief is therefore supported by a detailed assessment and concept design carried out for the council by Mott MacDonald. This evidences that the junction can function appropriately subject to works being undertaken. These are matters that will be addressed during the detailed masterplanning and design stages.				

<b>Action</b>				
No action.				

Paragraph Figure 28: Transport and Access

Representation(s)		Nature	Appearance	Soundness Tests
31038	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<b>Summary:</b>				
This diagram should provide hierarchy of streets, not only traffic.				
While vehicular traffic may be even on both north/south routes, it is highly important to spell out the difference between the west route along the coach houses (a mews scale street) and the route to the east, along the 'Eagle Foundry Walk' green space (which will carry the character of a more prominent 'boulevard')				
Lines should be separated by thickness or colour to highlight the differences.				

<b>Response</b>				
Figure 28 indicates a hierarchy of streets. The specifics of these routes will be planned in detail in future stages of the planning process.				

<b>Action</b>				
No action.				

Figure 28: Transport and Access

Representation(s)		Nature	Appearance	Soundness Tests
31172	Cllr Richard Robertson [5835]	Support	Not Specified	None
<i>Summary:</i>				
The road and pathway layout in the Site Framework Plan is replicated in the Transport and Access plan (Fig 28). Both plans show the Chisholm Trail going round the edge of the site - as it should.				
<i>Response</i>				
<b>Comments duly noted. The alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.</b>				
<b>Furthermore the direct route across Hooper Street from Ainsworth Street to the site, shown in figure 43, has been removed.</b>				
<i>Action</i>				
<b>Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.</b>				
<b>Amend figure 27 and 28 as follows to:</b>				
<b>Include the proposed future foot/cycle bridge connection</b>				
<b>Link the planned Chisholm Trail route on Ainsworth Street to the local site network</b>				
<b>Close proposed through route to Chisholm Trail alongside Mill Road Bridge</b>				
<b>Amend figure 43 as follows to:</b>				
<b>Remove direct link across Hooper Street from Ainsworth Street to the site</b>				

Paragraph 4.3.2 Pedestrian and cycle connectivity

Representation(s)	Nature	Appearance	Soundness Tests
31082 Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

The Chisholm Trail could run along the Boulevard / edge of Eagle Foundry Walk - especially as the trail comes down Ainsworth Street. This would help activate the public green open space in the centre of the site. A cycle route could cut diagonally across the site (through Mill Park, Gatehouse Court or The Limes), to increase cycle connectivity - this is common to a number of successful existing green open spaces in the city.

*Response*

The alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.

*Action*

Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

Link the planned Chisholm Trail route on Ainsworth Street to the local site network

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Representation(s)		Nature	Appearance	Soundness Tests
30997	Mr Alan Kent [1550]	Object	Not Specified	None
Agent: Mr Alan Kent [1550]				
Summary:				
The three cycle access points from Hooper Street to the Depot development are dangerous for the reasons shown. The three could easily be replaced by one cycle access point directly opposite Ainsworth Street. This access point could also serve as the Emergency Vehicle Access point that could continue to be used long after the Hooper Street garages have gone.				

**Response**

The alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.

Furthermore the direct route across Hooper Street from Ainsworth Street to the site, shown in figure 43, has been removed.

**Action**

Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

Link the planned Chisholm Trail route on Ainsworth Street to the local site network

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Amend figure 43 as follows to:

Remove direct link across Hooper Street from Ainsworth Street to the site

Representation(s)		Nature	Appearance	Soundness Tests
31178	Natural England (Janet Nuttall) [1009]	Support	Not Specified	None
Summary:				
Provision for pedestrian and cycle connectivity is fully supported.				

**Response**

Comments duly noted.

**Action**

No action.



Representation(s)		Nature	Appearance	Soundness Tests
31173	Cllr Richard Robertson [5835]	Support	Not Specified	None

*Summary:*  
Para 4.3.2 confirms that the Trail should keep to the edge of the site.

*Response*

The alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.

Furthermore the direct route across Hooper Street from Ainsworth Street to the site, shown in figure 43, has been removed.

*Action*

Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

Link the planned Chisholm Trail route on Ainsworth Street to the local site network

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Amend figure 43 as follows to:

Remove direct link across Hooper Street from Ainsworth Street to the site



Representation(s)		Nature	Appearance	Soundness Tests
30994	Mr Roger Astley [5823]	Support	Not Specified	None

*Summary:*

I support delivery of the Chisholm trail for the improvement of cycle transportation around Cambridge. However proposals must also consider wider cycling patterns in the local area - in particular this should include how to lower the volume of cycling traffic across the narrow Mill Rd railway bridge, volume on the Chisholm trail will only increase. Surely the Council should be seeking proposals for a cycle bridge linking Hooper St with the end of Cavendish Road as part of this development?

*Response*

The alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.

Furthermore the direct route across Hooper Street from Ainsworth Street to the site, shown in figure 43, has been removed.

*Action*

Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

Link the planned Chisholm Trail route on Ainsworth Street to the local site network

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Amend figure 43 as follows to:

Remove direct link across Hooper Street from Ainsworth Street to the site

Paragraph 4.3.3

Representation(s)		Nature	Appearance	Soundness Tests
31175	Cllr Richard Robertson [5835]	Object	Not Specified	None

*Summary:*

With regard to the width of the Trail, the standard width for new two-way cycle paths is 3m and 'the suggestion that the Trail needs to be 6m wide should be removed from the SPD and replaced with the requirement that the route be at least 3m.' Many other parts of the Trail are incapable of providing a 3m wide path let alone 6m e.g. tunnel under Mill Rd bridge and route south from there to the station. Accordingly it is not appropriate to provide a 6m wide path for the depot part of the Trail and reduce the opportunities for landscaping and other elements of the depot plan.

Response

The 6 metre width relates to the recommended right of way width and not solely the path width of the main Chisholm Trail (high speed 20mph route). It is the necessary land required into which the cycle and pedestrian lanes and verges would safely fit. Other local links can be provided with a lower width. Further explanation of the trail's dimensions has been added to paragraph 4.4.7.

Action

Para 4.3.3 - Amend paragraph to read: For the purposes of the SPD, it is assumed that the main Chisholm Trail running down the eastern boundary of the site would be accommodated as an off-road, segregated route with a minimum right-of-way of 6m width, or otherwise identified in guidance on the Chisholm Trail. Other local links will be provided at an appropriate lower width. Opportunities to incorporate other objectives such as biodiversity mitigation, drainage or landscape planting should be pursued.

Para 4.4.7 (Chisholm Trail): Amend first two sentences to read: 'A 6m zone should be reserved at the eastern edge of the site to accommodate the main segregated, off-road Chisholm Trail. This linear route will make allowance for a 3m wide 2-way cycle way and a 2m separated pedestrian zone alongside 1m+ wide appropriate public realm and planting.'

Paragraph 4.3.4

Representation(s)		Nature	Appearance	Soundness Tests
30993	Mr Daniel Nowak [5025]	Object	Not Specified	None

*Summary:*

An area of concern for me is the crossroads with Mill Rd, Devonshire Rd & Kingston Street. This is already a very dangerous crossing for pedestrians and cyclists and frankly should have already been resolved in a city that prides itself on car-free travel. I would suggest that as a matter of priority that the crossroad be given controlled crossing areas to protect the most vulnerable road users - especially at peak times.

I feel that the development of the depot without appropriate improvements would be an injustice to all residents and road users.

Response

Figure 3 incorporates figure 3.10 from the emerging Local Plan which identifies proposed improvements to the junction of Mill Road, Devonshire Road and Kingston Street. An assessment will need to be made as to whether the development of the Depot site will have a direct impact on this junction or whether it remains an area wide existing condition which is impacted by the Mill Road Depot to only a minor degree. Such an assessment will need to be made and reviewed at the time a planning application is made.

Action

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31193	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

There is going to be further strain put on any new junction from the proposed Chisholm Trail cyclists; yet this has not been acknowledged or accounted for within the council commissioned traffic study.

Mott McDonald are also negligent in failing to highlight the more than 10 times increase (22 to 262 trips, even excluding Chisholm Trail traffic) in cycle trips projected in their report, or consider its implications in terms of the number and frequency of cycles (coupled with the increase in pedestrians) crossing traffic flows.

While the draft SPD includes an acknowledgement (paras 4.3.4 and 4.3.5) that there are issues requiring "careful design review in the context of potential junction enhancements to ensure a safe, formalised means of access", no such analysis or design has been provided.

These issues have to be resolved now, before the SPD is approved, because the nature of any redevelopment of the Depot site is totally dependent on the capacity of the site access.

*Response*

Comments noted. The Chisholm Trail has been developed and assessed over the past few years on the basis that it provides a safe, secure route off-road for a large part but obviously on-road and across key development sites such as Ridgeon's on Cromwell Road and here at the depot. The councils are fully aware that a finer level of design development is needed, including the creation of safe junctions and site lines especially at Mill Road, for cyclists in the development of the depot site together with the Chisholm Trail.

The technical note that accompanied the consultation on the Planning and Development Brief considers traffic movements using the results of the manual classified traffic count undertaken on Mill Road and the junction with the Mill Road Depot access. To assess the impact of the junction for all modes of traffic, a detailed assessment of the junction will be required comprising a Transport Assessment to support a future planning application. The Transport Assessment would analyse the impact of the proposed development on all modes of travel; i.e. both non-vehicular and vehicular traffic.

The concept layout included within the Planning and Development Brief assessed the feasibility of a priority junction at this location to serve the proposed development, taking into account the impact on pedestrians and cyclists, as well as vehicular traffic. The number of cycle trips generated, using the TRICS database and 2011 Census to formulate a modal split and trip generation representative of the existing travel patterns of Cambridge wards in the vicinity of the proposed development, is not unreasonable for a junction serving a development of this type, and will be analysed in detail in the Transport Assessment. A key consideration is to provide safe and accessible routes for all users linking the proposed development to existing and emerging vehicular and non-vehicular routes in the wider area.

The issues raised will be addressed within a detailed design and the Transport Assessment as part of a future planning application.

*Action*

No action.



<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31157</b>	<b>Cambridgeshire County Council (Mr Ian Dyer) [1128]</b>	<b>Object</b>	<b>Not Specified</b>	<b>None</b>

*Summary:*

I note the acknowledgement within the document that the existing junction will need to be improved and tested for capacity.

In previous discussions I have advised that a cycle link to Mill Road from the Chisholm Trail, if provision of such is desired - and I think it should be, would need to be through the site joining away from this junction.

*Response*

**Comments noted. An amendment to the route of the link with the Mill Road junction has been agreed with Cambridgeshire County Council Transportation Dept.**

*Action*

**Para 4.3.4 - Replace the 3rd sentence with : Although pedestrian movements will be permitted, a direct cycle connection from the Mill Road junction to the Chisholm Trail running along the southern boundary of the site will be prevented to deter these movements. Surface materials and streetscape design (e.g. staggered bollards) will be used to assist in the management of these movements. Instead, cyclists will be required to use the existing north-south street into the site using the proposed east-west connection north of the gatehouse building to reach the Chishom Trail. Existing access to the south of the library and language school will continue to apply.**

**Para 4.3.4 - Remove the last sentence.**

**Amend figure 28 as follows to:**

**Include the proposed future foot/cycle bridge connection**

**Link the planned Chisholm Trail route on Ainsworth Street to the local site network**

**Close proposed through route to Chisholm Trail alongside Mill Road Bridge**

Paragraph 4.3.5

Representation(s)		Nature	Appearance	Soundness Tests
30999	Mr Edward Leigh [5250]	Object	Not Specified	None

*Summary:*

Support - More consideration needs to be given to how the Chisholm Trail connects with Ainsworth St so as to provide a safe and direct route.

*Response*

The alignment of the trail as it runs around the site and the local links has been the subject of further discussions with the county council and resulted in potential amendments to both the main route and internal links as shown on the proposed revisions to Figure 28.

Furthermore the direct route across Hooper Street from Ainsworth Street to the site, shown in figure 43, has been removed.

*Action*

Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

Link the planned Chisholm Trail route on Ainsworth Street to the local site network

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Amend figure 43 as follows to:

Remove direct link across Hooper Street from Ainsworth Street to the site

Paragraph 4.3.7 Vehicular access, routes and hierarchy

Representation(s)		Nature	Appearance	Soundness Tests
31195	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>What has also not been considered at all is the increased strain on the already overworked and frequently dangerous road conditions that exist on Mill Road.</p> <p>The draft SPD and Policy 23 of the draft Local Plan both seek to achieve public realm improvements on Mill Road. However this depends on resolving the issues relating to the access and Mill Road without harming the character of the area.</p> <p>Mill Road is known to the police and planning inspectors in appeals decisions, as well as to local users, as a road of very busy traffic with limited crossings.</p> <p>There is nothing in the draft SPD to suggest how these public realm improvements can be achieved. Instead, there is an assumption it is possible to inject more movements of people by car, bike and walking onto Mill Road with no consequent adverse affects.</p> <p>These issues have to be resolved now, before the SPD is approved, because the nature of any redevelopment of the Depot site is totally dependent on the capacity of the site access.</p>				

<p><i>Response</i></p> <p>Comments noted. Cambridgeshire County Council as the highway authority has been consulted and involved in developing the Planning and Development Brief and is satisfied at this stage that subject to works to the junction with Mill Road the proposed allocation is sound. It is entirely appropriate practice to develop junction design in a phased way, such that early concept work together with a detailed assessment of existing and proposed trip rates is undertaken and assessed first before further detailed engineering design is undertaken. The Planning and Development Brief is therefore supported by a detailed assessment and concept design done for the council by Mott MacDonald. This evidences that the junction can function appropriately subject to works being undertaken. These are matters that will be addressed during the detailed masterplanning and design stages.</p>				
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<p><i>Action</i></p> <p>No action.</p>				
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Representation(s)		Nature	Appearance	Soundness Tests
31080	Mrs Charlotte de Blois [5243]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>Mill Road should not be used as a rat run by non-local traffic, as it is a residential road, a residential road which is becoming more densely populated as our city houses an increased population whilst avoiding further destruction of its green-belt. It would be advantageous to include within the Depot brief the facility for traffic to turn.</p>				

<p><i>Response</i></p> <p>The county council as the highway authority has been consulted and involved in developing the Planning and Development Brief and is satisfied at this stage that subject to works to the junction with Mill Road the proposed allocation is sound. It is appropriate practice to develop junction design in a phased way, such that early concept work together with a detailed assessment of existing and proposed trip rates is undertaken and assessed first before further detailed engineering design is undertaken. The Planning and Development Brief is therefore supported by a detailed assessment and concept design done for council by Mott MacDonald, a firm of local engineers, and which evidences the junction can function appropriately subject to works being undertaken. These are matters that are frequently left to a second, detailed stage in planning processes when a specific development proposal is brought forward.</p>				
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<p><i>Action</i></p> <p>No action.</p>				
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Paragraph 4.3.8

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31111	ms beverley carpenter [5183]	Object	Not Specified	None

*Summary:*  
Traffic surveys - no cycles in manual surveys.

*Response*  
Cycles were considered within the work undertaken for the council by Mott MacDonald when considering the future design and safety requirements for the Mill Road junction.

*Action*  
No action.

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Representation(s)		Nature	Appearance	Soundness Tests
31192	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

**Summary:**

The Mott McDonald traffic report is notable for:

- (i) its inadequate scope (complete failure to include the access needs of Bharat Bhavan, the Language School, and notably the Chisholm trail),
- (ii) its failure to assess the interactions between movement patterns (and consequent management issues) generated by these multiple needs, and
- (iii) its inadequate assessment of its own survey data.

Mott McDonald's draft junction layout does not show the route of the Chisholm Trail, or the needs of Bharat Bhavan and the Language School (neither of which have any rear access or servicing). To be realistic, any proposal for the junction needs to assess the consequent traffic flows and space needs. It also needs to provide sufficient access, parking and servicing space for Bharat Bhavan.

These issues have to be resolved now, before the SPD is approved, because the nature of any redevelopment of the Depot site is totally dependent on the capacity of the site access.

**Response**

The proposed junction layout included with the Planning and Development Brief, illustrates a concept junction layout considering the viability of using the existing Mill Road Depot junction to serve as a main access/egress to the proposed development of circa 170 dwellings.

To assess the capacity of the existing site access junction, a 12 hour traffic count was undertaken at the Mill Road Depot site access junction in February 2016, and a PICADY analysis of the baseline scenario was undertaken. An assessment of the operation of the junction with the proposed development in place was then undertaken utilising the industry-standard TRICS database and a modal split specific to the Cambridge wards in the immediate vicinity of the Mill Road Depot site. Although a basic assessment, the PICADY analysis indicated that a priority junction would perform within acceptable limits for a developed of the size proposed.

The concept layout will form the basis of the detailed design of the junction, and will include a Transport Assessment to support the planning application submission. The Transport Assessment would analyse the impact of the proposed development on all modes of travel; non-vehicular and vehicular traffic.

In developing the concept junction layout, the existing access requirements and emerging proposals for the Chisholm Trail were considered within the design as follows;

- \* Existing access to language school and Network Rail Compound: It is intended in the concept junction layout that the access currently serving the Network Rail Compound and Language School will be retained and will remain accessible. The final form of the access and parking arrangements will be developed during the detailed design stages of the development;
- \* Access / Links to Chisholm Trail: The SPD and concept layout recognises the emerging proposals of the nearby Chisholm Trail, and proposes secondary links connecting the Chisholm Trail to the proposed development and wider area. However, in light of concerns around visibility (at the junction with Mill Road) and access for motorised vehicles (from the development, Language School and Network Rail compound), the concept layout assumes that a cycle route will be routed through the proposed development. Careful consideration of a safe accessible route for cyclists and pedestrians will be required during the detailed design of the junction.

In summary, the concept design included within the SPD was developed to inform the feasibility of a priority junction off Mill Road to serve the proposed development. The exercise identified likely constraints, as above, which will be addressed within a detailed design and the Transport Assessment as part of a future planning application.

**Action**

No action.



Paragraph 4.3.9

Representation(s)		Nature	Appearance	Soundness Tests
31107	Ms Gaile Walker [3621]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>Insufficient consideration seems to have been given to the adverse impact this will on the Ainsworth St / Hooper St / Sturton St area. Notice has not been taken of the parking problems we have consistently spoken about at the depot-development area end of Sturton Street including:</p> <p>The proposed emergency access routes on the latest development plan into Hooper Street will eventually turn into a general access route increasing traffic. The nearest access for emergency vehicles: Police, Fire and Ambulance are obviously via Mill Road, it makes no sense to expect them to negotiate the narrow, traffic-clogged back streets.</p>				

*Response*

The impact as a result of any difference in traffic between the former/existing use of the depot and the future residential use was considered at the draft site allocation stage and the county council, as highways authority, was consulted. Other than concern over the potential detailed configuration of traffic at the Mill Road junction, the county did not cite adverse impact resulting from residential use of the site at the draft Local Plan preparation stage. A more detailed traffic impact study will have to be undertaken at planning application stage to evidence the actual impact and mitigation measures for development.

*Action*

No action.

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Paragraph 4.3.10

Representation(s)		Nature	Appearance	Soundness Tests
31191	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>The draft SPD para 4.3.10 leaves resolution of access capacity and design issues to "any future site developer". This is inexcusable because the access, and the junction with Mill Road have to serve the whole of the site and all of its users.</p> <p>The capacity and form of the access and junction, and hence the capacity of the site, are dependent on identifying and meeting all these needs. We remain completely unconvinced that this is possible for this site.</p> <p>The Mott McDonald report claims that there will be a substantial reduction in vehicle movements by comparison with the current position. However this is an assessment drawn from a false assumption that; 'an increase in cycle and public transport would lead to a subsequent decrease in trips by car'.</p> <p>These issues have to be resolved now, before the SPD is approved, because the nature of any redevelopment of the Depot site is totally dependent on the capacity of the site access.</p>				

*Response*

Comments noted. Cambridgeshire County Council as the highway authority has been consulted and involved in developing the Planning and Development Brief and is satisfied at this stage that subject to works to the junction with Mill Road the proposed allocation is sound. It is entirely appropriate practice to develop junction design in a phased way, such that early concept work together with a detailed assessment of existing and proposed trip rates is undertaken and assessed first before further detailed engineering design is undertaken. The Planning and Development Brief is therefore supported by a detailed assessment and concept design done for the council by Mott MacDonald. This evidences the junction can function appropriately subject to works being undertaken. These are matters that will be addressed during the detailed masterplanning and design stages.

*Action*

No action.

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Paragraph 4.3.13 Car Parking

Representation(s)	Nature	Appearance	Soundness Tests
31190 Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

**Summary:**

"Car-free" site? For housing on the site to be in character with the Mill Road conservation area, it will need to be of small units; generally these are sought by young couples and families. If the site is not to be a car-free one, there is little to prevent householders from having two cars to negotiate their needs in and around Cambridge. So undermining much of the report.

These issues have to be resolved now. The Depot site meets the criteria for a car-free development set out in the draft Cambridge Local Plan Policy 82 and is supported by text in para 9.29 of the draft Local Plan. On this site the joint involvement of the City and County Councils as landowners and planning and highway authorities provides an ideal basis for developing an exemplary solution. On this particular site, a car-free or car-capped development may be the only way of resolving the major site access challenges.

**Response**

Comments noted. However the role of the Planning and Development Brief is to define the broader parameters to enable the delivery of the R10 allocation in the draft Local Plan not to determine the exact size of housing units or whether the development is car free or developed with a low car parking ratio or otherwise. Instead, the Planning and Development Brief sets the key principles and parameters for development such as movement, open space, built form, etc. The specifics such as the mix of unit sizes will be considered as part of the detailed masterplanning and design of the site.

At this stage, it is not for the Planning and Development Brief to state categorically one way or the other at this stage in the absence of a more detailed understanding of market conditions, specific occupany needs, etc. As such, the Planning and Development Brief sets an aspiration to supporting "low car parking provision".

**Action**

No action.

Representation(s)	Nature	Appearance	Soundness Tests
31162 Dr Roger Sewell [5506]	Object	Not Specified	None

**Summary:**

Providing "low" car-parking, which is insufficient for the parking requirements of residents, leads to conflict, bad parking, and increased trouble for everybody in surrounding areas. It does nothing to reduce car ownership or use. Other developments which have done this have caused problems both to themselves and to their neighbouring areas. Parking provision should be sufficient for the anticipated needs of those who will live in the development, rather than levels which only meet the level of car ownership which the council aspires to people having.

**Response**

Comments noted. The site is in a very accessible location and it is possible for the site to be marketed and promoted by the council as a low car development with access to alternative modes of transport. There is no need to "fix" the level of car parking prescribed in the Planning and Development Brief at this stage and many consultees in fact supported lower levels of car parking during the consultation stage. Any future planning applicaiton would have to justify lower (or higher) levels of car parking. The aspiration for low car parking in this location is seen as realistic, achieveable prospect.

**Action**

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31105	Ms Gaile Walker [3621]	Object	Not Specified	None
<b>Summary:</b>				
Insufficient consideration seems to have been given to the adverse impact this will on the Ainsworth St / Hooper St / Sturton St area. Notice has not been taken of the parking problems we have consistently spoken about at the depot-development area end of Sturton Street including:				
Inadequate provision for parking - one parking space for either a two or three bedroomed property is not enough. If they are unable to park on the development then will park in nearby streets. Residents in this part of Sturton Street need a 24/7 resident's parking scheme to ensure have parking spaces.				

<b>Response</b>	
The impact as a result of any difference in traffic between the former/existing use of the depot and the future residential use was considered at the draft site allocation stage and the county council, as highways authority, was consulted. Other than concern over the potential detailed configuration of traffic at the Mill Road junction, the county did not cite adverse impact resulting from residential use of the site at the draft Local Plan preparation stage. The future level of car parking provision will be dependent on the type of housing scheme that comes forward, however the council believes that the site is in a highly sustainable location and an aspiration for low levels of parking to encourage cycling, walking and use of public transport is appropriate.	

<b>Action</b>	
No action.	

Representation(s)		Nature	Appearance	Soundness Tests
31039	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<b>Summary:</b>				
This is the place to highlight the council's promotion of a modal shift. Currently the scheme allows car park, but due to location, single entrance, narrow street pattern and mix of pedestrian and cycle movement, the car park allows prioritisation of cars.				
A maximum standard should be set for this site as early as possible (rather than rely on policies) to avoid creeping vehicular movement to appease developers and house prices, on the account of alternative means of transport.				

<b>Response</b>	
The Planning and Development Brief recognises the potential that the Depot site offers in relation to modal shift and reducing the amount of car parking. However, it is not considered appropriate for the document to set a maximum or minimum standard for the site. Any parking allocation for the site will need to be justified in future planning applications in the context of more detailed design, assessments and the exact proportion of house types.	

<b>Action</b>	
No action.	

Paragraph 4.3.15

Representation(s)		Nature	Appearance	Soundness Tests
31014	Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*  
Current residents parking in streets adjoining the Depot are already a complete nightmare. There are frequently no spaces to park in in the evening after 5pm. There is very little turnover of spaces in the day. Cars frequently have to park overnight on double yellow lines, which causes additional danger to cyclists and motorists. On pavement parking affects pedestrians, the disabled and mothers with push chairs. Pedestrians frequently resort to walking in the road. The loss of 40 garages will further aggravate this situation for all residents living either side of the road closures.

*Response*  
**Concern noted. The garages are expected to remain on the site at least in the short/medium term given the long leases that remain on some of the units. The Planning and Development Brief notes at paragraph 4.7.4 that redevelopment of the garages would be subject to the expiration of long-term leases. While the impact of illegal parking on other road users is noted, the resolution of this issue is outside the control of the Planning and Development Brief. In addition, given the long-term potential for the redevelopment of the garages, which lies outside the current plan period, the council cannot predict the extent to which the future loss of the garages would impact on surrounding streets. Much will depend on future levels of car ownership, any changes to residents' parking schemes and wider city transport schemes linked to the Greater Cambridge City Deal.**

*Action*  
**No action.**

Paragraph 4.4.1

Representation(s)		Nature	Appearance	Soundness Tests
31179	Natural England (Janet Nuttall) [1009]	Object	Not Specified	None

*Summary:*  
Natural England supports the proposed open space framework for the site. The detailed design could make use of the checklist in Natural England's Green Infrastructure Guidance. Open space provision should be multi-functional and contribute to the objectives of the Cambridgeshire Green Infrastructure Strategy (Cambridgeshire Horizons, 2011) and local Biodiversity Action Plan targets where possible. Opportunities to enhance connectivity with areas of off-site open space and green corridors should be considered.

*Response*  
**Comments noted. Ecological connectivity has been covered in paragraph 4.8.16 and it is the intention that green infrastructure will be enhanced by the introduction of new on-site habitats and appropriate planting biodiversity measures. We agree with the suggestion to incorporate these reports into the Planning and Development Brief.**

*Action*  
**Para 4.8.16 - Add to the end of the paragraph: 'The detailed design proposals should take account of the objectives of the Cambridgeshire Green Infrastructure Strategy (2011), and the checklist in Natural England's Green Infrastructure Guidance.'**

Representation(s)		Nature	Appearance	Soundness Tests
31041	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

**Summary:**

Change 'open space' to 'publicly accessible open space' as per definition in CCC 'Open Space and Recreation Strategy' to ensure the open space can not be gated for private use.

The area has the street and market in car park as an open public space, but it is not green. There are other green spaces which are not public (such as the university cricket club)

The consultation raised the need for more green, planted, publicly accessible spaces.

Note that Accordia set a standard, but people do not use the gardens there as parks. There is a need for clarity here, otherwise the quality and accessibility of these spaces will be undermined by the developers.

**Response**

The site will accommodate a range of multifunctional open spaces, with some of these spaces being public and some being private given the residential nature of the proposed development. The balance between areas of private and public space will be finalised as part of detailed masterplanning of the site. However, in terms of the spaces shown in figure 33, the intention is that these spaces will be accessible to existing residents of the Petersfield area as well as new residents. It is not considered appropriate to dictate that all open space should be green space as there will be a need for a balanced approach to the landscaping strategy to accommodate the range of uses and level of multifunctionality envisaged for the various open spaces. This will involve a mix of both soft and hard landscaping, although the benefits that can be delivered through greening of the site are fully recognised.

**Action**

No action.

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Representation(s)		Nature	Appearance	Soundness Tests
31151	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

**Summary:**

The redevelopment of Mill Road Depot site could potentially deliver a high quality strategic biodiversity 'hotspot' for the City connecting to a strong city-wide wildlife corridor (railway line). The importance of the railway line and associated brownfield sites for biodiversity has already been identified within the North-West Cambridge area (e.g. Science Park railway station) and the development of the Guided Busway. Therefore, support the requirement for a significant proportion of the Mill Road Depot site should be allocated to open space, particularly inclusion of a green corridor along the eastern boundary that abuts the railway line (Chisholm Trail).

**Response**

Comments duly noted.

**Action**

No action.

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Paragraph 4.4.2

Representation(s)		Nature	Appearance	Soundness Tests
30998	Mr Edward Leigh [5250]	Object	Not Specified	None

*Summary:*

I support the general principle, but it's important to make public spaces VISIBLE to the public. In order to create a highly visible and useful public space, I suggest relocating houses west of The Limes to Mill Park, and expanding The Limes to connect with the green space west of the community building.

*Response*

Sight lines into the site will need to be considered as part of the design, to integrate with local streets. It is not proposed that the site would become a gated community. It will provide a usable link towards the station, especially with the Chisholm Trail incorporated.

*Action*

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31206	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

The document fails to address how open space will be a community resource, positioned as it is three-quarters of the way down the development, considered primarily as a water run-off area, despite the suggestion of using ditches, swales and ponds to deal with minor surface water issues. At the consultations, people expressed the desire for the open space to be directly accessible from Mill Rd, and to be well integrated throughout the built environment. The area allocated for 'Mill Park' is smaller than any of the current listed open spaces on Fig13 and does little to increase the ratio of open space to housing density. More green spaces could be accommodated and safe play areas for children provided throughout the site if the development was car-free.

*Response*

Comments noted. The open space provision on site is considered to be in keeping with the indicative layout of the residential development. Any open space within the site will be accessible to the local community.

*Action*

No action.

Paragraph 4.4.3

Representation(s)	Nature	Appearance	Soundness Tests
31042 Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Set 25% open public space as minimum, otherwise it will end as 20%.  
Also, if allowing to develop green roofs/terraces on top of the taller buildings, this should not undermine the 25% on the ground level.

31112 ms beverley carpenter [5183]	Object	Not Specified	None
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*Summary:*

Not agree. Open Space should be over 33%.

Response

Concern noted. A balance needs to be struck between the quantity of the open space provided on the site and the overall deliverability of the proposed development at the Depot. Many elements will influence the quantum of open space that can be achieved on a site. This includes space for cycle and car parking to meet the needs of the housing on the site. Nevertheless, the open spaces shown on figure 33 are large enough to accommodate a range of activities, both formal and informal. The precise quantum of open space will be finalised as part of the detailed masterplanning of the site, but will be expected to accord with the principles set out in the Planning and Development Brief. As such, it is not considered necessary to amend the quantum of open space included in the Planning and Development Brief.

Action

No action.

Paragraph 4.4.4 Street trees

Representation(s)	Nature	Appearance	Soundness Tests
31204 Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

We feel that Paras 4.4.4-7 of the draft SPD do not go far enough in proposing and requiring a landscape strategy, in relation to not just open space but also the role of trees in assimilating developments into context, in mitigating the impacts of the adjacent busy road and railway, and in moderating summer heat.

Response

Comments noted. The Planning and Development Brief is intended to provide a broad development framework for future proposals. A more detailed landscape strategy will be considered as planning proposals come forward.

Action

No action.



Paragraph 4.4.7 Open space character areas, The Limes

Representation(s)	Nature	Appearance	Soundness Tests
31103 Ms Caroline Wilson [2440]	Object	Not Specified	None

*Summary:*

The provision of community space is welcome, but the land overshadowed by the bridge will require very careful landscaping.

*Response*

Very little land will be overshadowed by the bridge. Where landscaped areas are in shadow careful selection of species will be carried out. Existing mature trees will stop the feeling of overdominance by the bridge. The access to Hooper Street as suggested in the Planning and Development Brief would likely be unsignalled and be for emergency/cycle/pedestrian access only. The idea of adapting the coach house as studios or businesses is not abandoned but will require consideration when a development partner is brought on board to work directly with the council on future development plans. The council will work and communicate with owners of the garages in the future, this is necessary due to the very long lease arrangements in place and the council recognises its obligations to the leaseholders of these garages.

*Action*

No action.

Representation(s)	Nature	Appearance	Soundness Tests
31044 Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

This space is located north of the bridge as it rises, and therefore means that the space will be mostly shaded. While the trees may provide amenity and noise screening, the sun-lit useable portion of the open space is narrowed to rising or setting sun only. It is advised to run a sun path study to conclude overshadowing. In such case the conclusions drawn there is of little use for this space, a central 'Mill Park' will benefit from a larger space in its place.

*Response*

Shade can also be seen as a positive, particularly with rising seasonal temperatures from year to year. There are other parts of the site which would likely experience greater levels of sun.

*Action*

No action.

Paragraph 4.4.7 Open space character areas, Eagle Foundry Walk

Representation(s)	Nature	Appearance	Soundness Tests
31045 Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

As in 4.3, the character of this walk should be identified together with the road as the more prominent street, with a wide pavement and the scale of the taller buildings to the east. It is proposed to define this street pattern as a 'boulevard' to highlight its difference from the 'mews' street along the coach houses to the west.

*Response*

This is too high a level of detail for a guidance document which seeks to set out the key issues of movement, land use, open space and built form.

*Action*

No action.

Paragraph 4.4.7 Open space character areas, Chisholm Trail

Representation(s)		Nature	Appearance	Soundness Tests
31152	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

*Summary:*  
The redevelopment of Mill Road Depot site could potentially deliver a high quality strategic biodiversity 'hotspot' for the City connecting to a strong city-wide wildlife corridor (railway line). We support the provision of a 6m zone along the eastern boundary that abuts the railway line to accommodate the off-road Chisholm Trail. This area should provide biodiversity function and be designed to benefit wildlife, especially those indicative of the railway environment - e.g. reptiles, invertebrate and plants associated with open mosaic habitat on previously developed land.

*Response*  
Comments duly noted.

*Action*  
No action.

Paragraph 4.4.7 Open space character areas, Gatehouse courtyard

Representation(s)		Nature	Appearance	Soundness Tests
31046	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*  
It is recommended to define the later gatehouse extension connecting to the Indian Culture Centre of low quality and promote its demolition, in order to enable a more direct access sequence from the long and narrow entrance street into an extended version of the gatehouse court.  
This will support both the entrance, and the public space by very little loss of low quality accommodation which can be compensated for elsewhere.

*Response*  
Concern noted. Detailed proposals for the Gatehouse will be developed as part of the detailed design and masterplanning stage, giving consideration to the listed building and conservation area.

*Action*  
No action.

Paragraph 4.4.9 Outdoor sports pitches

Representation(s)		Nature	Appearance	Soundness Tests
31116	Sport England (Mr Philip Raiswell) [210]	Support	Not Specified	None
<p><i>Summary:</i></p> <p>The site is a relatively constrained urban site with limited opportunity for on-site provision for sport. We therefore agree with Cambridge City Council (Para.4.4.9) that the best approach for providing for sport will be through financial contributions to improve the quantitative or qualitative off-site provision of facilities within the catchment area of the proposed development. Cambridge City Council have completed a Playing Pitch Strategy and Sports Facilities Strategy which will help identify investment priorities in the vicinity of the site relating to outdoor and indoor sport.</p> <p>Sport England would be happy to advise further on the details of off-site provision.</p>				
<p><i>Response</i></p> <p>Comments duly noted.</p>				
<p><i>Action</i></p> <p>No action.</p>				

Paragraph 4.5.1 Housing

Representation(s)		Nature	Appearance	Soundness Tests
31020	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>Paragraph 4.5.1 Site Capacity The preliminary design work undertaken as part of the SPD suggests that the site has capacity to achieve the 167 dwellings identified in the Local Plan. The later provision of 6 or so houses on the garages site is clearly not needed in order to achieve the Local Plan housing target for site R10.</p>				
<p><i>Response</i></p> <p>The framework plan and related plans in the draft Planning and Development Brief are tailored to enable the garages to remain at least in the short/medium term. The long-term illustrative approach outlined in the Planning and Development Brief proposes the phased future redevelopment of these garages. In the event of the termination of garage leases and removal of any garage structures, the land upon which they are located could then be redeveloped for housing fronting Hooper Street as part of the wider redevelopment. The garages lie outside of the 167 homes allocation and their redevelopment is expected to go beyond the plan period.</p>				
<p><i>Action</i></p> <p>No action.</p>				

Representation(s)	Nature	Appearance	Soundness Tests
30986 Mr Peter Joseph [5819]	Object	Not Specified	None

*Summary:*  
How has the CCC arrived at this capacity? How has the vehicular traffic loading been taken into account? Also cycle traffic?

*Response*  
The capacity for the Mill Road Depot site was assessed as part of the Council's Strategic Housing Land Availability Assessment and further refined through a design led approach. The Planning and Development Brief sets out a framework for the development of the site that responds appropriately in terms of managing the site density and relating to the wider Mill Road Conservation Area whilst striking an appropriate balance in the provision of open space.

*Action*  
No action.

Representation(s)	Nature	Appearance	Soundness Tests
31048 Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*  
Opportunities for other uses are suggested within the area marked solely for residential use.

*Response*  
The current mix of housing and potential community space or work space has been determined following feedback from the consultation workshops. The housing reflects the needs of the area and the call for community space is acknowledged and accounted for in the proposals. Arts based uses/workshops may be appropriate for the coach houses, but will have to be looked at in the context of development viability and considered together with the appointed development partner.

*Action*  
No action.

Representation(s)	Nature	Appearance	Soundness Tests
31527 Ms Caroline Wilson [2440]	Object	Not Specified	None

*Summary:*  
What happened to the idea that the coach houses could be let as studio space/small business units which is just the kind of facility that Mill Road needs - instead this site is jam packed with only houses and flats. The density is problematic.

*Response*  
Comments noted. Such mixed use development could breathe new life into the coach houses, but will have to be considered in the context of development viability and with the appointed development partner.  
Disagree that the proposed density is problematic - the density for Site R10 was assessed as part of the Council's Strategic Housing Land Availability Assessment and further refined through a design led assessment of the site. The draft Planning and Development Brief sets out a framework for the development of the site that responds appropriately in terms of managing the site density and relating to the wider Mill Road Conservation Area whilst striking an appropriate balance in the provision of open space. As such, the Council considers that the proposed density is appropriate.

*Action*  
Para 4.5.6 Add to the end of the final bullet point: 'and/or creative arts studios'.

Figure 38: Indicative uses

Paragraph Figure 38: Indicative uses

Representation(s)		Nature	Appearance	Soundness Tests
31024	peter newman [5826]	Object	Not Specified	None
<b>Summary:</b> The balance of proposed land uses should include far greater provision for employment-related uses. Rather than suburbanising jobs, there is an opportunity here for workshops and spaces for local craftsmen etc to store materials close to their inner urban clients. Residential development should be at a minimum if it is needed to offset costs of servicing the site.				
<b>Response</b> The current mix of housing and potential community space or work space has been determined following feedback from the consultation workshops. The housing reflects the needs of the area. Arts based uses/workshops may be appropriate for the coach houses, but will have to be looked at in the context of development viability and considered together with the appointed development partner.				
<b>Action</b> Para 4.5.6 Add to the end of the final bullet point: 'and/or creative arts studios'.				

Paragraph 4.5.2

Representation(s)		Nature	Appearance	Soundness Tests
31049	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<b>Summary:</b> Tenure should be informed, or at least mention recommendation raised in the Draft Local Plan by SHMA, or future evidence based surveys.				
<b>Response</b> Tenure mix will be informed by discussion with Housing officers at pre-application stage. This is standard practice to ensure that the mix addresses up to date knowledge on need.				
<b>Action</b> No action.				

Paragraph Figure 39: Photographs showing examples of housing typologies in Cambridge

Representation(s)		Nature	Appearance	Soundness Tests
31050	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<b>Summary:</b> At least two of the examples are of low quality build (marked on the attached image), and it is recommended not to include these in the illustration, in order not to create a negative precedent.				
<b>Response</b> Whilst the images attempt to illustrate the type, scale and massing of dwellings, in Cambridge and not the specific architecture, revised images that more clearly show a variety of appropriate development forms will be included.				
<b>Action</b> Update images throughout the Planning and Development Brief.				

Figure 39: Photographs showing examples of housing typologies in Cambridge

Representation(s)		Nature	Appearance	Soundness Tests
31150	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None
<b>Summary:</b> Virtually none of the images shown provide any context with the Mill Road conservation area. In this regard, whilst including some may be positive the sheer number that do not achieve any relationship with the local context is inappropriate.				
<b>Response</b>  Whilst the images attempt to illustrate the type, scale and massing of dwellings, in Cambridge and not the specific architecture, revised images that more clearly show a variety of appropriate development forms will be included.				
<b>Action</b>  Update images throughout the Planning and Development Brief.				

Paragraph 4.5.4 Affordable Housing

Representation(s)		Nature	Appearance	Soundness Tests
31187	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<b>Summary:</b> The need for affordable rented housing.  The area suffers from an almost complete lack of local genuinely affordable housing, with limited scope for improving the situation. Nationally, affordable housing is set at 80% of market value. For this area, 80% of market value would be unaffordable for the majority of people in this area.  By far the best opportunity to achieve genuine affordable housing in this area is the Depot site, and this is entirely due to its ownership by the Council. According to the Council Leader, the Council have committed to supplying 50% social housing at 40-60% market rents. This is not mentioned in the SPD and will directly impact on the type of housing provided. Interest was also expressed in the provision of rented Co-operative housing.				
<b>Response</b>  Comments noted. Cambridge City Council is committed to delivering at least 40% affordable housing in accordance with planning policy, and has achieved this on other sites it has developed. Additional affordable housing in excess of the 40% minimum is subject to the viability and funding mechanisms available. Additional delivery will be considered however, there will also be the need to ensure a scheme delivers mixed and balanced communities. Any decisions on the precise type and tenure of housing will be made as part of the planning application stage.				
<b>Action</b>  No action.				

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31118</b> Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

*Summary:*

This site represents an opportunity to address the shortage of affordable housing that threatens the City's economic success.

CambridgePPF welcomes the commitment to 40% affordable housing. However, as the site is Council owned it could sustain a higher proportion, even up to 100% affordable.

The Mill Road Depot site could become a model for innovative/creative options for affordable housing. The SPD mentions exploring co-op housing, perhaps even intermediary dwellings, social rental schemes.

CambridgePPF are very encouraged by the draft SPD document for the Mill Road Depot site and emphasise the significant potential the site holds. Highly recommend investigation of above options to best utilise the site.

*Response*

**Cambridge City Council is committed to delivering at least 40% affordable housing in accordance with to be compliant with planning policy, and has been achieved on other sites it has developed and had control over. Additional affordable housing in excess of the 40% minimum is subject to the viability and funding mechanisms available. Additional delivery will be considered however, there will also be the need to ensure a scheme delivers mixed and balanced communities. Any decisions on the precise type and tenure of housing will be made at a future stage and will be governed by decisions outside this Planning and Development Brief.**

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31113</b> ms beverley carpenter [5183]	Object	Not Specified	None

*Summary:*

Not agree. We need co-operative housing.

*Response*

**The Planning and Development Brief mentions cooperative housing as a possible option in paragraph 4.5.4. Any decisions on the precise type and tenure of housing will be made during the detailed masterplanning and design stage and will be governed by decisions outside this Planning and Development Brief. If restrictions are imposed this fetters the land and will reduce the value - which could be to the financial detriment of the council.**

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31053</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Procurement and partnering models of the City Council should be referred to in other policy papers, and ensure quality of deliverance is not undermined by commercial value alone.

*Response*

**Comments noted. However issues of procurement are outside the consideration of the Planning and Development Brief.**

*Action*

No action.

Paragraph 4.5.5 Community and other non-residential uses

Representation(s)		Nature	Appearance	Soundness Tests
31170	Cllr Richard Robertson [5835]	Object	Not Specified	None
<b>Summary:</b>				
In discussion with the local residents association in the area (PACT), when talking to people in the local community, and at the consultation meetings the view is repeatedly expressed that:				
there needs to be a dedicated community facility to serve the depot and the surrounding streets to the north and west of the depot site, and				
such a facility should be located at the north end of the site to serve both the new and existing housing.				
The community to the north of Mill Rd (through to East Rd and New Street) have very few local facilities.				

Response

The Council's Draft Community Centre Strategy Review (January 2017) identified that future development at the Mill Road Depot site may create need for, and opportunity to develop, additional community provision (Para 4.5.5). The inclusion of community facilities has been allowed for and will be accommodated within the development. Details of what the community facilities will consist of and their location will be developed further as part of the planning application process.

Action

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31115	Sport England (Mr Philip Raiswell) [210]	Object	Not Specified	None
<b>Summary:</b>				
Sport England aims to ensure positive planning for sport, enabling the right facilities to be provided in the right places, based on assessments of need for and all sectors of the community. To achieve this our planning objectives are to PROTECT sports facilities; ENHANCE existing facilities; and PROVIDE new facilities.				
Sport England, has produced 'Active Design'(2015), a guide to planning new developments to help people get more active. The guidance sets out ten principles for ensuring new developments incorporate opportunities for people to take part in physical activity. The principles promote healthy communities through good urban design.				

Response

Comments noted. New open spaces are planned as an integral part of the redevelopment of the Depot site, as referenced in section 4.4 of the Planning and Development Brief. These spaces will accommodate a range of activities both formal and informal. Given the relatively small size of the site and its long rectangular form, it is not appropriate to provide outdoor sports pitches on the site. Commuted sums for off-site provision or improvements in lieu of on-site provision will be sought.

Action

No action.



Representation(s)		Nature	Appearance	Soundness Tests
31021	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<b>Summary:</b> Paragraph 4.5.5 and 4.5.6 Community and other non-residential uses Any planning application will need to be informed by the range of uses already put forward for the site in the Local Plan. It is not the role of the SPD to start introducing other uses at this stage and without consultation with the community. See my other representation 31003 as to why the Women's Resources Centre has been included as part of Site R10. Why is it that space can be found to re-accommodate this use when their lease has expired yet the garages can't be re-accommodated within the site?				

**Response**

The Planning and Development Brief does not go into detail about the precise users that will form the community use elements of the proposed development. The brief has included community uses as part of this residential led development as it is considered that such uses are valuable in helping new residents integrate with the existing community. This is an important element of sustainable development. Many other residential allocations in the local plan have included complementary community uses, so the approach being taken in the Planning and Development Brief is not unusual in planning terms. It is now envisaged that the current site of the Women's Resource Centre will become part of the redevelopment area and therefore the potential of the area needs to be considered as one.

**Action**

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31148	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None
<b>Summary:</b> 4.5.5 to 4.5.6 Positive to see early recognition of pressure on Early Years provision and identification of solution. Would want to see this point made more forcefully if possible.				

**Response**

Comments duly noted.

**Action**

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31083	Studio Provision (Ms Bettina Furnee) [5833]	Support	Not Specified	None
<b>Agent:</b> Studio Provision (Ms Bettina Furnee) [5833] <b>Summary:</b> Please find attached a PDF document which is a response to the Mill Road Depot Draft Planning and Development Brief by a consortium of locally based artists and curators, proposing the inclusion of artist studios and a dedicated contemporary art gallery or project space as part of the Mill Road Depot development plans. The document has been authored by Bettina Furnée (artist) and Helen Startford (artist/architect) on behalf of the consortium, and has over thirty signatories.				

**Response**

Comments duly noted.

**Action**

No action.

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Paragraph 4.5.6

Representation(s)		Nature	Appearance	Soundness Tests
31114	ms beverley carpenter [5183]	Object	Not Specified	None

*Summary:*

Not agree. Mixed use zone? Community node? Unclear - we need community building not in private use. Community use building demanded at consultation none proposed.

*Response*

The Council's Draft Community Centre Strategy Review (January 2017) identified that future development at the Mill Road Depot site may create need for, and opportunity to develop, additional community provision (Para 4.5.5). The inclusion of community facilities has been allowed for and will be accommodated within the development. Details of what the community facilities will consist of and their location will be developed further as part of the planning application process.

*Action*

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31101	Ms Caroline Wilson [2440]	Object	Not Specified	None

*Summary:*

What happened to the idea that the coach houses could be let as studio space/small business units which is just the kind of facility that Mill Road needs - instead this site is jam packed with only houses and flats.

*Response*

Such an opportunity for mixed use development could breathe new life into the coach houses, but will have to be considered in the context of development viability and with the appointed development partner.

*Action*

Para 4.5.6 Add to the end of the final bullet point: 'and/or as creative arts studios'.

Para 4.5.6 Add an additional bullet point: 'The potential for a suitably located small cafe'.

Para 4.6.5 Add an additional sentence: 'Opportunities might also exist for conversion to non-residential uses similar to the former Rattee & Kett building.'

Representation(s)		Nature	Appearance	Soundness Tests
31207	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<b>Summary:</b>				
The Councils also need to assess the space needs of the existing community-related uses, most particularly the Women's Resources Centre and the present and future occupants of the former Library.				
There is also a need for an assessment of the major gaps in current community provision in the area, and the outcome of this assessment to be reflected in the community provision on the site.				
Appendix 1: The following community aspirations were stated at a public meeting:				
*Green space				
*Creative community Space - multi functional and flexible.				
*A Space for community and teaching kitchens				
*Space to enable a maintenance hub for cyclists, along with a teaching and learning facility				
*Affordable workshop, gallery and storage Space for local artists				
*Safe space for the homeless. A space to offer the homeless room to breathe and to be able to start to build lives for themselves.				
*A strong message from the community is to emphasise the call to develop and take part in community teaching and learning.				

Response

The Council's Draft Community Centre Strategy Review (January 2017) identified that future development at the Mill Road Depot site may create need for, and opportunity to develop, additional community provision (Para 4.5.5). The inclusion of community facilities has been allowed for and will be accommodated within the development. Details of what the community facilities will consist of and their location will be developed further as part of the planning application process.

Action

Para 4.5.6 Add to the end of the final bullet point: 'or creative arts studios'.

Representation(s)		Nature	Appearance	Soundness Tests
31084	Dr Alexander Reid [5834]	Object	Not Specified	None
<b>Summary:</b>				
I suggest it would be in the creative spirit of the Mill Road area to preserve some or all of the coach houses as rented creative workspace, including affordable artists' studios operated by a charity such as Digswell Arts. The southern coach house (at the Mill Rd end) could become a café/gallery, creating an inviting entrance to the site.				

Response

Such an opportunity for mixed use, arts based uses for example could breathe new life into the coach houses, but will have to be looked at in the context of development viability and considered together with the appointed development partner.

Action

Para 4.5.6 Add to the end of the final bullet point: 'and/or as creative arts studios'.

Para 4.5.6 Add an additional bullet point: 'The potential for a suitably located small cafe'.

Para 4.6.5 Add an additional sentence: 'Opportunities might also exist for conversion to non-residential uses similar to the former Rattee & Kett building.'

Representation(s)		Nature	Appearance	Soundness Tests
31052	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<i>Summary:</i> Additional uses and allocations proposed.				

**Response**

Such an opportunity for mixed use, arts based uses for example, could breathe new life into the coach houses, but will have to be looked at in the context of development viability and considered together with the appointed development partner.

**Action**

Para 4.5.6 Add to the end of the final bullet point: 'and/or as creative arts studios'.

Representation(s)		Nature	Appearance	Soundness Tests
31022	Mrs Ros Greensmith [1543]	Object	Not Specified	None
<i>Summary:</i> Paragraph 4.5.5 and 4.5.6 Community and other non-residential uses Any planning application will need to be informed by the range of uses already put forward for the site in the Local Plan. It is not the role of the SPD to start introducing other uses at this stage and without consultation with the community. See my other representation 31003 as to why the Women's Resources Centre has been included as part of Site R10. Why is it that space can be found to re-accommodate this use when their lease has expired yet the garages can't be re-accommodated within the site?				

**Response**

The Planning and Development Brief does not go into detail about the precise users that will form the community use elements of the proposed development. The brief has included community uses as part of this residential led development as it is considered that such uses are valuable in helping new residents integrate with the existing community. This is an important element of sustainable development. Many other residential allocations in the local plan have included complementary community uses, so the approach being taken in the Planning and Development Brief is not unusual in planning terms. It is now envisaged that the current site of the Women's Resource Centre will become part of the redevelopment area and therefore the potential of the area needs to be considered as one.

**Action**

No action.

Paragraph 4.6.3

Representation(s)		Nature	Appearance	Soundness Tests
31149	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None
<i>Summary:</i> Having small gardens at front of housing seems to run contrary to previous points about fitting in with general context of Mill Road conservation area, where vast majority of homes (as previously referenced) front directly onto the street. This is something previously described as a positive feature of the area				

**Response**

This is a matter of detailed design for a later stage, however it is not uncommon for terraced houses in Petersfield and Romsey to have small front gardens.

**Action**

No action.

Paragraph 4.6.5

Representation(s)		Nature	Appearance	Soundness Tests
31085	Dr Alexander Reid [5834]	Object	Not Specified	None

*Summary:*

It would be out of character with the Mill Rd area to have the main part of the site devoted entirely to housing. I suggest that it would be in the creative spirit of Mill Rd to preserve some or all of the coach houses as workspace - preferably for creative purposes including affordable artists studios operated by a charity such as Digswell Arts. The southern coach house (at the Mill Rd end) could become a café/gallery, providing a lively and inviting entrance to the site.

*Response*

Such an opportunity for mixed use, arts based uses for example is an exciting one to breathe new life into the coach houses, but will have to be looked at in the context of development viability and considered together with a development partner as and when appointed.

*Action*

Para 4.5.6 Add to the end of the final bullet point: 'and/or as creative arts studios'.

Para 4.5.6 Add an additional bullet point: 'The potential for a suitably located small cafe'.

Para 4.6.5 Add an additional sentence: 'Opportunities might also exist for conversion to non-residential uses similar to the former Rattee & Kett building.'

Representation(s)		Nature	Appearance	Soundness Tests
31061	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Further attention should be given to the location of the coach houses and their height.

1. Most of the coach houses on site are one storey high, and specific recommendations should be made in regards to their extension by adding another floor.

2. According to the illustrative plan, some of the (lower) coach houses are positioned in front of 'Mill Park' - which will obviously raise their value as homes. Therefore further thought should be given to their proposed use (A cafe opening to the park? Art gallery or other use with public benefit?)

*Response*

Concerns noted. Further consideration is required in order to deliver any adaptive re-use of these buildings, not least including the cost of conversion and the type of use.

*Action*

Para 4.5.6 Add to the end of the final bullet point: 'and/or as creative arts studios'.

Para 4.5.6 Add an additional bullet point: 'The potential for a suitably located small cafe'.

Para 4.6.5 Add an additional sentence: 'Opportunities might also exist for conversion to non-residential uses similar to the former Rattee & Kett building.'

Representation(s)		Nature	Appearance	Soundness Tests
31072	Historic England (Mrs Debbie Mack) [5828]	Support	Not Specified	None
<b>Summary:</b> Paragraph 4.6.5 We welcome proposals for the refurbishment of existing coach houses in line with our principles of constructive conservation. Opportunities should be sought to re-use existing buildings wherever possible. Historic places are part of our evolving cultural heritage and they reflect the nature and history of the communities that created them. They add distinctiveness, meaning and quality to the places in which we live, providing a sense of continuity and a source of identity. Accommodating change in an appropriate manner will help to secure the future of such assets.				
<b>Response</b> Comments duly noted.				
<b>Action</b> No action.				
=====				

Paragraph 4.6.7

Representation(s)		Nature	Appearance	Soundness Tests
31185	Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None
<b>Summary:</b> Gentrification is an increasing trend that will have fundamental effects on the whole of this community. It will - as can already be seen in the draft SPD - bring about calls for larger and taller housing units to be built in and around Mill Road, completely changing the character of what is currently a low rise area, with small dwellings previously bought by young families - those lucky enough to be able to afford them.				
<b>Response</b> Comments noted. The form of housing proposed is considered appropriate to its location and grades building heights appropriately with lower buildings towards existing 2-storey terraced areas of Petersfield to higher four storey buildings on the rail line to provide a variety of house types and scale and mass. The focus of the Planning and Development Brief is about setting appropriate conditions for a variety of house types. The selection of the number of bedrooms in housing units, their tenure, etc. will be determined at the detailed masterplanning and design stage as part of the preparation of the planning application for the site.				
<b>Action</b> No action.				
=====				

Representation(s)		Nature	Appearance	Soundness Tests
31163	Dr Roger Sewell [5506]	Object	Not Specified	None
<b>Summary:</b> Four storeys is too high for this area of town. We absolutely do not want more parts of town to become like the horrible development at CB1.				
<b>Response</b> Comments noted. The equivalent of four residential storeys already exists along Mill Road, for example at Petersfield Mansions. In addition, architectural design and detailing, including the potential for recessed upper stories, means that buildings can equal three stories plus one storey which itself via design and detail can "read" like a half storey. In addition, there are already four storey buildings and above along other parts of the railway line not far away and buildings of this height can provide for flatted accomodation to enable a variety of house types on site.				
<b>Action</b> No action.				
=====				

Representation(s)		Nature	Appearance	Soundness Tests
31086	Dr Alexander Reid [5834]	Object	Not Specified	None
<b>Summary:</b> I suggest it is not necessary to limit the southern apartment block (adjacent to the railway) to a maximum of five storeys. It would be consistent with the industrial heritage of the area (eg Foster's Mill and Dale's Brewery) to have a more prominent loft-style vertical building, of say seven or eight storeys. This would act as a landmark, rising well above the railway bridge. The provision of additional apartments in the upper floors could relieve the pressure to convert the coach houses to housing, allowing them to be used as creative workspace.				

**Response**

Comment noted, however this height is considered too tall for this location. The council have tested different heights at this location via the use of digital modelling, and found that no more than five storeys would likely be appropriate in this location. Any development coming forward would be assessed against guidance on tall buildings contained within the Local Plan

**Action**

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31073	Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None
<b>Summary:</b> Paragraph 4.6.7 In the final sentence, should this read 'Taller buildings' or 'A taller building'? With respect to tall buildings, we refer you to our HE Advice Note 4 - tall buildings: <a href="https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/">https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/</a> . Whilst four storeys may not be regarded as particularly tall, it is taller than the mainly two-storey neighbourhood. Any development would need to give due consideration to the draft Local Plan (Proposed Modifications) which sets out criterion against which tall buildings are assessed. However, we await more detailed proposals to assess and draw firm conclusions in this respect.				

**Response**

It is accepted that the wording in the last sentence of this paragraph could cause some confusion e.g. "A taller buildings" and so should be amended to reflect a singular, taller building only.

**Action**

Delete the letter "s" from the word "buildings" in paragraph 4.6.7

Representation(s)		Nature	Appearance	Soundness Tests
31062	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<b>Summary:</b> According to the illustrative plan, some of the 3-4 storeys buildings will be facing 'Mill Park', which will obviously raise their value. Consideration should be given to the impact this may have on the buildings height, whether these buildings should be allowed to go higher, while allowing to release other buildings to different uses, or this may help reduce other buildings' height.				

**Response**

Comments noted, consideration has been given to the impact of the height of these buildings. They should not go higher as they would significantly exceed the overall heights profile of this part of Petersfield.

**Action**

No action.

Representation(s)		Nature	Appearance	Soundness Tests
30990	Rachel Engler [5760]	Object	Not Specified	None
<b>Summary:</b> I think the document need to be very specific about exactly how tall a taller building may be, and how many tall buildings will be allowed (no e.g.). Without specificity, a developer can interpret this however they want, and we end up with a Marque on our corner. I think 4 stories should be the absolute maximum. The older taller buildings have variable roof pitches. Modern buildings are square boxes that look taller than they are. So 5 stories look more like 7.				

**Response**

The document is specific at section 4.6.7, however it is not considered appropriate at this stage (in the absence of more detailed testing) to be more detailed than is noted in this section and as shown in Figure 42. Any future planning application will be further assessed and tested and the impacts of building heights assessed in detail. The ranges of heights set out in the Planning and Development Brief are considered appropriate in this location and it is not unusual to have some increase in height along the railway line. The Council will also take account of the Local Plan's policy on tall buildings and detailed guidance on tall buildings.

**Action**

No action.

Representation(s)		Nature	Appearance	Soundness Tests
30988	Mr Peter Joseph [5819]	Object	Not Specified	None
<b>Summary:</b> We live on Great Eastern Street and look directly into the whole site across the raillines. A four-storey building would in our opinion be intrusive for us, as well as residents on the Depot site itself, and those in adjoining streets. The current Women's Refuge Building is only two storeys and, by line of site, etc, that seems well tall enough? Can the planning be restricted to just three storeys, but preferably two storeys?				

**Response**

The heights shown in this location denote "typically 3-4 storeys" so it is possible that three storeys could be delivered, however two storeys would be challenging in respect of the delivery of the density as set out in the Local Plan. The site is some distance from Great Eastern Street in terms of direct overlooking, and four residential storeys is not considered excessive for this location.

**Action**

No action.



Paragraph 4.6.9 Heritage

Representation(s)	Nature	Appearance	Soundness Tests
31063 Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

'Long horizontal facades' is not necessarily a negative feature of a building, as long as it is articulated and detailed properly.  
This term may do more damage than help, unless design intention is clarified.

*Response*

Comment noted. However, long horizontal facades are not common in Petersfield or Romsey and so would likely be alien in form. The primarily domestic character of these wards requires a more sensitive response and regardless of how well designed a long horizontal facade would likely be out of keeping with the prevailing scale and mass found in the area.

*Action*

No action.

Representation(s)	Nature	Appearance	Soundness Tests
31074 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

*Summary:*

Paragraph 4.6.9 Historic England welcomes the requirement for a careful consideration of heritage assets in support of any planning application. Any assessment will need to give consideration to local context and key views. We note that the Council/consultants consider that 4 storeys may be appropriate along the eastern boundary of the site. Any development would need to give due consideration to the draft Local Plan (Proposed Modifications) which sets out criterion against which tall buildings are assessed. Historic England awaits more detailed proposals to assess and draw firm conclusions in this respect.

*Response*

The council have tested different heights at this location via the use of digital modelling, and found that no more than five storeys would likely be appropriate in this location. Any development coming forward would be assessed against guidance on tall buildings contained within the Local Plan.

*Action*

No action.

Paragraph 4.7.1 Layout

Representation(s)	Nature	Appearance	Soundness Tests
31002 Mr Edward Leigh [5250]	Object	Not Specified	None

*Summary:*

There is currently no mention of cycle or bin storage on site. It is essential that the development includes well-concealed, secure and convenient areas to store cycles (including trikes, cargo and trailer bikes) and bins. Consideration should be given to providing communal bins (as in most continental countries) rather than individual bins.

*Response*

Reference to the council's cycle parking design guide will be made elsewhere at paragraph 4.3.16. Reference to waste and recycling is made in section 4.8.1 and requires compliance with relevant strategies.

*Action*

No action.

Figure 43: Illustrative plan

Paragraph Figure 43: Illustrative plan

Representation(s)		Nature	Appearance	Soundness Tests
31064	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

Summary:  
See comments on the attached file

Response  
The Council appreciates the creative contributions noted on Figure 43 and will share these with the future development team when the detailed proposal is being developed.

Action  
Para 4.5.6 Add to the end of the final bullet point: 'and/or as creative arts studios'.  
Para 4.5.6 Add an additional bullet point: 'The potential for a suitably located small cafe'.  
Para 4.6.5 Add an additional sentence: 'Opportunities might also exist for conversion to non-residential uses similar to the former Rattee & Kett building.'

Paragraph 4.7.2

Representation(s)		Nature	Appearance	Soundness Tests
31075	Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:  
Support - Paragraph 4.7.2 We welcome the approach that streets and blocks should respond to the surrounding context as described in the Conservation Area Appraisal. However, we would suggest an amendment to the wording from 'existing' to 'proposed' for the sentence to make sense. We agree that a dominant north south street pattern, reflecting the surrounding context, would appear to be appropriate in this location.

Response  
Agreed.

Action  
Delete the word "Existing" and replace with "Proposed" at the beginning of paragraph 4.7.2

Paragraph 4.7.4 Long-term phasing

Representation(s)		Nature	Appearance	Soundness Tests
31168	Cllr Richard Robertson [5835]	Object	Not Specified	None

*Summary:*

There was not consensus on the retention of the garage block off Hooper St. The draft SPD assumes these would be replaced by housing at some future point but this will not be easy to achieve. This facility is valuable to residents in and around Hooper St so some replacement should be provided. The point was made in the consultations that the opportunity should be taken to relocate this parking and an underground facility was suggested. The SPD should make clear that 'the garage block should be removed and replaced with enough alternative secure car parking (possibly underground) to meet demand from the existing garage users.'

*Response*

Comments noted. This is a decision for the council to make as a landowner, at the stage when securing developer interest and assessing overall site viability etc. The Planning and Development Brief is flexible in this respect , noting that "early work indicates that the 167 home target can be accommodated without redeveloping the garages". The potential redevelopment of the garage sites is a longer term aspiration for the site subject to the expiration of existing long leaseholds in a later phase beyond the plan period (i.e. post 2031).

*Action*

No action.

=====

Representation(s)		Nature	Appearance	Soundness Tests
31106	Ms Gaile Walker [3621]	Object	Not Specified	None

*Summary:*

Insufficient consideration seems to have been given to the adverse impact this will on the Ainsworth St / Hooper St / Sturton St area. Notice has not been taken of the parking problems we have consistently spoken about at the depot-development area end of Sturton Street including:

Hooper Street Garages - Concern that the existing garage block in Hooper Street will be demolished in favour of further housing to be accessed from Hooper Street when the leases expire adding to the already congested streets.

*Response*

The impact as a result of any difference in traffic between the former/existing use of the depot and the future residential use was considered at the draft site allocation stage and the county council, as highways authority, was consulted. Other than concern over the potential detailed configuration of traffic at the Mill Road junction, the county did not cite adverse impact resulting from residential use of the site at the draft Local Plan preparation stage. This also applies to the redevelopment of the Hooper Street frontage. Finally a more detailed traffic impact study will have to be undertaken at planning application stage to evidence the actual impact and mitigation measures for development.

*Action*

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31065	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Additional phasing issue - the use of the ground floors of the higher residential buildings may lend themselves with time to other uses - retail, services or public. In order to enable such future flexibility it is proposed to condition the construction of taller floor to ceiling height for these spaces (say 3-3.5m).

*Response*

This is a laudible idea and one which could suit some buildings in some parts of the site.

*Action*

Add additional sentence to the end of paragraph 4.7.4 to read: "Consideration of taller floor-to-ceiling heights at ground floor level for some buildings would enable them to be adapted in future for alternative uses, subject to the use being suitable within its context."

Representation(s)		Nature	Appearance	Soundness Tests
31077	Historic England (Mrs Debbie Mack) [5828]	Support	Not Specified	None

*Summary:*

Paragraph 4.7.4 We welcome the phased approach and planning for the longer term provision of housing addressing Hooper Street to replace the garages once their lease has expired.

*Response*

Comments duly noted.

*Action*

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31023	Mrs Ros Greensmith [1543]	Support	Not Specified	None

*Summary:*

Wholeheartedly support this paragraph.

*Response*

Comments duly noted.

*Action*

No action.

Paragraph 4.7.5 Indicative street typologies

Representation(s)		Nature	Appearance	Soundness Tests
31076	Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None
<b>Summary:</b> Paragraph 4.7.3 and paragraph 4.7.5 We welcome the statement that buildings should be orientated to overlook streets and public spaces with layouts following best practice guidance such as Secure by Design. Has consideration been given to the possibility of routing the Chisholm cycle trail through the main spine of the development as part of the Eagle Foundry Walk in order to ensure that it is adequately overlooked and secure? However, we recognise that this is more a matter for the County Council in their transport planning role.				
<b>Response</b>  The county council highways development control officer has noted the likely need for the Chisholm Trail to be taken north, rather than east, from Mill Road so there may be potential to achieve this route through the site, subject to other considerations and design.				
<b>Action</b>  Amend figure 28 as follows to:  Include the proposed future foot/cycle bridge connection  Link the planned Chisholm Trail route on Ainsworth Street to the local site network  Close proposed through route to Chisholm Trail alongside Mill Road Bridge				

Representation(s)		Nature	Appearance	Soundness Tests
31058	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None
<b>Summary:</b> Orientation (front/back) should be clearly highlighted on the illustrative plan - in order to avoid creating enclosed courtyards giving their back to the street - as might happen around 'Mill Park' (and not be mistaken with the &quot;colleges inspired&quot; inward looking residential courts)				
<b>Response</b>  The illustrative layout as shown in Figure 43 clearly shows the demarcation of rear gardens for houses and green space surrounding flatted buildings. It is not considered necessary, at this stage, to be overly prescriptive in order to enable some flexibility of house type and orientation.				
<b>Action</b>  No action.				

Paragraph 4.7.6

Representation(s)		Nature	Appearance	Soundness Tests
31060	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Further clarity on the variety of streets should be provided here. This section could identify the character of the entrance street from Mill Road, and assign uses and activities it could host.

For example the street could be laid out and paved to encourage a temporary use as a changing market, which may extend into the public open spaces and internal pedestrian/shared surface street.

Response

The illustrations are quite indicative and meant to set out an approximate hierarchy of street types rather than detailed (even if illustrative only) characteristics. While the representation is relevant to "place making", this is a level of detail that should be developed at a pre-planning application stage.

Action

No action.

Paragraph 4.7.7

Representation(s)		Nature	Appearance	Soundness Tests
31059	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

It is proposed to clarify the different street typologies, and define the character of the 'Eagle Foundry Walk' as a more prominent 'boulevard', supported by the shared surface, planting and scale of the taller buildings to the east. It is also proposed to define street along the coach houses as a a more subservient 'mews', and highlight its difference from the above mentioned 'boulevard' to the east

Response

Comments noted.

Action

No action.

Paragraph 4.7.8 Character

Representation(s)		Nature	Appearance	Soundness Tests
31078	Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

*Summary:*

Support - Paragraph 4.7.8 We welcome the requirement for proposals to respond to local townscape and demonstrate a positive and appropriate response to key design features. It might be helpful to list some of the materials that would be considered appropriate eg locally distinctive materials/features that help to contribute to the character and unique local distinctiveness of the area and Mill Road CA in particular. The brief could refer to the need for high quality design and good practice in relation to the public realm. See our advice in 'Streets for All East of England' <https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/> and also <https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/case-studies/>

*Response*

Paragraph 4.7.8 notes that proposals should respond to local townscape and provide appropriate response to the local context, including materials etc. Figure 39 also gives an indication of house typologies and character found elsewhere in Cambridge in relation to scale and massing at least. This is also a level of detail that would normally be set out as part of pre-application discussions, but equally the council has relevant policy requiring high standards of design and the use of materials appropriate to their context. In addition, the Mill Road Conservation Appraisal sets out relevant information on character and materials.

*Action*

No action.

=====

Representation(s)		Nature	Appearance	Soundness Tests
31057	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

This section should highlight the importance of quality design, as per Local Plan policy 57 (Designing new buildings) - re-word 'Opportunities for HIGH QUALITY contemporary design solutions which consider to traditional local styles, MATERIALS and detailing should be incorporated as appropriate.'

*Response*

Local Plan policy stands and would be referenced if an application were submitted for the development of the site. It is not appropriate to repeat policies in a development plan in the Planning and Development Brief.

*Action*

No action.

Paragraph 4.8.1 Site-wide sustainability

Representation(s)		Nature	Appearance	Soundness Tests
31160	Environment Agency (Mr Tony Waddams) [1273]	Support	Not Specified	None

*Summary:*

Section 4.8: In my opinion any redevelopment of this area should give special attention to sustainable urban drainage and environmental conservation betterment.

Notwithstanding the above I attach a copy of the Agency's 'Planning Application Guidance' document for your assistance.

*Response*

Comments duly noted.

*Action*

No action.

Paragraph 4.8.2

Representation(s)		Nature	Appearance	Soundness Tests
31054	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Further consideration should be mentioned and explored such as renewable energy (PVs, Ground source heat pumps) and advanced technologies such as District Heating distribution across the site and in conjunction with the adjacent site south of Mill Road.

*Response*

Proposals for the site will need to comply with Local Plan policies related to energy and carbon reduction. The Council is supportive of the use of renewable energy as part of a hierarchical approach to reducing emissions associated with new buildings. The precise nature of renewable energy will be dependent on the nature of the scheme proposed, including the overall energy strategy, determined through the detailed design and planning application stages in line with the principles set out in the Council's Sustainable Design and Construction SPD.

*Action*

No action.

Paragraph 4.8.3

Representation(s)		Nature	Appearance	Soundness Tests
31056	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

On a site of such scale, a new substation will most likely be required - A possible location for such services should be indicated on the illustrative plan.

*Response*

Provision for new infrastructure such as substations is a matter for the detailed design and planning application stages. As such, it is not considered appropriate to show precise areas for such provision as part of the illustrative plan for the site.

*Action*

No action.



Paragraph 4.8.5

Representation(s)		Nature	Appearance	Soundness Tests
31055	Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

Summary:

Above ground water storage should be allocated, or at least allocated on the illustrative plan

Response

As paragraph 4.8.5 suggests, there are a range of approaches that can be utilised in relation to sustainable drainage for this site. There are opportunities for above ground surface water storage to be integrated into some areas of open spaces as well as other opportunities for features to be integrated into the wider built environment, e.g. green/brown/blue roofs, permeable paving and rain gardens . The precise nature of the surface water drainage strategy will be determined through the detailed design and planning application stages. As such, it is not considered appropriate to show precise areas for drainage within the Planning and Development Brief.

Action

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31000	Mr Edward Leigh [5250]	Object	Not Specified	None

Summary:

Support - Consideration should be given to providing piped access to underground rainwater reservoirs so that property owners with gardens and park attendants can draw on it (using a pump and a flexible pipe). This would obviate the need for ugly water butts, which quickly run dry in the summer.

Response

Support noted. Water conservation measures will need to be implemented in order to meet policy requirements set out in the Local Plan. This could include measures for collecting rainwater , and the Council's preference would be for rainwater to be used for irrigation of communal landscape and private gardens. Precise measures will be identified as part of the detailed design and planning application stages.

Action

No action.

Representation(s)		Nature	Appearance	Soundness Tests
31127	Anglian Water (Sue Bull) [1288]	Support	Not Specified	None

Summary:

I endorse the requirement for the use of SUDs for surface water drainage where at all possible.

Response

Comments duly noted.

Action

No action.

Paragraph 4.8.8

Representation(s)		Nature	Appearance	Soundness Tests
31126	Anglian Water (Sue Bull) [1288]	Support	Not Specified	None

*Summary:*

I am pleased to see the recommendation for the developer to consult with Anglian Water via our pre planning service to enable a drainage strategy to be identified.

Response

Comments duly noted.

Action

No action.

Paragraph 4.8.11 Ecology

Representation(s)		Nature	Appearance	Soundness Tests
31153	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

*Summary:*

4.8.11 to 4.8.20 The Mill Road Depot site could deliver a high quality strategic biodiversity 'hotspot' for the City connecting to a strong city-wide wildlife corridor (railway line) and therefore, we support the inclusion of ecology as part of the environmental considerations. A number of biodiversity features be secured as part of the fabric of the urban environment, such as biodiverse roofs (e.g. brown roofs) and bird / bat access points. Such 'artificial' refuges provide vital resources for urban species, such as Black Redstart, Swifts and invertebrates and would help to achieve a biodiverse 'hotspot' for the city.

Response

Comments duly noted.

Action

No action.

Paragraph 4.8.12

Representation(s)		Nature	Appearance	Soundness Tests
31180	Natural England (Janet Nuttall) [1009]	Support	Not Specified	None

*Summary:*

Proposals to incorporate measures to enhance biodiversity such as tree and other planting, water resources in association with sustainable drainage (SUDs) and landscape features, nesting opportunities for bird and bat species and habitats for insects, are welcomed and should be implemented.

Response

Comments duly noted.

Action

No action.

Paragraph 4.8.18

Representation(s)		Nature	Appearance	Soundness Tests
31181	Natural England (Janet Nuttall) [1009]	Object	Not Specified	None

*Summary:*  
We advise that planting schemes should include native species of local provenance wherever possible to maximise biodiversity gain.

*Response*  
Comments noted. Paragraph 4.8.18 confirms the intention that open spaces and gardens will include native and non-native species in order to maximise biodiversity.

*Action*  
No action.

Paragraph 4.9.1

Representation(s)		Nature	Appearance	Soundness Tests
31154	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

*Summary:*  
Object - reason:  
  
It is suggested that the following text is added after the sentence:  
  
"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."  
  
Add:  
  
"Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning applications submitted to develop the site."

*Response*  
Comments noted. This is a reasonable clarification to the text on the provision of transport measures through the planning application process.

*Action*  
Incorporate proposed change to text in Para 4.9.1. After the following sentence, "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." Add, "Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning applications submitted to develop the site."

Representation(s)	Nature	Appearance	Soundness Tests
31119 NHS England (Ms Kerry Harding) [5842]	Object	Not Specified	None

*Summary:*

Table 1 provides a summary of the capacity position for the GP Catchment Practices once the additional floor space requirements arising from the development proposal are factored in, including an estimate of the costs for providing new floor space and/or related facilities.

There is a capacity deficit in the catchment practices and a developer contribution of £43,900 would be required to mitigate the 'capital cost' to NHS England for the provision of additional primary healthcare services arising directly as a result of the development proposal.

*Response*

The capacity data is a level of detail that will be required at the time of the planning application process but is not needed for the Planning and Development Brief which is setting the broad framework for future planning decision.

*Action*

No action.

Representation(s)	Nature	Appearance	Soundness Tests
30992 Abigail Wills [5028]	Object	Not Specified	None

*Summary:*

There is in no way enough detail here on what is going to happen with regards to school place provision. There is already a catchment 'black hole' by the railway where children are being sent to schools several miles away because of a lack of places at their local catchment school. This issue is going to become critical with this new development, and I see no real council engagement with the specifics of how it is going to be solved. I would like to see concrete suggestions, not vague promises to address the problem at some future point.

*Response*

It is recognised that the proposal for residential development on the Mill Road Depot site will increase the demand for education provision in this area of Cambridge. The Mill Road Depot site will be the subject of a detailed planning application and redevelopment so it is inappropriate to identify specific mitigation proposals at this time.

The Councils are committed to working together through the development of detailed proposals for the redevelopment of the site. The impact of the proposed development will continue to form part of the ongoing planning and commissioning of education provision across the City. This will include exploring all options for increasing capacity to meet the growth in demand arising from the Mill Road Depot and other developments.

*Action*

Amend paragraph 4.9.1 to read: "The development is likely to result in increased demands for community infrastructure such as 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. The Council will work together with Cambridgeshire County Council and other partner organisations to develop an appropriate strategy for the planning and commissioning of education provision across the City including the options for increasing capacity to meet the growth in demand from this development. 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. Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning applications submitted to develop the 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)."

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31117	Sport England (Mr Philip Raiswell) [210]	Support	Not Specified	None

*Summary:*  
Sport England would be happy to advise further on the financial contributions required to provide for sport and recreation needs as part of this development.

*Response*  
Comments duly noted.

*Action*  
No action.



*Appendix A - Glossary of Terms*  
**Paragraph Appendix A - Glossary of Terms**

<i>Representation(s)</i>		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31079	Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

*Summary:*  
Glossary - We would suggest that the terms, 'Conservation Area' and 'Locally Listed Buildings' are added to the glossary.

*Response*  
Agree that the terms 'Conservation Area' and 'Locally Listed Buildings' should be added to the glossary to provide further clarification.

*Action*  
Provide appropriate definitions in the Glossary for the terms 'Conservation Area' and 'Local Listed Buildings'. Conservation Area: Area identified by the City Council, which has 'special architectural or historic interest' which should be protected and enhanced. Conservation Areas are designated heritage assets which merit consideration in planning decisions. Buildings of Local Interest (BLI): Buildings of local interest have been designated because of their architectural merit and, in some cases, their historical associations. The aim of the list is to safeguard the buildings and to ensure that repairs, alterations and extensions are sympathetic to their character. Cambridge has over 1,000 BLIs



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## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

### Table of Proposed Amendments to Mill Road Depot, Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
Front Page	Title	MILL ROAD DEPOT <del>DRAFT</del> <u>PLANNING AND DEVELOPMENT BRIEF</u>
Front Page	Supplementary Title	SUPPLEMENTARY PLANNING DOCUMENT <del>JUNE 2016</del> <u>MARCH 2017</u>
	Footer	<del>DRAFT</del> SUPPLEMENTARY PLANNING DOCUMENT <del>March 2016</del> <u>March 2017</u>
	Contents	1. <del>BACKGROUND</del> <u>INTRODUCTION</u>  Appendix 3: List of Figures
	Fig 1	No change
<b>1</b>	<b>1 INTRODUCTION</b>	
<b>1</b>	<b>Section 1.1 Background</b>	
1	1.1.1	No change
1	1.1.2	The site is 2.7 hectares in area and has the potential to deliver 167 dwellings, as identified in Site Allocation R10 (see figure 2) in the <del>Proposed Submission</del> Cambridge Local Plan (2014) <u>2014: Proposed Submission (hereafter referred to as the emerging Local Plan)</u> . The site presents a good opportunity to provide more homes to meet the growing demand for housing in Cambridge.
1	1.1.3 – 1.1.7	No change

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
2	Fig 2	No change
2	Title of Fig 2	Ordnance survey of site ( <del>extract from Local Plan, 2014</del> )
<b>3</b>	<b>Section 1.2 Purpose and Scope</b>	
3	1.2.1 - 1.2.3	No change
<b>3</b>	<b>Section 1.3 Structure</b>	
3	1.3.1	No change
4	Fig 3	Replaced with new Figure 3.10 in the emerging Cambridge Local Plan
4	Title of Fig 3	Cambridge City Council site allocation for Mill Road Depot site in the <del>draft</del> <u>emerging</u> Local Plan 2014
<b>5</b>	<b>Section 1.4 Planning Policy Context</b>	
5	1.4.1	No change
5	1.4.2	Following the Proposed Submission Consultation <u>on the emerging Local Plan</u> , the Schedule of Proposed Changes to the Cambridge Local Plan 2014: Draft Submission version (March 2014) sets out a description of the site and key requirements as follows:
5	1.4.3	The Mill Road Opportunity Area extends from Donkey Common in the west to Brookfields <u>Hospital</u> in the east. Development in opportunity areas should strengthen character and identity in key corridors of the city. Policy 23 of the Local Plan gives guidance to future development in the Mill Road Opportunity Area. It should:



## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
5	1.4.4	No change
6	Fig 4 – Local Plan Review	Mill Road Depot site identified as draft site allocation R10 within Mill Road Opportunity Area. Commitment to preparation of planning and development brief was identified in the Schedule of Proposed Changes to the Cambridge Local Plan 2014: <del>Draft Submission version</del> (March 2014).
6	Fig 4 – Process of preparation  Future Stages • Adoption of SPD	Title: Process of preparation – the current stage is shown in the box highlighted above <del>(March 2016)</del>  Concurrently following adoption of Cambridge Local Plan (estimated <del>early</del> 2017)
7	<b>Section 1.5 Process of Preparation</b>	
7	1.5.1	No change
7	1.5.2	The <del>draft</del> SPD has been informed by consultation with local stakeholders in the community. Two consultation workshops were held in November 2015 and January 2016 as an opportunity to provide feedback on the emerging proposals for the site. The consultation has shaped the key themes and design principles contained in this SPD. <del>The events were captured in a consultation statement which is provided on the council's website.</del>
7	1.5.3	In addition to this, a formal public consultation period of <del>six</del> <u>seven</u> weeks <del>will be undertaken</del> <u>was undertaken</u> in June-July 2016 when stakeholders <del>will have had</del> the opportunity to give feedback on the draft SPD. <del>The consultation for this SPD is expected to commence in June 2016.</del>
7	1.5.4	Comments received from the consultation period <del>will inform</del> <u>informed</u> the final version of

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		this document, and amendments made to the draft SPD will also reflect: <ul style="list-style-type: none"> <li>• Any amendments to relevant policies in the adopted <del>L</del>ocal <del>p</del>lan; and</li> <li>• Any government policy changes.</li> </ul>
7	1.5.5	No change
7	<b>Section 1.6 Status of this Document</b>	
7	1.6.1	<del>This is the draft version of the Mill Road Depot SPD, and is anticipated to be agreed for consultation at Cambridge City Council Development Plan Scrutiny Sub-Committee by the Executive Councillor for Planning Policy and Transport on 14 March, 2016.</del> <u>The draft Mill Road Depot SPD was agreed for public consultation at Development Plan Scrutiny Sub-Committee on 14 March 2016 and was subject to public consultation from 3 June to 22 July 2016.</u>
7	1.6.2	No change
8	Fig 5	No change
9	<b>2 SITE AND CONTEXT</b>	
9	<b>Section 2.1 Site Location</b>	
9	2.1.1	Mill Road Depot is located off Mill Road, situated to the south-east of Cambridge city centre. It is immediately adjacent to the railway line to the east, and Kingston Street to the west (see figure 5). The site borders Hooper Street to the north and is immediately adjacent to Mill Road east and west local <del>District</del> <del>C</del> entres.
9	2.1.2	No change

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
9	Fig 6	No change
10	Fig 7	No change
10	Fig 8	1880's      1920's      1960's
11	<b>Section 2.2 Site Description</b>	
11	2.2.1	No change
11	2.2.2	The site has always been the location of a number of industrial activities (see figure 8). In the 1880s, the site <del>formed</del> <u>contained</u> a Coprolite Mill, Iron Foundry and Timber Yard. These buildings, located centrally and across the eastern areas of the site, were removed in the 1900s, and a library constructed in the south western corner. The former library has now been converted into a community centre. A Coal Depot was constructed in the 1930s, along with warehouse buildings, which together occupied a large area of the site. The garages to the north-west were constructed in the 1980s. The site became the Council Depot in the 1990s, and more recently, a number of warehouse buildings in the centre of the site were demolished to form a waste segregation area within the depot.
12	Fig 9	Gate <del>at</del> <u>House</u>
13	2.2.3	A garage/servicing centre for council vehicles and a filling station <del>are located at</del> <u>have been relocated to other locations from</u> the northern end of the site. A number of commercial units are <u>still</u> located here which are let out to private companies. In the centre are a number of warehouses and a vehicle wash down area. The central eastern area of the site has until recently been used as a waste transfer station and is currently used for waste segregation and storage. Private garages are located to the north- <del>western</del> <u>eastern</u> corner.

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
13	2.2.4	No change
13	2.2.5	The site is adjacent to a predominantly residential area <del>of</del> Petersfield <del>comprised of</del> <u>comprising</u> two-storey terraced housing, although a large warehouse and yard is located to the south of a row of shops / flats on the south side of Mill Road, <u>though permission has now been granted for residential development on part of this site</u> . There are also a number of independent shops, <u>café</u> s, bars and public houses that are situated on Mill Road.
13	2.2.6	No change
13	Fig 10	No change
14	Fig 11	<i>Amended title: <u>Motor vehicle</u> vehicular access</i> <i>Amended figure to include one way movements.</i>
15	2.2.7	No change
15	2.2.8	<del>The residential streets to the west of the depot site are narrow and can be busy routes. and north of the Depot are narrow and are heavily parked in the day and in the evenings. Two road closures on Gwydir Street and Hooper Street are designed to prevent through traffic from Mill Road reaching Newmarket Road/East Road. These are important vehicular and pedestrian routes linking Mill Road to Newmarket Road and the north part of Petersfield ward. Kingston Street has parking on one side of the road which makes it difficult for cars to pass in both directions in a</del> <u>is one-way, with traffic moving in a south bound direction and pavements to both sides</u> . Pavement widths are also restricted. There is a road block which prevents vehicular access onto Kingston Street from Hooper Street, restricting vehicular movement from re-joining Mill Road.

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
15	2.2.9	No change
15	2.2.10	There is excellent accessibility to Cambridge Railway Station, a short 5 minute walk in a southerly direction from the site. Bus links are also good with the Citi 2 bus route connecting Mill Road with Cambridge City Centre and Addenbrooke's. The Beehive Centre, a 13 minute walk away, is serviced by the 114, 17 and 196 bus routes, linking the centre to locations including Waterbeach and Newmarket.
16	Fig 12	<i>Amended figure to include proposed future foot/cycle bridge connection</i>
17	2.2.11	No change
17	2.2.12	It is proposed that the Chisholm Trail will be a new north-south cycle route that will run along the railway line on the easterly side of the site. This will provide a high quality link to the station and to the planned Cambridge North station at its northerly end. <u>It is currently proposed that the main route will follow Ainsworth Street, and at Hooper Street, go diagonally across a section of the Women's Resource Centre space enter the site from the north-east via a new cycle/foot bridge from the Ridgeons Site and descend alongside the railway. A local link shall be provided through the new housing development back up to Hooper Street/Ainsworth Street. At its southerly end, when approaching from the Cambridge railway station, the trail will also follow the boundary of the railway and pass under a side arch of the Mill Road bridge and provide a safe link to the Mill Road junction via a route around the back of the Language School and Free Library building. This path. These routes will need to be incorporated into any potential plans for the site, unless better alternatives can be identified through the planning application process.</u>
17	New para <u>2.2.13</u>	<u>In the event that the bridge connection is not delivered, the Chisholm Trail could be delivered via new local connections on the depot site via Hooper Street and Ainsworth Street.</u>

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
18	Fig 13	<p><i>Amended the names of the following public green spaces:</i></p> <ul style="list-style-type: none"> <li>- New Park Square</li> <li>- Parkside Peter's Field</li> <li>- Coleridge Recreation <u>Ground</u></li> </ul>
19	<del>2.2.13</del> <u>2.2.14</u>	<p><i>Amend bullet points as follows:</i></p> <ul style="list-style-type: none"> <li>• St. Matthew's Piece – 0.6ha (11 min walk), playground facilities for young and old children.</li> <li>• Romsey Recreation <u>Ground</u> – 1.9ha (15 min walk), public park with a children's playground, green open space and mature trees.</li> <li>• Coldhams Lane play area – 0.6ha (17 min walk)</li> <li>• New Square Park – 0.75ha (16 min walk), green open space with planting.</li> <li>• Parker's Piece – 9ha (9 min walk), green common near the town centre for recreational activities such as football and cricket.</li> <li>• <del>Parkside</del> <u>Peter's Field</u> – 0.9ha (9 min walk)</li> <li>• Coleridge Recreation <u>Ground</u> - 4ha (10 min walk), football field, tennis court, paddling pool and a <del>newly refurbished</del> children's playground.</li> </ul>
19	<del>2.2.14</del> <u>2.2.15</u>	No other change
20	Fig 14	<p><i>Added an orange box to the legend with the following text:</i></p> <p>'Private Leased Garages'</p>
21	<del>2.2.15</del> <u>2.2.16</u>	No other change
22	Fig 15	<i>Amended figure to include proposed future foot/cycle bridge connection</i>

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
23	<del>2.2.16</del> <u>2.2.17</u>	No other change
23	<del>2.2.17</del> <u>2.2.18</u>	No other change
23	<del>2.2.18</del> <u>2.2.19</u>	Vehicular access, both ingress and egress to the depot is restricted to the Mill Road entrance currently. The garages to the north-west <del>off</del> <u>of</u> the site are accessed via Hooper Street.
23	<del>2.2.19</del> <u>2.2.20</u>	No other change
24	Fig 16	<i>Amend the following on the figure:</i> <ul style="list-style-type: none"> <li>- Old Library building to be 'Tall single storey'</li> <li>- Adjacent building to be '3 storey'</li> <li>- Next door but one buildings to be '2 storey'</li> </ul>
25	<del>2.2.20</del> <u>2.2.21</u>	No other change
25	<del>2.2.21</del> <u>2.2.22</u>	No other change
26	Fig 17	<i>Amend to add fill to make Conservation Area extent clear</i>
27	<del>2.2.22</del> <u>2.2.23</u>	No other change
27	<del>2.2.23</del> <u>2.2.24</u>	No other change
27	<del>2.2.24</del> <u>2.2.25</u>	No other change
27	<del>2.2.25</del> <u>2.2.26</u>	No other change

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
27	<del>2.2.26</del> <u>2.2.27</u>	The main issues for the Mill Road Conservation Area, as identified in the <del>Conversation</del> <u>Conservation</u> Area Appraisal and of relevance to the depot site are:
27	<del>2.2.27</del> <u>2.2.28</u>	No other change
27	<del>2.2.28</del> <u>2.2.29</u>	No other change
27	<del>2.2.29</del> <u>2.2.30</u>	No other change
28	Fig 21	No change
29	<del>2.2.30</del> <u>2.2.31</u>	No other change
29	<del>2.2.31</del> <u>2.2.32</u>	There are a number of buildings on site that the Council has identified as negative buildings that have relatively less historic or design merit than other buildings in the area. These are shown in figure 20. These are not identified in the Area's Conservation Appraisal document but, similar to the buildings identified in the Appraisal, make a negative contribution to the Mill Road Conservation Area. It is therefore deemed appropriate to remove these and replace them with buildings that will enhance the character and setting of the Mill Road <del>e</del> <u>C</u> onservation <del>a</del> <u>A</u> rea.
29	<del>2.2.32</del> <u>2.2.33</u>	No other change
30	Fig 22	<i>Amend key to read:</i>  Public <u>Green Space</u>  Important trees (as identified in Conservation <del>a</del> <u>A</u> rea <del>a</del> <u>A</u> ppraisal)



## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		<i>Amend figure to differentiate more between 'Important Trees' and 'Prominent Lime Trees'</i>
31	<del>2.2.33</del> <u>2.2.34</u>	Mature trees make a significant contribution to the appearance and character of the Conservation Area. There is a row of mature trees to the north of the site to the south side of Hooper Street that are important to the streetscape and must be protected and enhanced under the <del>Area's</del> Conservation <u>Area</u> Appraisal document. The trees at the southern end of the site adjacent to the bridge and language school are also important.
31	<del>2.2.34</del> <u>2.2.35</u>	No other change
32	Fig 23	No change
32	Fig 24	No change
33	<del>2.2.35</del> <u>2.2.36</u>	No other change
33	<del>2.2.36</del> <u>2.2.37</u>	A noise assessment will be required to identify the potential impact of noise levels from the railway on the amenity of new residents of the Mill Road <del>d</del> Depot site. Attenuation measures may be necessary and innovative design solutions sought. A number of measures can be introduced to control the source of, or limit exposure to, noise and vibration as necessary.
33	<del>2.2.37</del> <u>2.2.38</u>	Given its present and historical industrial uses, there are pockets of contamination onsite. Cambridge City Council commissioned a survey in 2015 to identify the extent and impact of this on future development. The findings showed a general north-south split in terms of contamination across the site ( <u>EPS Report: Phase I and II Geo-Environmental Assessment dated 19<sup>th</sup> January 2016</u> ).

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
33	<del>2.2.38</del> <u>2.2.39</u>	No other change
33	<del>2.2.39</del> <u>2.2.40</u>	No other change
33	<del>2.2.40</del> <u>2.2.41</u>	No other change
33	<del>2.2.41</del> <u>2.2.42</u>	The site lies within Flood Zone 1, defined by the National Planning Policy Framework (NPPF), and therefore has the lowest potential risk of fluvial or tidal flooding. There are minor surface water issues that can be mitigated against through good design. Opportunities exist to introduce sustainable <del>urban</del> drainage systems such as ditches, swales and ponds as part of future proposals.
33	<del>2.2.42</del> <u>2.2.43</u>	No other change
34	Fig 25	No change
35	<b>Section 2.3 Summary of Opportunities and Constraints</b>	
35	2.3.1	No change
35	2.3.2	<i>Amend bullet point as follows:</i> <ul style="list-style-type: none"> <li>• The <del>L</del>anguage <del>S</del>chool site and buildings are not in City Council ownership;</li> </ul>
35	2.3.3	No change

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
36	<b>3 VISION AND KEY PRINCIPLES</b>	
36	<b>Section 3.1 Vision</b>	
36	1 <sup>st</sup> paragraph	“Mill Road Depot site will become a popular residential neighbourhood, creating a network of pedestrian, cycle routes and open spaces which connect the site to the surrounding Petersfield neighbourhood, and key destinations elsewhere in the city. The development will establish a varied mix of approximately 167 new dwellings, including a significant proportion of affordable homes.
36	2 <sup>nd</sup> paragraph	The design will respect the typical form, scale and character of buildings and streets in the Mill Road Conservation Area, exploiting opportunities to incorporate taller buildings up to four storeys adjacent to the railway at the eastern boundary of the site. The proposals will respond to the site's key opportunities and constraints, including the provision of a single point of general vehicular access from Mill Road alongside a low level of car parking provision.”
37	<b>Section 3.2 Principles</b>	
37	3.2.1	No change
37	3.2.2	Housing is the principal land use for the Depot site and will include a significant proportion of affordable housing. A range of different affordable delivery models will be considered, with an overall ambition of 40% affordable housing as a minimum target. Community uses could also be provided.
37	3.2.3	Proposals should provide a contextual approach to scale and massing in response to the typical domestic scale of development on surrounding streets and the less sensitive edge presented by the railway corridor to the east of the site. The proposals should retain the Listed former Free Library building, the L language school and the gGate

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		<p>House building towards the south of the site. There is also an opportunity to keep and refurbish the coach houses on the western edge of the site. The block of garages to the north should be retained in the short-term but any scheme should be capable of accommodating their phased, future redevelopment.</p> <p><u>Subject to their appropriate reconfiguration, it might be possible for some or all of the garages to be redeveloped.</u></p> <p>Development should be arranged around a dominant north-south grain of streets and spaces. Opportunities for integrated, sustainable design solutions should also be pursued.</p>
37	3.2.4	No change
38	Fig 26	<i>Amend Figure to take account of other changes to Figures 27, 28, 33 and 43.</i>
39	<b>4 DEVELOPMENT PARAMETERS</b>	
39	<b>4.1 Overview</b>	
39	4.1.1 – 4.1.3	No change
40	Fig 27	<p><i>Amend figure as follows to:</i></p> <p><i>Include the proposed future foot/cycle bridge connection</i></p> <p><i>Link the planned Chisholm Trail route on Ainsworth Street to the local site network</i></p> <p><i>Close proposed through route to Chisholm Trail alongside Mill Road Bridge</i></p> <p><i>Remove annotation on figure referring to 'houses'</i></p>

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		<i>Add reference on key to allow 'flexibility to provide community uses elsewhere on the site subject to design development'</i>
41	<b>4.2 Site Layout</b>	
41	4.2.1	The site layout (see figure 27) assumes the retention of the existing access route running north-south through the site from the Depot entrance at Mill Road towards the garages to the north. This alignment is informed by the retention of the Grade II Listed Building and undesignated <del>Gateway</del> <u>Gate House</u> building at the entrance to the site.
41	4.2.2 – 4.2.3	No change
41	4.2.4	Tertiary pedestrian and cycle links will complement the dominant north-south grain and the secondary east-west linkages. Of particular importance is the Chisholm Trail which coincides with the eastern boundary to the site adjacent to the railway. <u>Current proposals envisage a ramp up to a new bridge connection over the railway for cyclists which will connect the Chisholm Trail to the Ridgeons site to the north-east. Opportunities also exist for local cycle connections to be made through the depot site via Hooper Street and Ainsworth Street to the north. Cycle connections from Mill Road into the site will be carefully managed around existing access requirements to improve the safety of the existing junction. Further details are set out in section 4.3.</u>
41	4.2.5 – 4.2.6	No change
42	Fig 28	<i>Amend figure as follows to:</i>  <i>Include the proposed future foot/cycle bridge connection</i>  <i>Link the planned Chisholm Trail route on Ainsworth Street to the local site network</i>

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		<i>Close proposed through route to Chisholm Trail alongside Mill Road Bridge</i>
43	<b>4.3 Transport and Access</b>	
43	4.3.1	No change
43	4.3.2	<u>Proposals should demonstrate how wider cycling patterns have been considered to ensure an integrated approach in the local area and in particular</u> <del>Proposals should make full provision for the delivery of the Chisholm Trail cycle route which will enter the site from the south via the arch formed by the railway bridge at the southern boundary of the site. The route should be incorporated within the demise of Depot site ownership, running parallel to the railway line. As currently proposed, the route could ramp up to a bridge connection over the railway towards the Ridgeons site to the north (see figure 28). In this scenario, local cycle connections to the depot site itself, and heading north via Hooper Street / Ainsworth Street could be achieved via east-west links between the at-grade section of the main Chisholm Trail and primary vehicle routes through the depot. In the event that the bridge connection is not possible, the Chisholm Trail would run along the eastern boundary of the site and reconnect and reconnecting to the on-street network at Hooper Street through the new housing development. This Chisholm Trail proposals (see figure 28) assume a parallel north-south route to the east of the railway line. Proposals should demonstrate how wider cycling patterns have been considered to ensure an integrated approach in the local area.</del>
43	4.3.3	For the purposes of the SPD, it is assumed that the <u>main Chisholm Trail running down the eastern boundary of the site</u> would be accommodated as an off-road, segregated route with a minimum <u>right-of-way</u> of 6m width, or otherwise identified in guidance on the Chisholm Trail. <u>Other local links will be provided at an appropriate lower width.</u> Opportunities to incorporate other objectives such as biodiversity mitigation, drainage or landscape planting should be pursued.

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
43	4.3.4	<p>Proposals will be required to demonstrate an appropriate cycling strategy in terms of the immediate site, and wider cycling journeys which interface with the site. Particular attention will be required to illustrate how cyclists heading east from the City Centre join the Chisholm Trail. <del>There is a natural desire line for cyclists to enter the site of the Mill Road Depot junction and join the Chisholm Trail (heading north of south) via the path in front of the language school. Cyclists will be directed from the Mill Road junction to follow the vehicular route into the site and links will be provided through the housing to join up with the Chisholm Trail.</del> Although pedestrian movements will be permitted, a direct cycle connection from the Mill Road junction to the Chisholm Trail running along the southern boundary of the site will be prevented to deter these movements. Surface materials and streetscape design (e.g. staggered bollards) will be used to assist in the management of these movements. Instead, cyclists will be required to use the existing north-south street into the site using the proposed east-west connection north of the gatehouse building to reach the Chisholm Trail. Existing access to the south of the library and language school will continue to apply. Proposals will require careful design review in the context of potential junction enhancements (see below) to ensure a safe, formalised means of access. <del>Although northward movements will be possible, the County Council might seek to encourage principal strategic cycle journeys via the branch of the Chisholm Trail to the east of the railway bridge. The proposed bridge connection and ramp should be carefully designed as a simple, elegant structure to avoid impact on adjacent development parcels.</del></p>
43	4.3.5 – 4.3.6	No change
44	Fig 29 - 32	No change
45	4.3.7 – 4.3.10	No change
45	4.3.11	Developers will be encouraged to incorporate a traffic calmed environment using street design and intersecting cross routes to create a natural reduction in speeds, and a

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		<u>design speed of no more than 20mph. Shared surface environments for all modes</u> should be employed including for the retained route adjacent to the coach houses at the western edge of the site.
45	4.3.12	No change
45	New para <u>4.3.13</u>	<u>Existing Network Rail access arrangements will be maintained at the southern end of the site. Subject to discussion with Network Rail, an opportunity might exist to relocate this access point further north to simplify vehicle movements at the Mill Road junction. The illustrative masterplan (fig 43) reflects the existing arrangements.</u>
45	<del>4.3.13</del> <u>4.3.14</u>	No other change
45	<del>4.3.14</del> <u>4.3.15</u>	No other change
45	<del>4.3.15</del> <u>4.3.16</u>	No other change
45	<del>4.3.16</del> <u>4.3.17</u>	Safe and secure cycle parking should be provided and should accord with Cambridge City Council's policy requirements. Cycle parking should be considered early in the design process with an emphasis on Sheffield stands or within garages where appropriate. <u>Reference should be made to the council's Cycle Parking Guide for New Residential Developments" (2010).</u>
46	Fig 33	<i>Amend 'Gatehouse Court' to read 'Gate<u>H</u>ouse Court'</i>
47	<b>4.4 Open Space</b>	
47	4.4.1	No change



## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
47	4.4.2	In this context, the open space strategy focused on two primary spaces; a new space adjacent to Mill Road bordered by the Chisholm Trail as it enters the site and an open space to the north in closer proximity to Hooper Street. This spatial strategy supports initial guidance / advice relating to sustainable urban drainage ( <del>SUDS</del> ) which is likely to necessitate a minimum space allocation for on-site attenuation requirements in close proximity to existing infrastructure at the north and south of the site. Further guidance is set out in section 4.8.
47	4.4.3 – 4.4.4	No change
47	4.4.5	Street trees should be planted on the primary north-south streets, the Chisholm Trail and to mark the boundaries of key open spaces. Species should be selected to establish a sense of hierarchy through the streets and spaces including larger trees on key routes, junctions and spaces. Opportunities to establish early planting regimes will be encouraged alongside other key elements of site infrastructure to accelerate place-making benefits for new streets and urban spaces on the <del>D</del> depot site.
47	4.4.6	New development schemes should take a proactive approach in consulting with the Conservation team and Tree Officers to review the strategy <del>to</del> for retention and selective removal / replacement. For example, the existing mature trees at the south eastern corner of the site form a distinctive boundary to the site which might require active stewardship and management through appropriate surveys and interventions.
47	4.4.7 • The Limes	No change
48	Fig 34 - 37	No change
49	4.4.7	No change

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
	<ul style="list-style-type: none"> <li>Mill Park</li> </ul>	
49	4.4.7 <ul style="list-style-type: none"> <li>Eagle Foundry Walk</li> </ul>	No change
49	4.4.7 <ul style="list-style-type: none"> <li>Chisholm Trail</li> </ul>	A 6m zone should be reserved at the eastern edge of the site to accommodate, the <u>main</u> segregated off-road Chisholm Trail. This linear route will make allowance for a <u>3m wide</u> 2-way cycleway and a <u>2m wide</u> separated <u>cycle pedestrian</u> zone alongside <u>1m+ wide</u> of appropriate public realm and planting. The route could form part of a wider green infrastructure strategy with biodiversity and drainage functions. Early liaison with relevant officers at the City Council and County Council will be required to ensure integration with wider design proposals for this city-wide cycling strategy. Careful consideration of patterns of cycle and pedestrian movement across the wider Depot site will be required to mitigate potential conflicts and safety issues.
49	4.4.7 <ul style="list-style-type: none"> <li>Gate_____House Courtyard</li> </ul>	The illustrative scheme highlights the potential for a new local square adjacent to the retained and refurbished Gatehouse building. Depending on the exact layout and mix / disposition of uses, this could have a community focus, or take on a semi-public character with connections to adjacent community uses including a nursery.
49	4.4.8 – 4.4.9	No change
49	4.4.10	All proposals for the site should use shadow studies at different times of the year to demonstrate that the public open space receives a reasonable amount of sunlight.
50	Fig 38	No change
51	<b>4.5 Uses</b>	
51	4.5.1 – 4.5.4	No change

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
51	4.5.5	Any planning application on the Depot 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. Consultation on the emerging proposals for Mill Road has pointed towards a need for new community uses. <del>this will be considered in the context of a wider review of community resources by the Council which is due for completion in Summer 2016.</del> Also, the Council's Draft Community Centre Strategy Review (January 2017) identified that future development at the Mill Road Depot site may create need for, and opportunity to develop, additional community provision.
51	4.5.6	<p>The exact approach will be dictated through the development of a more detailed brief. The City Council will work with partners to understand the following:</p> <ul style="list-style-type: none"> <li>• The potential for reprovision of the Women's Resource Centre (currently occupying the building in the north-east corner of the site). It is important to consider whether co-location with other community activities is appropriate, or whether separate standalone facility is more suitable.</li> <li>• The need for flexible community spaces such as a new hall or community meeting rooms will be considered. Opportunities to make connections with adjacent open space proposals should be sought.</li> <li>• Demand and need for a nursery space will be explored as a potential "anchor" community use.</li> <li>• Consider the aspirations of the Language School which is outside of the ownership of Cambridge City Council.</li> <li>• Other acceptable non-residential uses could include a small proportion of bespoke workspace, for example, potentially arranged as live-work units as part of the refurbished coach house units <u>and/or as creative arts studios.</u></li> <li>• <u>The potential for a suitably located small café.</u></li> </ul>
52	Fig 39	<i>Changed photographs to better illustrate appropriate scale and massing examples of housing typologies in Cambridge</i>

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
53	<b>4.6 Building Heights and Types</b>	
53	Fig 40 - 41	No change
53	4.6.1 – 4.6.4	No change
53	4.6.5	Opportunities exist to refurbish the existing coach house style block (see figure 41) at the western boundary of the site. This building could divide into a range of bespoke, small 1-2 bed homes with a "mews" character (see figure 40). <u>Opportunities might also exist for conversion to non-residential uses similar to the former Rattee &amp; Kett building.</u>
53	New Para <u>4.6.6</u>	<u>Figure 39 illustrates a range of relevant contemporary residential schemes in Cambridge which provide precedent for the potential scale, mass and character of a future scheme for Mill Road Depot.</u>
54	Fig 42	No change
55	<del>4.6.6</del> <u>4.6.7</u>	A range of building heights should be provided across the site to create visual interest and character (see figure 42). It is vital that detailed proposals respond to the wider context established in the Mill Road <del>e</del> <u>C</u> onservation <del>a</del> <u>A</u> rea. The key characteristics are set out in chapter 2.
55	<del>4.6.7</del> <u>4.6.8</u>	In broad terms, typical building heights are likely to follow a distinct east-west pattern across the site. The westerly line of building frontages, potentially involving the retained coach house style buildings, proposed for refurbishment form a tight two storey edge at the western boundary of the site adjacent to private gardens to the rear of properties on Kingston Street. Buildings in the centre of the site will typically involve 2-3 storeys depending on the exact house types proposed. At the eastern edge of the site, it is proposed that the apartment buildings increase up to 4 storeys. Façades of any apartment building will need to be broken down to avoid the appearance of a long, horizontal edge to the railway line. A taller buildings, e.g. maximum of 5 storeys, could

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		be appropriate at the south eastern edge of the site.
55	<del>4.6.8</del> <u>4.6.9</u>	No other change
55	<del>4.6.9</del> <u>4.6.10</u>	<p>Any planning application will be required to submit a townscape assessment and heritage statement in support of proposals. These assessments should demonstrate a thorough understanding of local context and key views. An initial appraisal of the 4 storey apartment buildings has been undertaken. Although few buildings in the conservation area reach four storeys it is considered that this scale is likely to be appropriate for the following reasons:</p> <ul style="list-style-type: none"> <li>• Aside from the Grade II listed building and Gate_House building, the Depot site does not make a positive contribution to the character and setting of the conservation area. It has major potential for change, and it is vital to set out a positive context for investment.</li> <li>• The proposed apartment blocks are situated at the edge of the conservation area and benefit from significant separation from existing streets and views at Kingston Street to the west (by virtue of the geographical separation and the likely screening effect of existing / proposed 2/3 storey properties). To the east, views from Great Eastern Street and Mill Road are mitigated by the horizontal distance associated with the railway, the raised road level of the bridge and the natural screening effect of the existing mature trees and planting off Mill Road.</li> <li>• The Council will seek to ensure that proposals are of the highest design quality and properly broken down to avoid long, horizontal façades.</li> </ul>
55	<del>4.6.10</del> <u>4.6.11</u>	No other change
56	Fig 43	<p><i>Amend figure as follows to:</i></p> <p><i>Remove direct link across Hooper Street from Ainsworth Street to the site</i></p> <p><i>Close proposed through route to Chisholm Trail alongside Mill Road Bridge</i></p>

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		<i>Also add note to the Figure to emphasise its illustrative nature</i>
57	<b>4.7 Character and Form</b>	
57	Fig 44	<i>Amend figure to match Fig 43</i>
57	4.7.1	No change
57	4.7.2	<del>Existing</del> <u>Proposed</u> streets and blocks should respond to the surrounding context as described in the Conservation Area Appraisal. A dominant north-south street pattern is suggested alongside more secondary east-west links. The street grain and approach to massing will play a key role in establishing a framework which responds to the terraced character and form that exists in streets in the surrounding conservation area.
57	4.7.3	Buildings should be oriented to overlook streets and public spaces, with layouts following the principles identified in best practice guidance such as <u>Secured by Design</u> .
57	4.7.4	As illustrated on figure 44, the illustrative approach does not preclude the phased redevelopment of the existing garage blocks at the north-west corner of the site. Early work indicates that the 167 home target can be accommodated without redeveloping the garages. <u>It might be possible for some or all of the garages to be redeveloped if appropriately reconfigured.</u> Subject to the expiration of existing long leaseholds, it would be possible to develop this parcel as a small collection of houses to address Hooper Street in a later phase beyond the plan period. <del>Provision</del> <u>Consideration of taller floor-to-ceiling heights at ground floor level for some buildings would enable them to be adapted in future for alternative uses, subject to the use being suitable within its context.</u>
58	Fig 45 - 48	No change

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
59	4.7.5	Buildings should be oriented to overlook streets and public spaces, with layouts following the principles identified in Secured by Design.
59	4.7.6 – 4.7.7	No change
60	Fig 49 - 52	No change
61	4.7.8 – 4.7.9	No change
61	Fig 53	No change
62	<b>4.8 Environmental Considerations and Sustainability</b>	
62	4.8.1	<p>Creating a sustainable development should be a priority underpinning the redevelopment of the Mill Road Depot site. A site wide approach should be employed to address environmental, social and economic issues. Development should comply with the <u>Cambridge Council's</u> Sustainable Design and Construction SPD and propose strategies for the following relevant issues:</p> <ul style="list-style-type: none"> <li>• Health and well-being of future residents</li> <li>• Energy efficiency of new buildings</li> <li>• Design for climate change</li> <li>• Water use</li> <li>• Flood mitigation —SUDs</li> <li>• <u>Sustainable Drainage</u></li> <li>• Use of materials and resources</li> <li>• Waste and recycling</li> <li>• Employment opportunities</li> <li>• Pollution</li> <li>• Transport and mobility</li> </ul>

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
62	4.8.2	No change
62	4.8.3	The Local Plan allocation made reference to the provision of a district energy centre. More recent work has indicated that this <del>might not be</del> <u>is technically suitable</u> <u>feasible</u> for the site, <u>but not viable</u> . A combination of passive design solutions and building design solutions should form the basis of site energy strategies for future schemes.
62	4.8.4	No change
62	4.8.5	Above ground multi-functional storage could play an important role, together with a combination of sustainable drainage source control features such as rain gardens, permeable paving, swales, rills and green/brown roofs. Increased source control employed would mean that less underground storage will be required. On plot storage could provide around 5-10 cubic metres of storage per property if a parking space is provided.
62 -63	4.8.6 – 4.8.11	No change
63	4.8.12	Initiatives that could be considered are: <ul style="list-style-type: none"> <li>• Tree and other planting where appropriate (see section 4.3 above).</li> <li>• Water resources in association with SUDs <u>sustainable drainage</u> and landscape features where possible</li> <li>• Nesting opportunities for a variety of bird and bat species</li> <li>• Habitats for insects</li> </ul>
63	4.8.13 – 4.8.15	No change
63	4.8.16	The sites should be viewed in the wider context to see how ecological connectivity between surrounding gardens, the railway line and new on site habitats may be enhanced during the master planning process. This should include detail such as gaps



## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		in garden fences to provide access for hedgehogs. <u>The detailed design proposals should take account of the objectives of the Cambridgeshire Green Infrastructure Strategy (2011), and the checklist in Natural England's Green Infrastructure Guidance.</u>
63	4.8.17	The SUDs <u>sustainable drainage</u> design guide principles should be promoted to encourage the use of green, brown, biodiverse roofs, swales and attenuation ponds with ecological and recreational value.
63	4.8.18	Open Sspaces and gardens should include native and non-native species trees, shrubs and herbaceous plants to provide a wide range of nesting, roosting and foraging opportunities throughout the year. There is potential to engage new residents with information packs on wildlife gardening principles.
63	4.8.19	No change
63	4.8.20	The new residents will be well placed to use the new Chisholm tTrail and existing Sustrans route to the south to explore Milton Country Park, RSPB Fen Drayton, Clay Farm Green Corridor and Trumpington Meadows Country pPark. On site interpretation or homeowner welcome pack could promote these natural sites.
64	<b>4.9 Planning Obligations</b>	
64	4.9.1	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. <u>The Council will work together with Cambridgeshire County Council and other partner organisations to develop an appropriate strategy for the planning and commissioning of education provision across the City including the options for increasing capacity to meet the growth in demand from this development.</u> It is also possible that in addition to the provision of the

## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
		Chisholm Trail through the site, other transport improvements will be needed off site. <u>Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning applications submitted to develop the site.</u> 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).
65	<b>APPENDIX A: GLOSSARY OF TERMS</b>	
65	<i>Insert between 'Biodiversity' and 'Built form'</i>	<ul style="list-style-type: none"> <li>• <b>Buildings of Local Interest (BLI):</b> Buildings of local interest have been designated <u>because of their architectural merit and, in some cases, their historical associations.</u> The aim of the list is to safeguard the buildings and to ensure that repairs, alterations and extensions are sympathetic to their character. Cambridge has over 1,000 BLIs.</li> </ul>
65	<i>Insert between 'Character and Form' and 'Development Principles'</i>	<ul style="list-style-type: none"> <li>• <b>Conservation Area:</b> Area identified by the City Council, which has 'special architectural or historic interest' which should be protected and enhanced. <u>Conservation Areas are designated heritage assets which merit consideration in planning decisions.</u></li> </ul>
66	<i>Sustainable Urban Drainage Strategy (SuDS)</i>	<ul style="list-style-type: none"> <li>• <b>Sustainable Urban Drainage Strategy (SuDS):</b> 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.</li> </ul>
67	<b>APPENDIX B: RELEVANT CAMBRIDGE LOCAL PLAN POLICIES</b>	
67	Policy 51	<del>Lifetime Homes and Lifetime Neighbourhoods</del> <u>Accessible Homes</u>

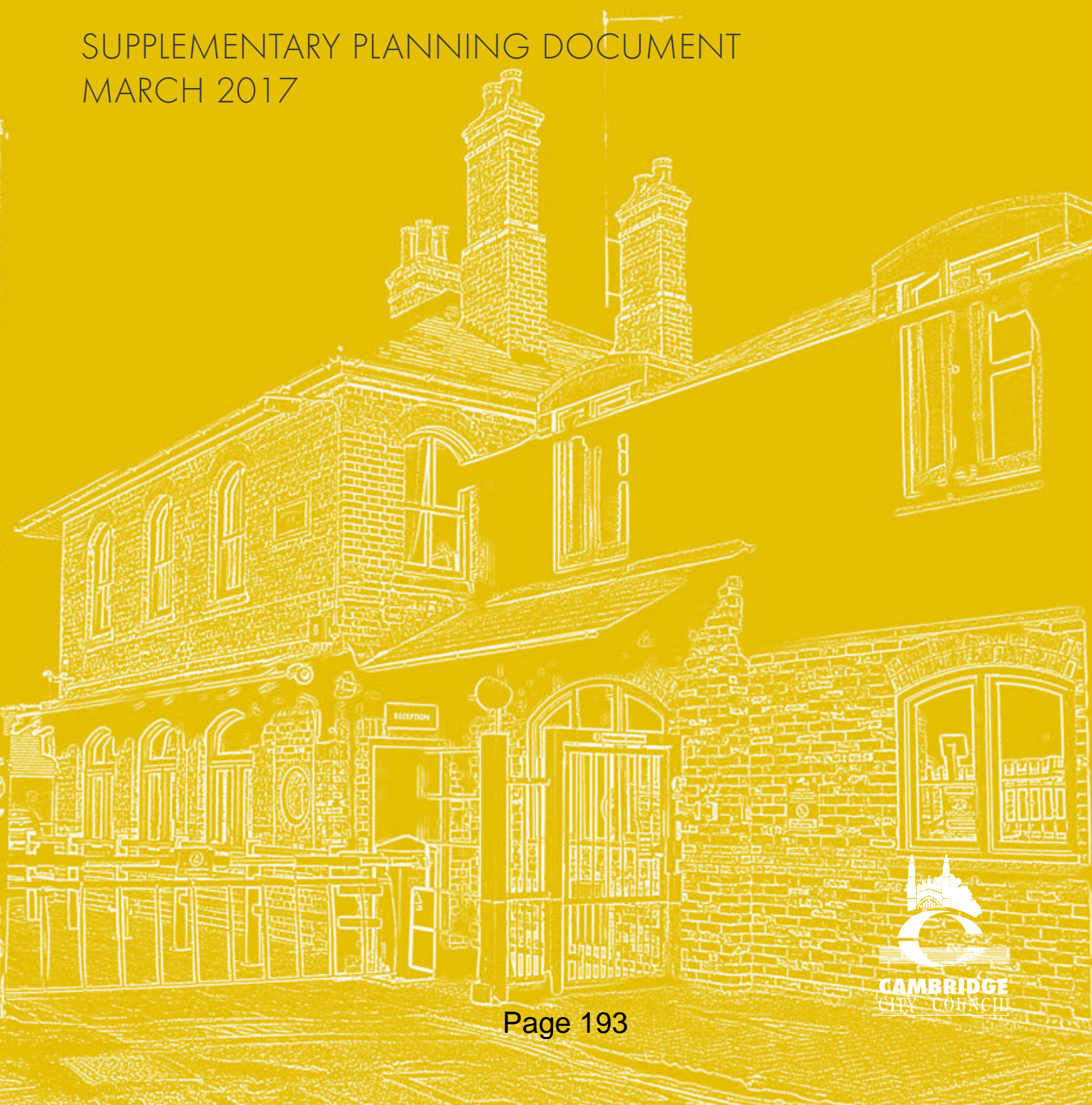
## Appendix C: Table of Proposed Amendments to Draft Planning and Development Brief

Page	Paragraph/Figure	Proposed Modification
68	<b>APPENDIX C: LIST OF FIGURE NUMBERS</b>	
68	Page 2, Figure 2	Ordnance survey of site ( <del>extract from Local Plan, 2014</del> )
68	Page 4, Figure 3	Cambridge City Council site allocation for Mill Road Depot site in the <del>draft</del> Cambridge Local Plan 2014: <u>Proposed Submission</u>
68	Page 14, Figure 11	<u>Motor vehicle</u> <del>vehicular</del> access

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# MILL ROAD DEPOT PLANNING AND DEVELOPMENT BRIEF

SUPPLEMENTARY PLANNING DOCUMENT  
MARCH 2017





# CONTENTS

<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	Background	1
1.2	Purpose and scope	3
1.3	Structure	3
1.4	Planning policy context	5
1.5	Process of preparation	7
1.6	Status of this document	7
<b>2</b>	<b>SITE AND CONTEXT</b>	<b>9</b>
2.1	Site location	9
2.2	Site description	11
2.3	Summary of opportunities and constraints	35
<b>3</b>	<b>VISION AND KEY PRINCIPLES</b>	<b>36</b>
3.1	Vision	36
3.2	Principles	37
<b>4</b>	<b>DEVELOPMENT PARAMETERS</b>	<b>39</b>
4.1	Overview	39
4.2	Site layout	41
4.3	Transport and access	43
4.4	Open space	47
4.5	Uses	51
4.6	Building heights and types	53
4.7	Character and form	57
4.8	Environmental considerations and sustainability	62
4.9	Planning obligations	64
	<b>Appendix 1: Glossary of Terms</b>	<b>65</b>
	<b>Appendix 2: Relevant Local Plan references</b>	<b>67</b>
	<b>Appendix 3: List of Figures</b>	<b>68</b>





**Fig 1** Aerial photograph with Mill Road Depot site highlighted for context



# 1 INTRODUCTION

## 1.1 BACKGROUND

- 1.1.1 Mill Road Depot (see figure 1) is the main site for many of Cambridge City Council's services, including waste disposal, maintenance, storage, and a garage servicing centre for its vehicles. It also incorporates Council office space, commercial lettings, two community facilities and leased garages. The Council's decision in October 2014 to relocate the Depot to Waterbeach, following the creation of a single shared waste facility with South Cambridgeshire District Council (SCDC), has freed up the site for redevelopment. The Council has already reduced the activities carried out on site and plan to vacate the site and buildings in the near future.
- 1.1.2 The site is 2.7 hectares in area and has the potential to deliver 167 dwellings, as identified in Site Allocation R10 (see figure 2) in the Cambridge Local Plan 2014: Proposed Submission (hereafter referred to as the emerging Local Plan). The site presents a good opportunity to provide more homes to meet the growing demand for housing in Cambridge.
- 1.1.3 Mill Road Depot is situated centrally within the Mill Road Opportunity Area, identified in Policy 23 of the emerging Cambridge Local Plan. Any potential re-development of the depot site should support and strengthen the character and distinctive local community of the Mill Road area.

### Process of preparation

- 1.1.4 Cambridge City Council appointed Allies and Morrison Architects to prepare a draft planning and development brief to the editorial control of the council as "client". As part of this process, there have been two stages of informal local consultation held as well as input from key local stakeholders."
- 1.1.5 In November, 2015, a workshop in the local area of the site was organised to focus on the issues and priorities for the future development of the site. This event provided an opportunity for local residents and stakeholders to make clear their aspirations (and concerns) for any redevelopment of the site and helped inform subsequent work by consultants and council officers."
- 1.1.6 The second stage of consultation involved consultation on draft planning and design principles for the site. Again a workshop format was used and a significant amount of feedback was collected once more, this time on more detailed ideas for various "themes" to guide development proposals."
- 1.1.7 The events were captured in a consultation statement which is provided on the council's website. The draft SPD has sought to address these comments constructively and creatively and at the same time balance the practical need of site delivery in the context of the local housing market and the council's own objectives.



**Fig2** Ordnance survey of site

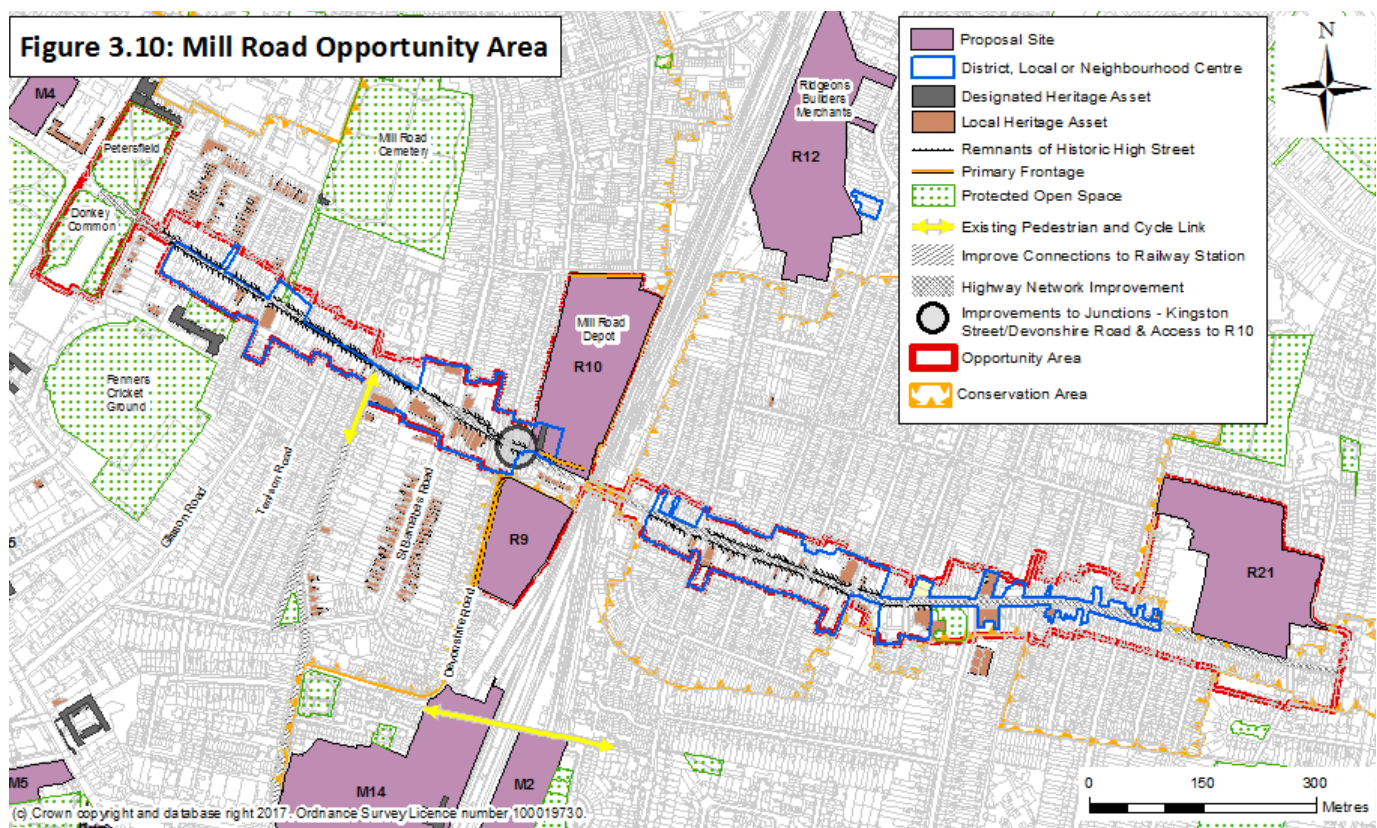
## 1.2 PURPOSE AND SCOPE

- 1.2.1 This Supplementary Planning Document (SPD) is a planning guidance document which will support policy in the emerging Cambridge Local Plan. SPDs are in one of two categories: the first is guidance supporting a city-wide objective, such as the Affordable Housing SPD; the second is guidance for a specific site or area. This SPD falls into the second category.
- 1.2.2 The SPD has been prepared in the form of a Planning and Development Brief to provide planning and design guidance to developers, and to help guide the preparation and assessment of future planning applications on the Mill Road Depot 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 Mill Road Depot site will have to comply with the policies in the adopted Cambridge Local Plan 2014, once adopted.
- 1.2.3 This SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

## 1.3 STRUCTURE

- 1.3.1 The development brief is structured as follows:
- Chapter 2: provides background context to the site and summarises the key constraints and opportunities.
  - Chapter 3: presents the vision statement and outlines the strategic design principles. This has been informed by the site analysis and consultation with the local community.
  - Chapter 4: sets out the parameters for future development of the Mill Road Depot site and gives guidance as to how these should be implemented.





**Fig 3** Cambridge City Council site allocation for Mill Road Depot site in the emerging Local Plan 2014

## 1.4 PLANNING POLICY CONTEXT

- 1.4.1 The emerging Cambridge Local Plan (2014) will guide future development in Cambridge to 2031. Mill Road Depot is identified as Site R10 in the Plan for housing as part of the Mill Road Opportunity Area and is shown in figure 3.
- 1.4.2 Following the Proposed Submission Consultation on the emerging Local Plan, the Schedule of Proposed Changes to the Cambridge Local Plan 2014: Draft Submission version (March 2014) sets out a description of the site and key requirements as follows:
- Abuts Mill Road Opportunity Area.
  - Contamination requires remediation.
  - Retain listed library building (in County Council ownership).
  - Open space requirements to reflect location in an area of open space deficiency.
  - Potential location for district energy centre.
  - Provide room for the Chisholm Trail.
  - Site will need careful review of highway access.
  - Vehicular access to be from Mill Road only, subject to detailed testing.
  - Range of housing typologies to be provided across the site.
  - 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.
- 1.4.3 The Mill Road Opportunity Area extends from Donkey Common in the west to Brookfields Hospital in the east. Development in opportunity areas should strengthen character and identity in key corridors of the city. Policy 23 of the Local Plan gives guidance to future development in the Mill Road Opportunity Area. It should:
- Contribute positively to the vitality and viability of the Mill Road district centres.
  - Enhance the area's unique historic character.
  - Implement a people focused placemaking approach.
- 1.4.4 Cambridge City Council submitted the Local Plan to the Secretary of State in March 2014 for independent examination and it is anticipated for adoption in 2017.

## LOCAL PLAN REVIEW

• Preparation and completion of evidence base	Spring 2011 to June 2012
• Issues and options consultation	June to July 2012
• Consultation on site options for development	January to February 2013
• Draft submission plan consultation	July to September 2013
• Submission	March 2014
• Examination	March 2014 onwards

Mill Road Depot site identified as draft site allocation R10 within Mill Road Opportunity Area. Commitment to preparation of planning and development brief was identified in the Schedule of Proposed Changes to the Cambridge Local Plan 2014: Submission (March 2014).

## PREPARATION OF MILL ROAD SPD

• Appointment of consultant team to prepare SPD	July 2015
• Analysis of site and background research	August to October 2015
• Consultation workshop 1: Themes & Factfinding	November 2015
• Development of guidance drawings	December to January 2016
• Consultation workshop 2: Test and review	January 2016
• Preparation of draft SPD	January to February 2016

### Future stages

• Approval to consult	March 2016
• Formal consultation stage - 6 weeks	Summer 2016
• Adoption of SPD	Concurrently following adoption of Cambridge Local Plan (estimated 2017)

**Fig 4** Process of preparation - the current stage is shown in the box highlighted above

## 1.5 PROCESS OF PREPARATION

1.5.1 The Council consulted with local residents and a number of stakeholders concerning the depot site during the Proposed Submission consultation period for the Cambridge Local Plan in 2013. The following issues were raised:

- The need for open space and community facilities in the locality.
- Building heights and density to reflect the existing character of the area.
- Access to the site which should be from Mill Road only.
- Consideration of the wider impacts of new residential development on the surrounding area and communities, specifically social infrastructure and traffic flows.

1.5.2 The SPD has been informed by consultation with local stakeholders in the community. Two consultation workshops were held in November 2015 and January 2016 as an opportunity to provide feedback on the emerging proposals for the site. The consultation has shaped the key themes and design principles contained in this SPD.

1.5.3 In addition to this, a formal public consultation period of seven weeks was undertaken in June-July 2016 and stakeholders had the opportunity to give feedback on the SPD.

1.5.4 Comments received from the consultation period informed the final version of this document, and amendments made to the SPD will also reflect:

- Any amendments to relevant policies in the adopted Local Plan; and
- Any government policy changes.

1.5.5 The overall process of preparing the SPD is summarised in the adjacent diagram, figure 4.

## 1.6 STATUS OF THIS DOCUMENT

1.6.1 The draft Mill Road Depot SPD was agreed for public consultation at Development Plan Scrutiny Sub-Committee on 14 March 2016 and was subject to public consultation from 3 June to 22 July 2016.

1.6.2 The SPD will be a material consideration in the determination of relevant planning application(s).



**Fig 5** Mill Road Depot Location Plan



## 2 SITE AND CONTEXT

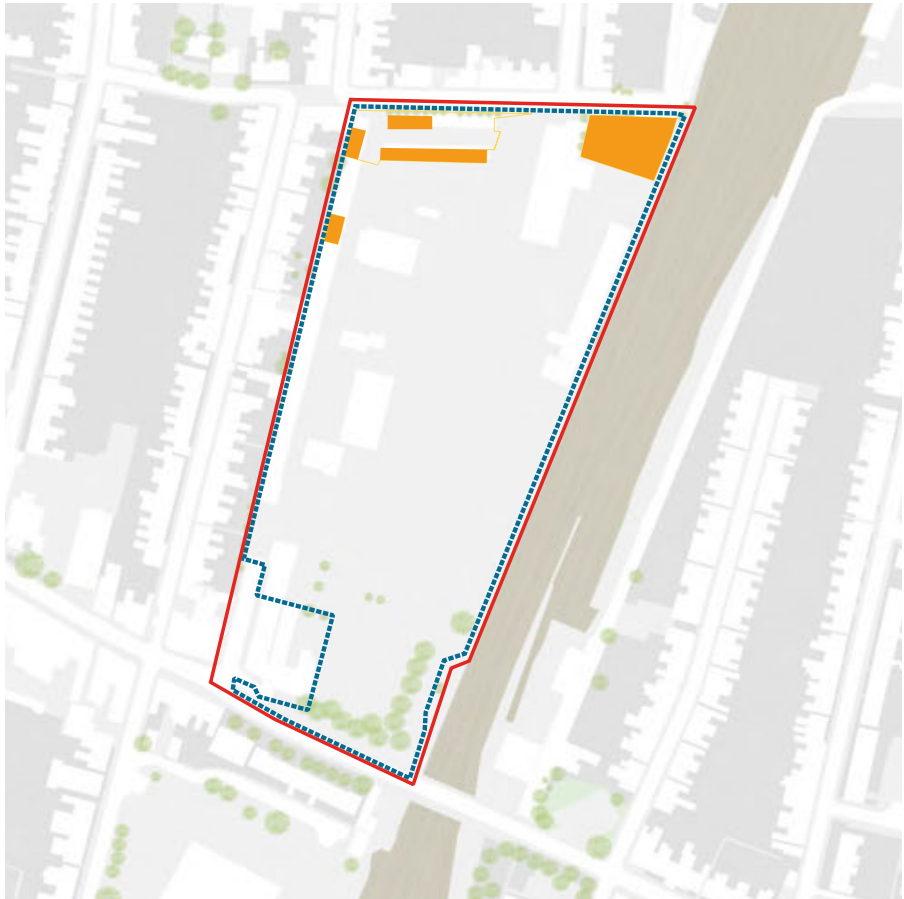
### 2.1 SITE LOCATION

2.1.1 Mill Road Depot is located off Mill Road, situated to the south-east of Cambridge city centre. It is immediately adjacent to the railway line to the east, and Kingston Street to the west (see figure 5). The site borders Hooper Street to the north and is immediately adjacent to Mill Road east and west District Centres.

2.1.2 Figure 6 illustrates a selection of views of the depot site as it currently exists.

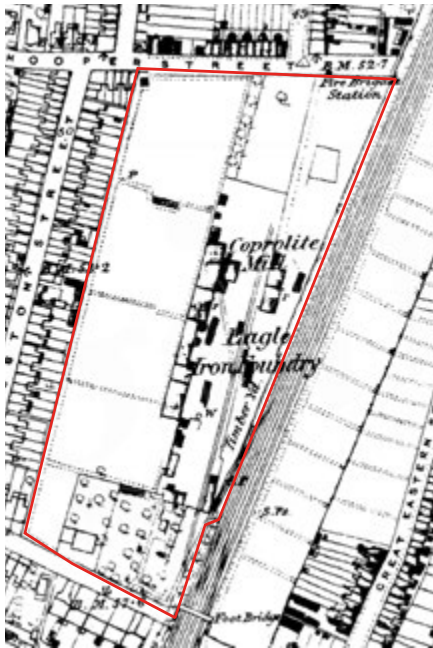


**Fig6** Existing site photographs. Above: Looking south towards the Mill Road entrance past the Gate House building and former Free Library. Below: Much of the site is in relatively low grade use with significant areas of hard standing.

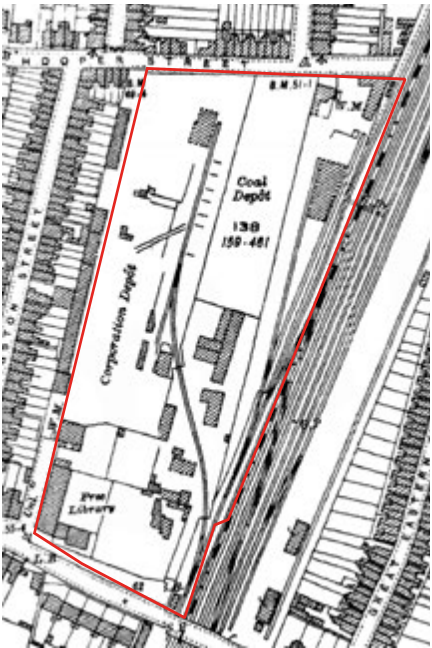


- Council Freehold
- Current Leasehold
- Study area

**Fig 7** Cambridge City Council ownership



1880s



1920s



1960s

**Fig 8** Historic development

## 2.2 SITE DESCRIPTION

### Land ownership

- 2.2.1 The majority of the site is owned by Cambridge City Council but there are land holdings on the depot site which are occupied by the Regent Language School (see figure 7). Garages to the north-west of the site are the subject of long term leases. A lease ended in 2013 for The Wharf, situated to the north of the site, which is currently occupied by the Women's Resource Centre. The library building is owned by the County Council.

### Historic development

- 2.2.2 The site has always been the location of a number of industrial activities (see figure 8). In the 1880s, the site contained a Coprolite Mill, Iron Foundry and Timber Yard. These buildings, located centrally and across the eastern areas of the site, were removed in the 1900s, and a library constructed in the south western corner. The former library has now been converted into a community centre. A Coal Depot was constructed in the 1930s, along with warehouse buildings, which together occupied a large area of the site. The garages to the north-west were constructed in the 1980s. The site became the Council Depot in the 1990s, and more recently, a number of warehouse buildings in the centre of the site were demolished to form a waste segregation area within the depot.





**Fig 9** Site context and surroundings



**Fig 10** Existing site photographs. Above: The garages are situated at the northern end of the site adjacent to Hooper Street. Below: Women's Resource Centre

### Buildings on site and surroundings

- 2.2.3 A garage/servicing centre for council vehicles and a filling station have been relocated to other locations from the northern end of the site. A number of commercial units are still located here which are let out to private companies. In the centre are a number of warehouses and a vehicle wash down area. The central eastern area of the site has until recently been used as a waste transfer station and is currently used for waste segregation and storage. Private garages are located to the north-western corner.
- 2.2.4 Coach houses along the western boundary are used as an office space for the City Council. These have the potential to be retained for adaptive re-use to residential accommodation. The southern area is predominantly used for parking, along with a canteen and additional council offices located within the south western corner in the Gatehouse building. The Free Library, to the south-west of the site, is a Grade II Listed Building and will need to be retained. The building used as a language school is situated to the south of the site and, as already noted, is in separate ownership.
- 2.2.5 The site is adjacent to a predominantly residential area of Petersfield comprising two-storey terraced housing, although a large warehouse and yard is located to the south of a row of shops / flats on the south side of Mill Road, though permission has now been granted for the residential redevelopment of this site. There are also a number of independent shops, cafés, bars and public houses that are situated on Mill Road.
- 2.2.6 Some of these key features are illustrated in figures 9 and 10.



-  Site entrance
-  Restricted site access
-  Main road way
-  Vehicular routes
-  No road access through
-  Planned junction improvement
-  Study area



**Fig 11** Motor vehicle access

## **Movement context**

### **Streets**

- 2.2.7 Key movement information is identified on figure 11.
- 2.2.8 The residential streets to the west and north of the Depot are narrow and are heavily parked in the day and in the evenings. Two road closures on Gwydir Street and Hooper Street are designed to prevent through traffic from Mill Road reaching Newmarket Road/East Road. These are important vehicular and pedestrian routes linking Mill Road to Newmarket Road and the north part of Petersfield ward. Kingston Street is one-way, with traffic moving in a south bound direction and pavements to both sides. Pavement widths are also restricted. There is a road block which prevents vehicular access onto Kingston Street from Hooper Street, restricting vehicular movement from re-joining Mill Road.

### **Parking**

- 2.2.9 The site is within a Controlled Parking Zone (CPZ) which means parking is restricted at certain times of day.

### **Rail and buses**

- 2.2.10 There is excellent accessibility to Cambridge Railway Station, a short 5 minute walk in a southerly direction from the site. Bus links are also good with the Citi 2 bus route connecting Mill Road with Cambridge City Centre and Addenbrooke's. The Beehive Centre, a 13 minute walk away, is serviced by the 114, 17 and 196 bus routes, linking the centre to locations including Waterbeach and Newmarket.

- ▼ Cyclist/pedestrian site entrance
- ◡ Restricted site entrance
- High Street and key pedestrian route
- - - Bus route
- ▬ Planned Chisholm trail
- ▬ Proposed future bridge connection
- ▬ Study area

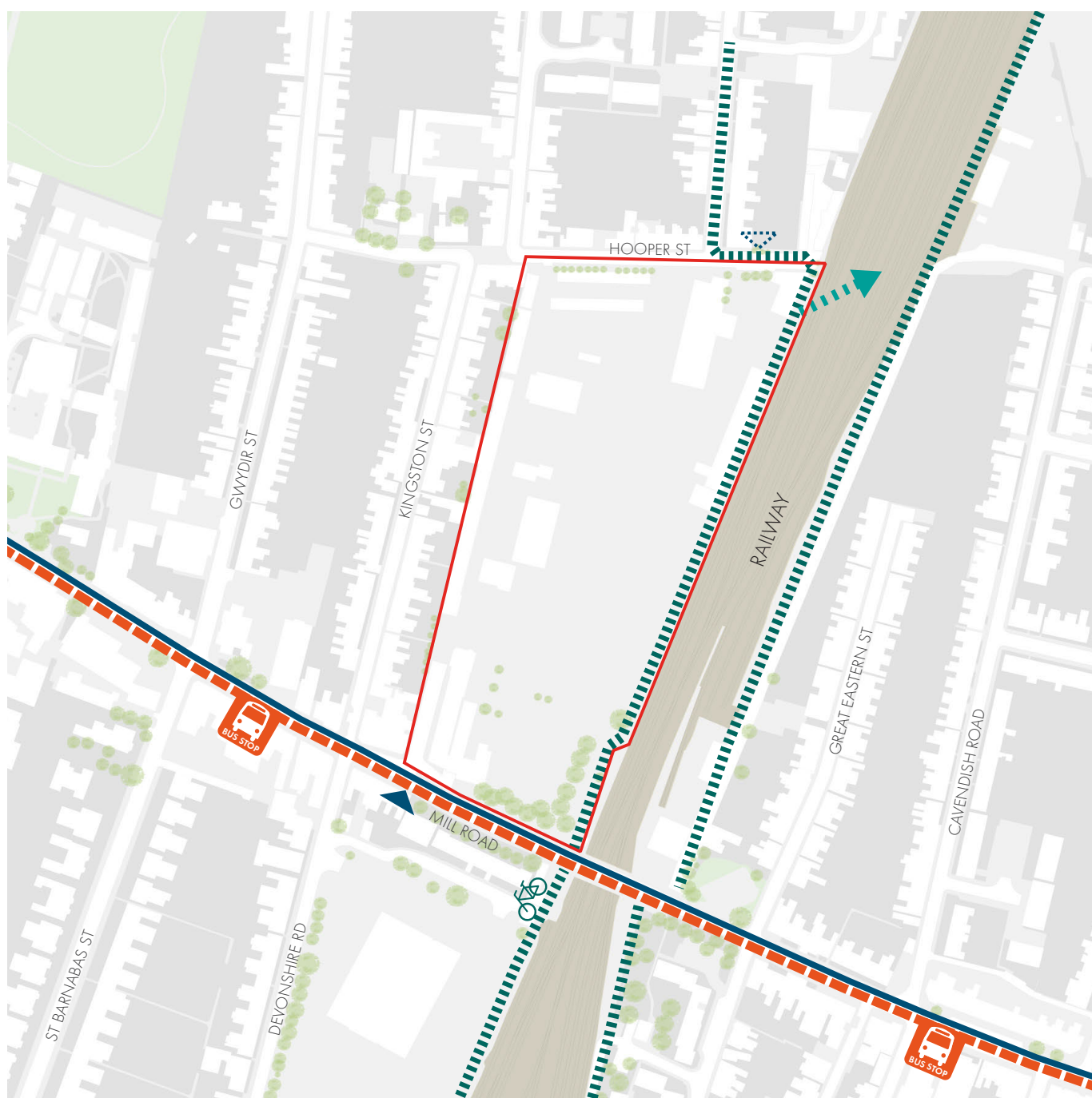


Fig 12 Bus and cycle routes



### **Cycle and pedestrian network**

- 2.2.11 Mill Road is the main pedestrian route into Cambridge city centre. Footpaths are narrow, particularly on Mill Road Bridge, restricting pedestrian flow. On-road only cycling exists on Mill Road. Improvements to highway infrastructure may be necessary for the safety of cyclists and for improved accessibility to the site. There is a signed primary cycle network that crosses Mill Road from St. Barnabas Road to Gwydir Street, along Hooper Street and onto Ainsworth Street.
- 2.2.12 It is proposed that the Chisholm Trail will be a new north-south cycle route that will run along the railway line on the easterly side of the site. This will provide a high quality link to the station and to the planned Cambridge North station at its northerly end. It is currently proposed that the main route will enter the site from the north-east via a new cycle/foot bridge from the Ridgeons Site and descend alongside the railway. A local link shall be provided through the new housing development back up to Hooper Street/Ainsworth Street. At its southerly end, when approaching from the Cambridge railway station, the trail will also follow the boundary of the railway and pass under a side arch of the Mill Road bridge and provide a safe link to the Mill Road junction via a route around the back of the Language School and Free Library building. These routes will need to be incorporated into any potential plans for the site, unless better alternatives can be identified through the planning application process.
- 2.2.13 In the event that the bridge connection is not delivered, the Chisholm Trail could be delivered via new local connections on the depot site via Hooper Street and Ainsworth Street.

- Public green space
- Play park
- Study area



**Fig 13** Local open space provision

### Open space

2.2.14 There is limited amount of protected open space in the area surrounding the Mill Road Depot site and the amount of informal open space in the ward is low given the very dense development form and the local population density. Figure 13 shows the amount of open space in the local area. Mill Road Cemetery (4ha) is the nearest protected natural green space, a 6 minute walk away. It is well used by the local community for recreation and is an important open space for wildlife. The other open spaces in the area are:

- St. Matthew's Piece – 0.6ha (11 min walk), playground facilities for young and old children.
- Romsey Recreation Ground – 1.9ha (15 min walk), public park with a children's playground, green open space and mature trees.
- Coldhams Lane play area – 0.6ha (17 min walk)
- New Square – 0.75ha (16 min walk), green open space with planting.
- Parker's Piece – 9ha (9 min walk), green common near the town centre for recreational activities such as football and cricket.
- Peter's Field – 0.9ha (9 min walk)
- Coleridge Recreation Ground- 4ha (10 min walk), football field, tennis court, paddling pool and a children's playground.

2.2.15 The development of the site is an opportunity to provide new open spaces for the local community.

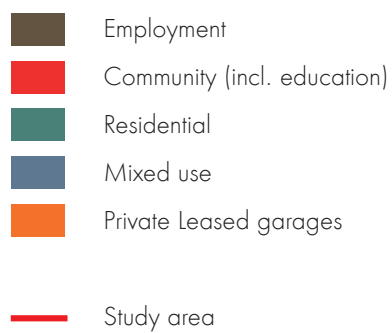


Fig 14 Existing land uses

### Existing land uses

- 2.2.16 The majority of the site is currently used by the City Council as a Depot for many of its services, although some operations have recently re-located to a shared waste facility at Waterbeach with South Cambridgeshire District Council. There are two community buildings to the north-east and south-west of the site. These are currently occupied by the Women's Resource Centre and Indian Community and Culture Association. The Regent Language School is located to the south of the site. The leased garages are to the north-west of the site. Figure 14 shows the existing land uses on site.



- ▼ Site entrance
- ⋯ Restricted site access
- Main road way
- ✕ No road access through
- Junction improvement
- ▤ Planned Chisholm Trail
- ▤ Proposed future bridge connection
- Study area

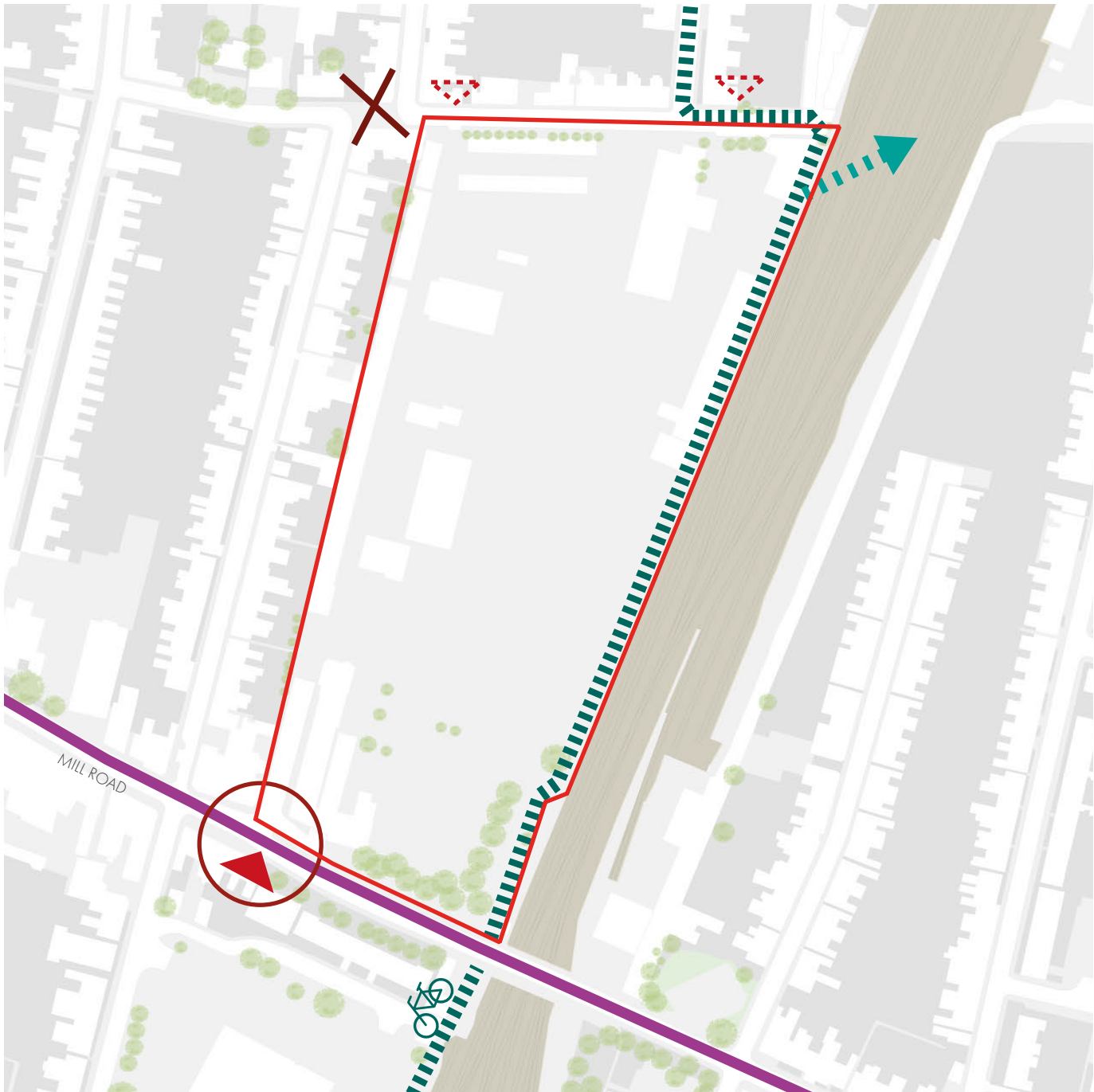


Fig 15 Site access

### Site access

- 2.2.17 Main access to the site is gained via a roadway leading off Mill Road, as shown in figure 15. Mill Road is a major vehicular route into and out of the city centre. The consultation from the Local Plan process raised concerns about the safety of the junction between Devonshire Road and Mill Road.
- 2.2.18 Mill Road is a very busy road and opportunities exist to improve access to the site. The junction currently suffers from poor visibility which is likely to be a constraint to be overcome as part of the scheme. Improvements to this junction will be necessary as part of any future re-development.
- 2.2.19 Vehicular access, both ingress and egress to the depot is restricted to the Mill Road entrance currently. The garages to the north-west of the site are accessed via Hooper Street.
- 2.2.20 The proposed Chisholm Trail will run through the site to the west of the railway line.











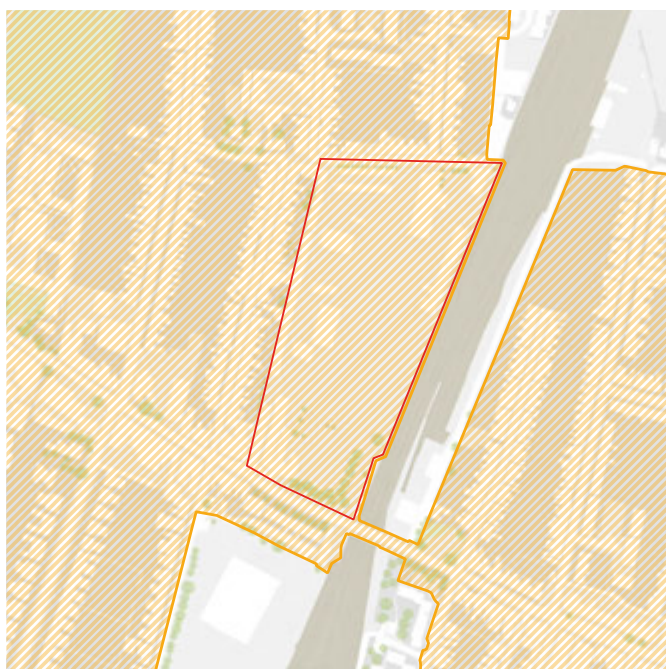
Fig 16 Existing building heights



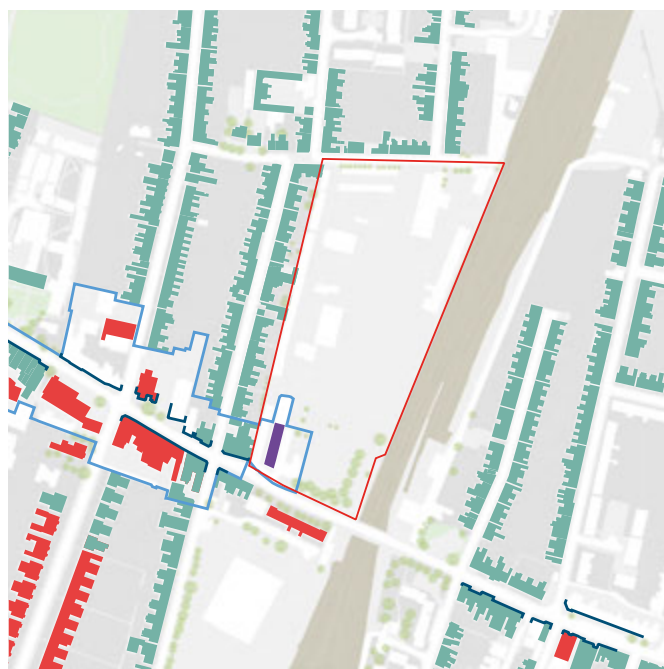
### Existing building heights

- 2.2.21 Building heights vary across the site, but predominantly comprise single-storey warehouses. The Free Library is also one-storey, although it is significantly taller and more striking than the one-storey warehouses. The servicing centre, Gatehouse building and the offices to the west are two-storey buildings. The Regent Language School, close to Mill Road to the south of the site, is a three-storey building.
- 2.2.22 The area surrounding the site is mainly comprised of residential two-storey housing, although there are a number of three-storey houses on Devonshire Road and St. Barnabas Road, to the other side of Mill Road. A few four-storey buildings form an exception to the average building heights in the area, and these tend to mark a specific use (e.g. churches and the brewery). Existing building heights are shown in figure 16.

-  Conservation Area
-  Grade II Listed building
-  Buildings of local interest (as defined in CA appraisal)
-  'Positive' impact (as defined in CA appraisal)
-  'Negative' impact (as identified by consultant team, 2015)
-  Historic High Street frontage
-  Neighbourhood area
-  Study area



**Fig 17** Conservation area boundary



**Fig 19** Townscape analysis



**Fig 18** Listed buildings and buildings of local interest



**Fig 20** Buildings of less historic merit

## Heritage assets

### Conservation Area

- 2.2.23 Mill Road Depot is located within the Mill Road Conservation Area, as defined in the Mill Road Conservation Area Appraisal (2011) prepared by Cambridge City Council and shown in figure 17. The area forms part of the 'Cambridge Conservation Area No. 1 – Central' which was originally designated in 1969, with the addition of Mill Road and St. Matthew's area in 1993.
- 2.2.24 The main characteristic of the area are two-storey terraced houses, which directly address the pavement, and form long lines of continuous frontages. The streets are set out in a grid pattern at right angles to Mill Road. Another feature of the area are the preserved and well-detailed Victorian buildings surrounding Mill Road, with only a few examples of modern infill.
- 2.2.25 The area is home to a diverse multi-cultural community. It includes a number of mid to late 19th century buildings forming a mix of commercial, residential, religious and community uses. Mill Road itself has a number of two and three storey historic buildings with continuous frontages, contributing to the distinct character of the area. Some of these shopfronts have undergone replacement in recent years.
- 2.2.26 Under the Planning (Listed Buildings and Conservation Areas) Act 1990, the area is considered desirable to preserve or enhance for its 'special architectural or historic interest'. Early consideration would need to be given to the impact of proposals on the setting and character of the Mill Road area for the redevelopment of the Mill Road Depot.
- 2.2.27 The main issues for the Mill Road Conservation Area, as identified in the Conservation Area Appraisal and of relevance to the depot site are:

- Preserving and enhancing the unique character of the Mill Road shopping area – improvements need to be made to some of the buildings and poor quality shopfronts.
- Public realm proposals – improvements need to be made to the poor quality public realm on Mill Road, including lighting, protection of historic street name plates, retention of historic street signs and pavement improvements.

### Listed Buildings

- 2.2.28 A Grade II Listed red brick and terracotta neo-Baroque building, constructed in 1897, is located in the south-western area of the site (see figure 18). Prior to its use as an Indian Cultural Centre, it was a library and was first listed in 1972. The building is of special architectural and historic interest and should be retained as part of any future re-development of the site. Consent must be sought to carry out alterations that would affect its character and setting.
- 2.2.29 There are three other listed buildings in the Conservation Area – St. Matthew's Church, the Cemetery Lodge and Hughes Hall which are illustrated in the Conservation Area Appraisal (2011).

### Buildings of Local Interest

- 2.2.30 There are a number of buildings in the area surrounding the depot site that are of local interest (see figure 18). These typically are terraced or semi-detached houses which vary in size and detail, but there are also a number of buildings in non-residential use, including a school, community buildings, several former warehouses, other industrial buildings, and a group of purpose-built shops in Mill Road. Buildings of Local Interest do not have the same statutory protection as graded buildings but are nevertheless considered heritage assets.





**Fig 21** Photographs of the conservation area including the Listed former Free Library building on the depot site (top four photographs) and surrounding streets

### **Positive and negative buildings**

- 2.2.31 The Mill Road Conservation Area Appraisal (2011) gives details of a number of positive buildings of townscape merit, and shown in figure 19. These are buildings that have been relatively unaltered where their style, detailing and building materials provides the streetscape with interest and variety. Crucially, they make a positive contribution to the special interest of the Conservation Area. Most of the positive buildings in the area are mid to late 19th century terraced houses, and are mainly one bay wide.
- 2.2.32 There are a number of buildings on site that the Council has identified as negative buildings that have relatively less historic or design merit than other buildings in the area. These are shown in figure 20. These are not identified in the Area's Conservation Appraisal document but, similar to the buildings identified in the Appraisal, make a negative contribution to the Mill Road Conservation Area. It is therefore deemed appropriate to remove these and replace them with buildings that will enhance the character and setting of the Mill Road Conservation Area.
- 2.2.33 A selection of existing photographs of the Conservation Area are provided in figure 21.



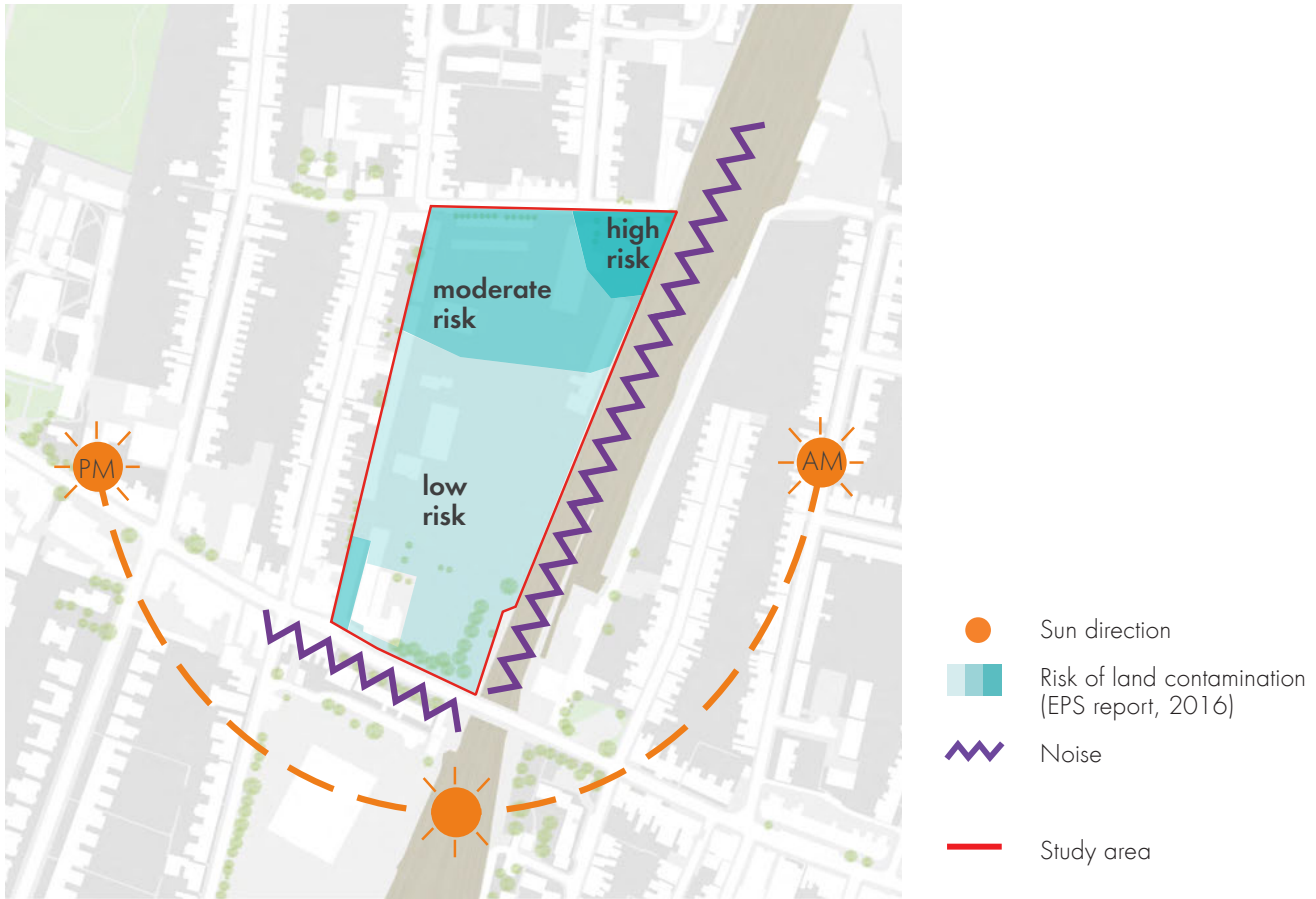
- Private garden
- Hard standing and pavement
- Public green space
- Informal/fringe landscape
- Car parking
- Important trees (as identified in Conservation Area Appraisal)
- Prominent Lime trees
- Study area



**Fig 22** Landscape assets and analysis

### **Trees and landscape**

- 2.2.34 Mature trees make a significant contribution to the appearance and character of the Conservation Area. There is a row of mature trees to the north of the site to the south side of Hooper Street that are important to the streetscape and must be protected and enhanced under the Conservation Area Appraisal document. The trees at the southern end of the site adjacent to the bridge and language school are also important.
- 2.2.35 Due to the use of the site for industrial purposes, there is a deficiency in landscape features across the site. A cluster of mature trees are located to the south-east of the site which constitute a small amount of informal landscaping and are worthy of retention. Figure 22 illustrates existing landscape assets and analysis.



**Fig 23** Environmental considerations



**Fig 24** Drainage [Cambridge City Council, January 2016]



## Environmental considerations

### Noise

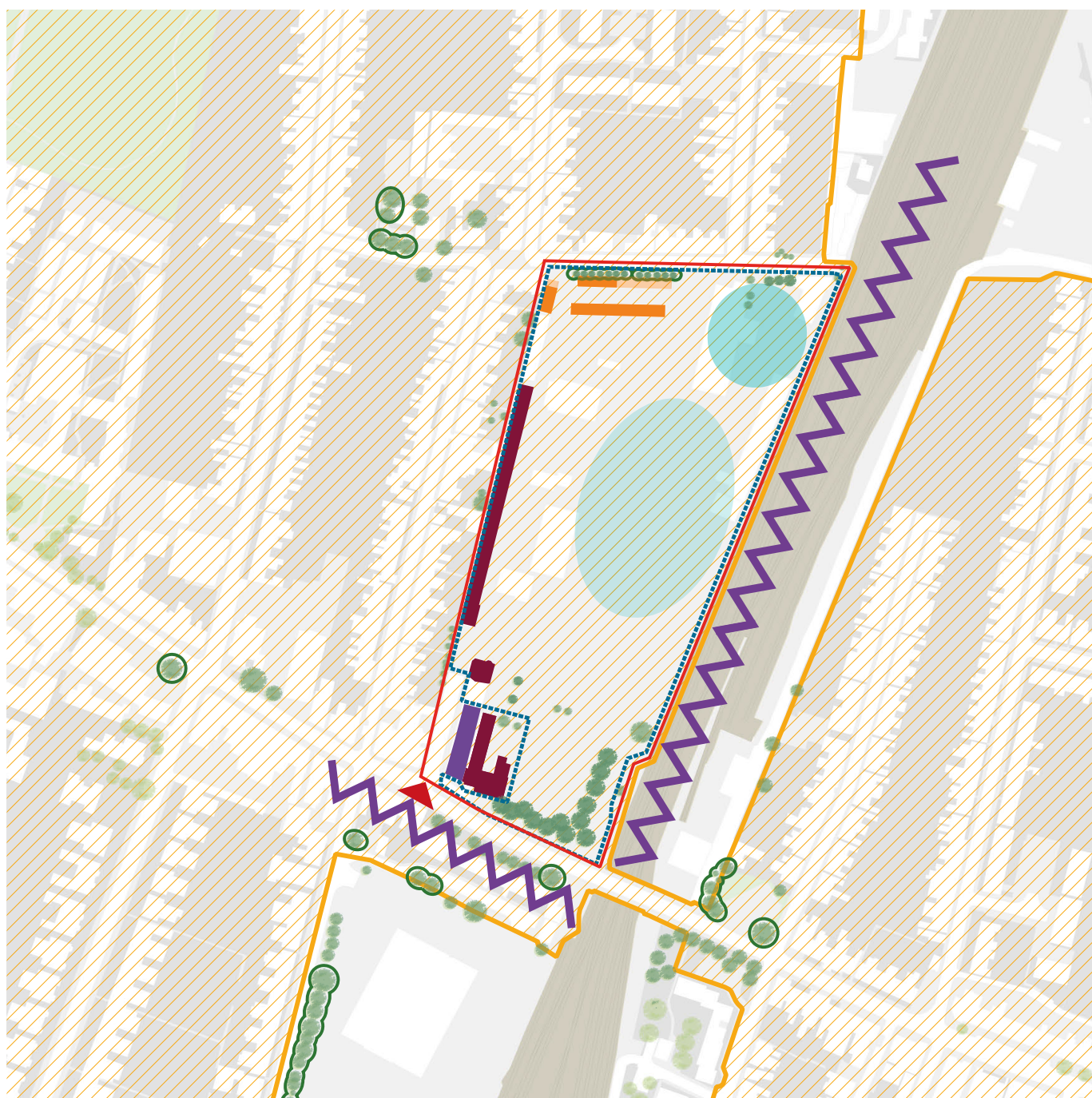
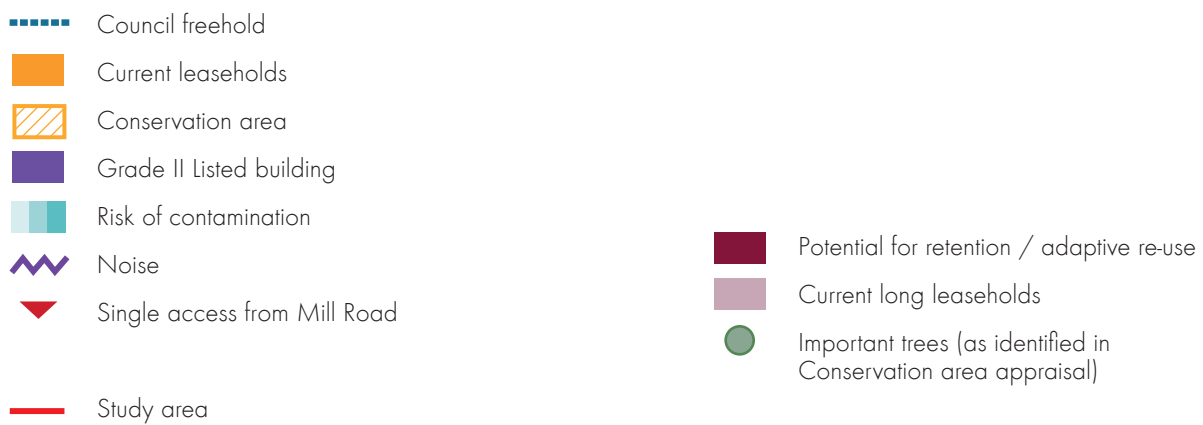
- 2.2.36 Key environmental considerations are identified on figure 23.
- 2.2.37 A noise assessment will be required to identify the potential impact of noise levels from the railway on the amenity of new residents of the Mill Road Depot site. Attenuation measures may be necessary and innovative design solutions sought. A number of measures can be introduced to control the source of, or limit exposure to, noise and vibration as necessary.

### Land contamination

- 2.2.38 Given its present and historic industrial uses, there are pockets of contamination on-site. Cambridge City Council commissioned a survey in 2015 to identify the extent and impact of this on future development. The findings showed a general north-south split in terms of contamination across the site (EPS Report: Phase I and II Geo-Environmental Assessment dated 19 January 2016).
- 2.2.39 Elevated concentrations of various contaminants were identified associated with made ground across the site, which would not be suitable for use within proposed domestic garden or landscaped areas. More localised contamination was identified within the northern part of the site, especially surrounding the underground storage tanks (USTs). Impacts to soil and groundwater from fuels were identified within this area which will require further assessment.

## Drainage and flooding

- 2.2.40 The site generally falls towards Hooper Street with levels around 15.0m A.O.D. adjacent to Hooper Street and levels of around 16.4m A.O.D. in the south east corner and 15.8m A.O.D. outside of the gatehouse.
- 2.2.41 Current surface water drainage discharge is located in Hooper Street and in Mill Road. The surface water sewer in Hooper Street is 1.3m deep and the surface water sewer in Mill Road is 1.1m deep. Both of these are shallow and will mean that any drainage will have to be as high as possible to allow discharge under gravity.
- 2.2.42 The site lies within Flood Zone 1, defined by the National Planning Policy Framework (NPPF), and therefore has the lowest potential risk of fluvial or tidal flooding. There are minor surface water issues that can be mitigated against through good design. Opportunities exist to introduce sustainable drainage systems such as ditches, swales and ponds as part of future proposals.
- 2.2.43 Current foul drainage and surface water drainage is shown indicatively in figure 24.



**Fig 25** Summary of constraints

## 2.3 SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

2.3.1 This chapter has highlighted a number of key constraints and opportunities that should be taken into consideration for future development of the Mill Road Depot site. These have been summarised below and are shown in figure 25.

### Constraints

2.3.2 The site has the following key constraints:

- The language school site and buildings are not in City Council ownership;
- Vehicular access only from Mill Road and vehicular movement currently prevented re-joining Mill Road from Hooper Street;
- Poor cycling provision along Mill Road;
- The site is near a dangerous junction;
- Grade II listed library should be retained;
- The site lies within a Conservation Area;
- Potential impact of sound pollution from the railway on development; and
- Ground contamination is likely to require remediation and mitigation.

### Opportunities

2.3.3 The opportunities of the site are:

- Integrate existing landscape and trees.
- Adapt and integrate Grade II Listed Building and coach house building on west side of site.
- Integrate existing garages in short term in such a way as to enable future housing fronting Hooper Street in the long-term.
- Re-integrate existing / invite new community uses to populate existing / new buildings.
- Create new edge to railway line.

## 3 VISION AND KEY PRINCIPLES

### 3.1 VISION

“Mill Road Depot site will become a popular residential neighbourhood, creating a network of pedestrian, cycle routes and open spaces which connect the site to the surrounding Petersfield neighbourhood, and key destinations elsewhere in the city. The development will establish a varied mix of approximately 167 new dwellings, including a significant proportion of affordable homes.

The design will respect the typical form, scale and character of buildings and streets in the Mill Road Conservation Area, exploiting opportunities to incorporate taller buildings up to four storeys adjacent to the railway at the eastern boundary of the site. The proposals will respond to the site's key opportunities and constraints, including the provision of a single point of general vehicular access from Mill Road alongside a low level of car parking provision.”

## 3.2 PRINCIPLES

### Access and permeability

- 3.2.1 The proposals will establish a single point of vehicular access from Mill Road via the existing entrance to the site. Subject to more detailed design work and assessment, this will be facilitated by improvements to the junction, a low level of on-site parking and an integrated network of pedestrian and cycle connections across the site, including the Chisholm Trail which runs through the site. Secondary emergency vehicle and pedestrian and cycle only access will be provided from Hooper Street to the north.

### Housing-led mix of uses

- 3.2.2 Housing is the principal land use for the Depot site and will include a significant proportion of affordable housing. A range of different affordable delivery models will be considered, with an overall 40% affordable housing as a minimum target. Community uses could also be provided.

### Design

- 3.2.3 Proposals should provide a contextual approach to scale and massing in response to the typical domestic scale of development on surrounding streets and the less sensitive edge presented by the railway corridor to the east of the site. The proposals should retain the Listed former Free Library building, the language school and the Gate House building towards the south of the site. There is also an opportunity to keep and refurbish the coach houses on the western edge of the site. The block of garages to the north should be retained in the short-term but any scheme should be capable of accommodating their phased, future redevelopment. Subject to their appropriate reconfiguration, it might be possible for some or all of the garages to be redeveloped. Development should be arranged around a dominant north-south grain of streets

and spaces. Opportunities for integrated, sustainable design solutions should also be pursued.

### Open spaces / environment

- 3.2.4 The proposals should embed a positive approach to open space in response to existing and future need. Open space should be viewed as a multifunctional resource which can accommodate a wide range of activities, playspace and environmental features including surface water attenuation, ecological enhancement and landscape proposals as appropriate. Several spaces should be provided of varying size and function. Key spaces include a new neighbourhood park to the north and a flexible space adjacent to the Chisholm Trail and Mill Road to the south-east.

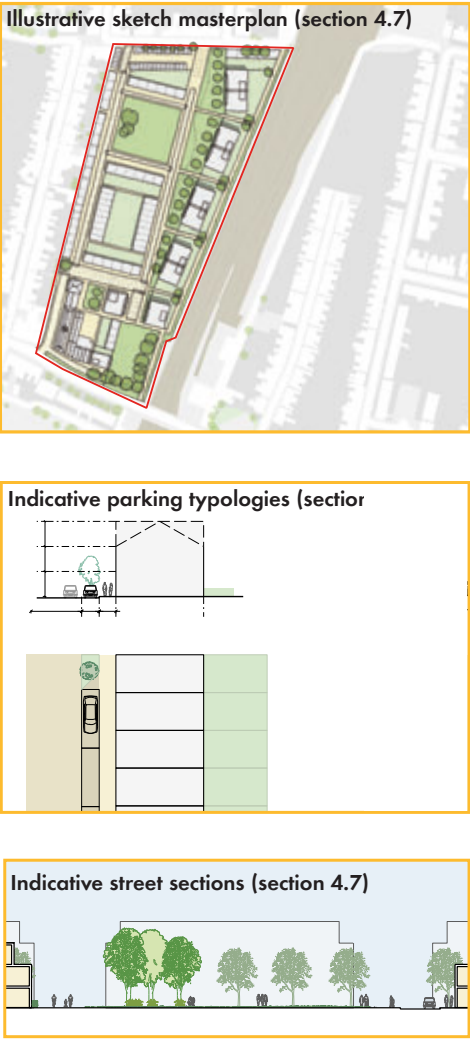
**KEY PARAMETER DIAGRAMS AND GUIDANCE:**

Key principles and guiding statements to inform planning decisions and design development are provided as follows.



**ILLUSTRATIVE MATERIAL:**

Examples of how the parameter diagrams and guiding principles could inform future proposals. These illustrations are indicative and do not have specific status or weight in planning terms.



**Fig 26** Summary of guidance in chapter 4 highlighting the key parameter plans for guidance purposes, and supporting illustrative material.

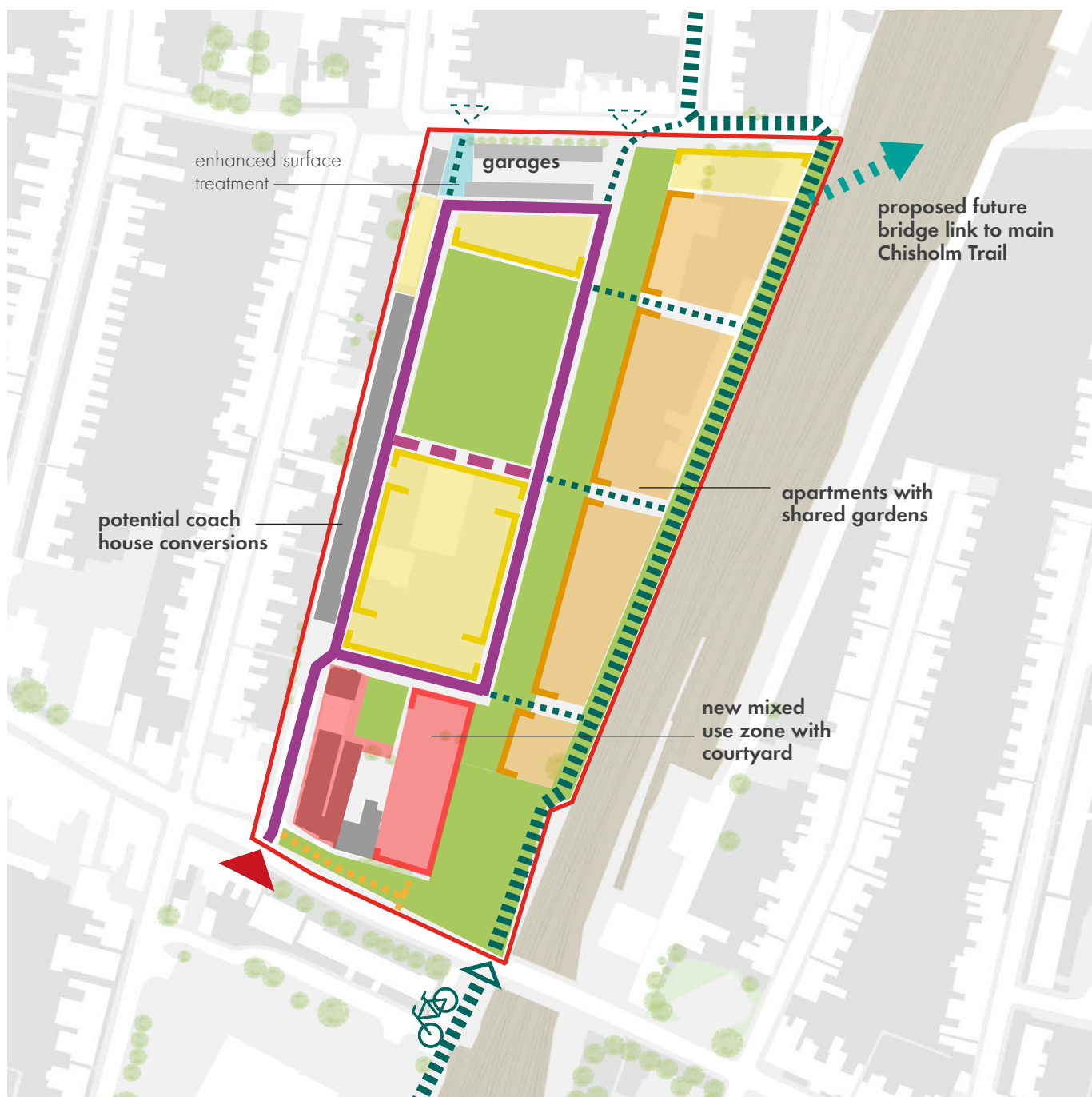


## 4 DEVELOPMENT PARAMETERS

### 4.1 OVERVIEW

- 4.1.1 This chapter 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.
- 4.1.2 Figure 26 summarises the broad scope and status of the material. The main guiding principles are defined in a series of “parameter” drawings with supporting text. These are supported by a range of illustrative drawings which depict how the principles could be realised.
- 4.1.3 As well as complying with the planning and design guidance in this SPD, any future planning applications should comply with the policies in the Cambridge Local Plan (2006) and its replacement currently the subject of an examination led by a government inspector. This chapter is structured under the following headings:
- Site layout
  - Transport and access
  - Open space
  - Uses
  - Building heights
  - Character and form
  - Environmental considerations and sustainability
  - Planning obligations

- ▼ Vehicular access
- ▼ Cycle and pedestrian access only
- Primary vehicular routes
- - - Secondary vehicular routes
- ⋯ Cycle and pedestrian links only
- 🚲 Planned Chisholm trail
- Study area
- Potential for retained buildings
- Green space
- Low/medium density housing
- Medium/high density housing
- Community / mixed use e.g. community and residential - flexibility to provide community uses elsewhere on the site subject to design development.
- └─┘ Primary frontages






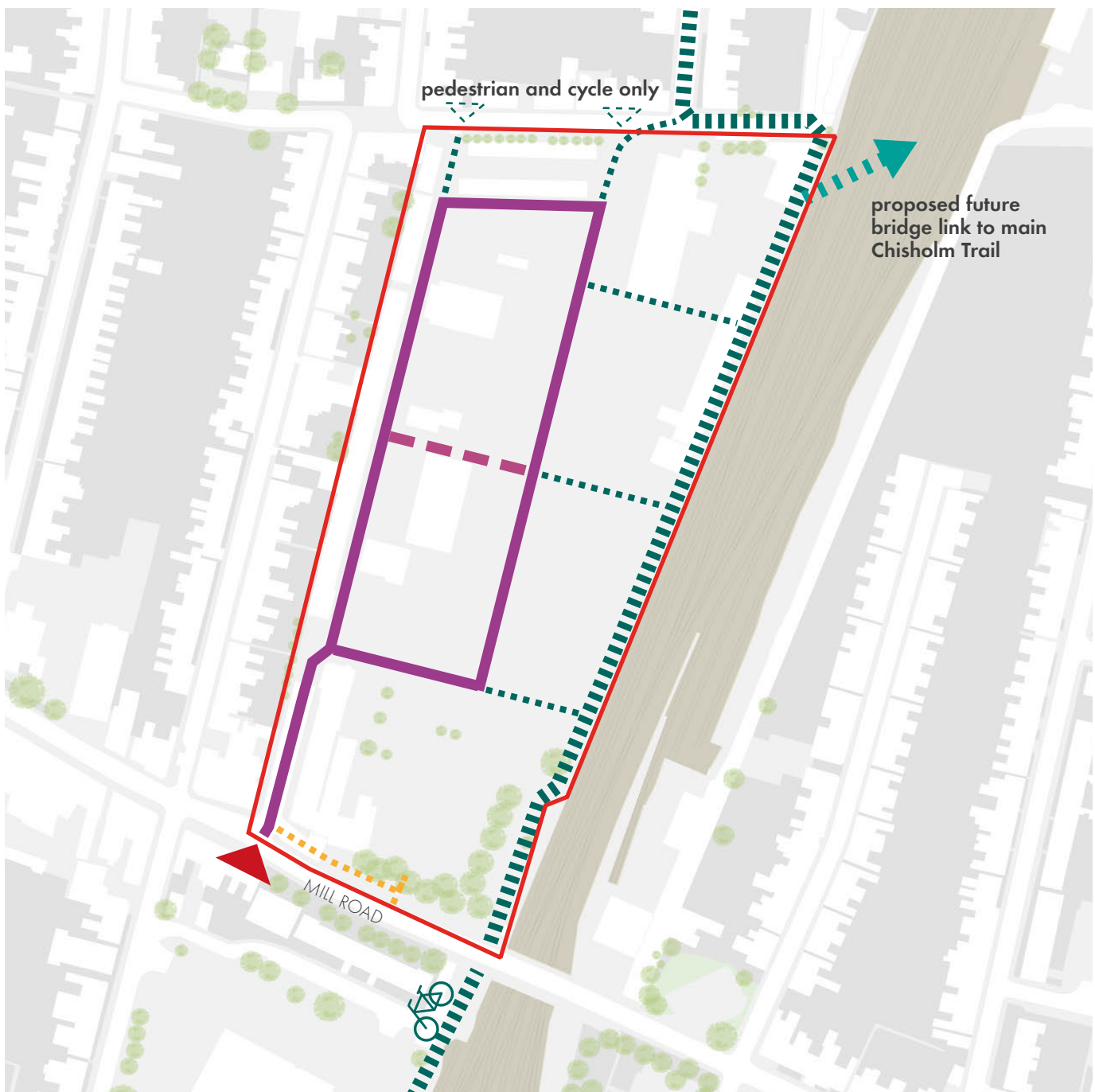
**Fig 27** Site Framework plan



## 4.2 SITE LAYOUT

- 4.2.1 The site layout (see figure 27) assumes the retention of the existing access route running north-south through the site from the Depot entrance at Mill Road towards the garages to the north. This alignment is informed by the retention of the Grade II Listed Building and undesignated Gate House building at the entrance to the site.
- 4.2.2 The primary route will be complemented by a new central route situated broadly in parallel and to the east. The precise position of the new route will be determined by detailed design work including the dimension of the development block / open spaces between the primary routes.
- 4.2.3 East-west linkages should be established to connect the primary north-south routes. These will be informed by the precise position of residential frontage and open spaces.
- 4.2.4 Tertiary pedestrian and cycle links will complement the dominant north-south grain and the secondary east-west linkages. Of particular importance is the Chisholm Trail which coincides with the eastern boundary to the site adjacent to the railway. Current proposals envisage a ramp up to a new bridge connection over the railway for cyclists which will connect the Chisholm Trail to the Ridgeons site to the north-east. Opportunities also exist for local cycle connections to be made through the depot site via Hooper Street and Ainsworth Street to the north. Cycle connections from Mill Road into the site will be carefully managed around existing access requirements to improve the safety of the existing junction. Further details are set out in section 4.3.
- 4.2.5 Key frontages have been highlighted on the drawing. The precise location of these will evolve through the detailed design process at a planning application stage, but it is important that frontages define key streets and spaces as illustrated in the drawing.
- 4.2.6 Reference should also be made to the following sections on transport and access (4.3), open space (4.4) and character (4.7).

-  Site entrance
-  Restricted site access
-  Primary vehicular routes
-  Secondary vehicular routes
-  Links to Chisholm trail
-  Planned Chisholm trail
-  Existing access arrangements maintained
-  Study area



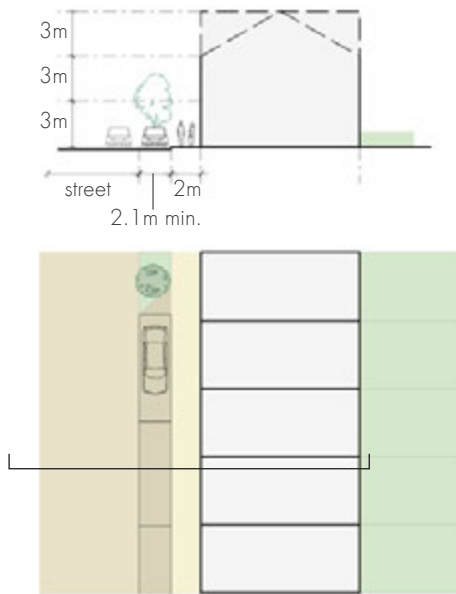
**Fig 28** Transport and Access

## 4.3 TRANSPORT AND ACCESS

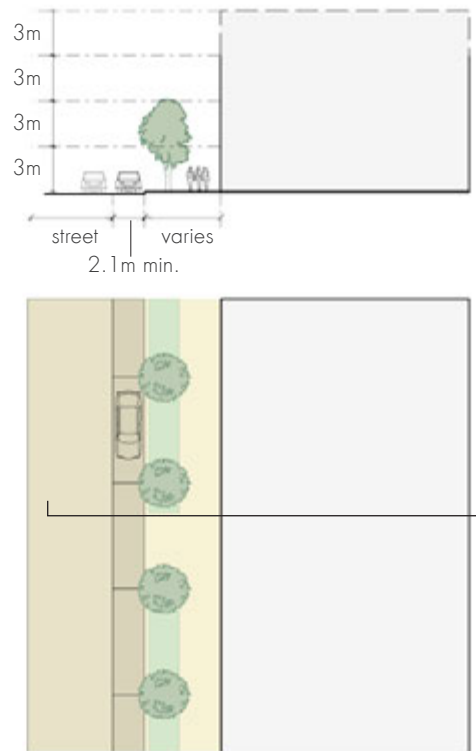
- 4.3.1 The overall approach to transport and access is summarised on Figure 28.

### **Pedestrian and cycle connectivity**

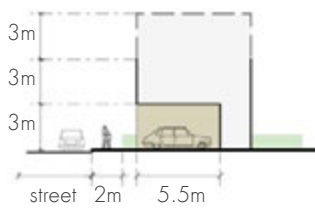
- 4.3.2 Proposals should demonstrate how wider cycling patterns have been considered to ensure an integrated approach in the local area and in particular make full provision for the delivery of the Chisholm Trail cycle route which will enter the site from the south via the arch formed by the railway bridge at the southern boundary of the site. The route should be incorporated within the demise of Depot site ownership, running parallel to the railway line. As currently proposed, the route could ramp up to a bridge connection over the railway towards the Ridgeons site to the north (see figure 28). In this scenario, local cycle connections to the depot site itself, and heading north via Hooper Street / Ainsworth Street could be achieved via east-west links between the at-grade section of the main Chisholm Trail and primary vehicle routes through the depot. In the event that the bridge connection is not possible, the Chisholm Trail would run along the eastern boundary of the site and reconnect and reconnecting to the on-street network at Hooper Street.
- 4.3.3 For the purposes of the SPD, it is assumed that the main Chisholm Trail running down the eastern boundary of the site would be accommodated as an off-road, segregated route with a minimum right-of-way of 6m width, or otherwise identified in guidance on the Chisholm Trail. Other local links will be provided at an appropriate lower width. Opportunities to incorporate other objectives such as biodiversity mitigation, drainage or landscape planting should be pursued.
- 4.3.4 Proposals will be required to demonstrate an appropriate cycling strategy in terms of the immediate site, and wider cycling journeys which interface with the site. Particular attention will be required to illustrate how cyclists heading east from the City Centre join the Chisholm Trail. Although pedestrian movements will be permitted, a direct cycle connection from the Mill Road junction to the Chisholm Trail running along the southern boundary of the site will be prevented to deter these movements. Surface materials and streetscape design (e.g. staggered bollards) will be used to assist in the management of these movements. Instead, cyclists will be required to use the existing north-south street into the site using the proposed east-west connection north of the gatehouse building to reach the Chisholm Trail. Existing access to the south of the library and language school will continue to apply. Proposals will require careful design review in the context of potential junction enhancements (see below) to ensure a safe, formalised means of access. The proposed bridge connection and ramp should be carefully designed as a simple, elegant structure to avoid impact on adjacent development parcels.
- 4.3.5 Sightlines between local cycle routes and the main Chisholm Trail will need to be reviewed to encourage safe access.
- 4.3.6 Local cycle and pedestrian only connections will be encouraged on-site. Pedestrian and cycle connections will also be accommodated on primary and secondary routes. Cycle, pedestrian and emergency only movements will be accommodated at the points of connection to Hooper Street.



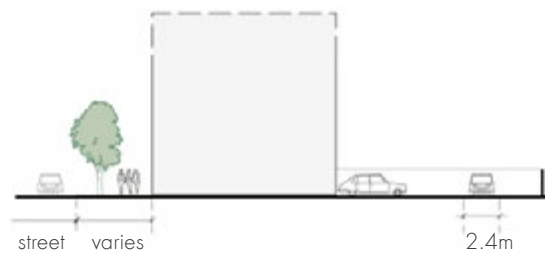
**Fig 29** Parking typology - on-street



**Fig 31** Parking typology - on-street with buffer



**Fig 30** Parking typology - garage / undercroft



**Fig 32** Parking typology - parking yard or at grade deck parking

### Vehicle access, routes and hierarchy

- 4.3.7 In line with the site allocation, vehicle access to the site should be from the Depot entrance on Mill Road.
- 4.3.8 Cambridge City Council is reviewing the primary access point which will consider the junction layout in the context of traffic count analysis, a Stage 1 Road Safety Audit (RSA1), the general layout of the site and emergency access requirements. As part of this, the City Council is working closely with Cambridgeshire County Council to consider basic requirements for safe ingress and egress to the site. A more detailed junction concept and assessment will be required as part of any future planning application. As one solution, it is likely that the existing bridge ramp, pier and railing at its north-westerly corner will need to be widened out to improve sightlines when exiting the site.
- 4.3.9 Access to leased garages only or emergency vehicles only is likely to be provided from the northern end of the site from Hooper Street. Subject to more detailed design, this could be achieved via the existing entrance to the garages, or from a new point of entrance on alignment.
- 4.3.10 Any future site developer will need to demonstrate appropriate capacity at the Mill Road junction for all vehicles to/from the site in addition to required works to facilitate these movements.
- 4.3.11 Developers will be encouraged to incorporate a traffic calmed environment using street design and intersecting cross routes to create a natural reduction in speeds, and a design speed of no more than 20mph. Shared surface environments for all modes should be employed including for the retained route adjacent to the coach houses at the western edge of the site.
- 4.3.12 The presumption is that existing access restrictions on surrounding streets would remain.
- 4.3.13 Existing Network Rail access arrangements will be maintained at the southern end of the site.

Subject to discussion with Network Rail, an opportunity might exist to relocate this access point further north to simplify vehicle movements at the Mill Road junction. The illustrative masterplan (Fig 43) reflects the existing arrangements.

### Car parking

- 4.3.14 Cambridge City Council's car parking standards are expressed as maximum standards in line with national guidance and the City's Council's sustainability aims. The Local Plan identifies a justification for car parking provision below this maximum given the site's close proximity to public transport, shops and services. Based on discussions to date, the aspiration is to provide low car parking provision with an additional visitor parking space of 0.25 per home (i.e. 1 visitor space for every four homes). Any parking allocation will need to be justified in future planning applications in the context of more detailed design, assessments and the exact proportion of house types.
- 4.3.15 Car parking should be provided in a range of typologies (see figure 29 to 32), including parallel on-street bays, on-plot in integrated garages or undercroft spaces or allocated off-street parking courts / at grade "decks". The potential for the use of car clubs and electric vehicle charging points within the development as a whole should be investigated early in the development process.
- 4.3.16 The Council will encourage early liaison with Cambridgeshire County Council to consider the wider strategy for the adoption of streets and car parking management including potential for a pay and display regime.

### Cycle parking

- 4.3.17 Safe and secure cycle parking should be provided and should accord with Cambridge City Council's policy requirements. Cycle parking should be considered early in the design process with an emphasis on Sheffield stands or within garages where appropriate. Reference should be made to the council's Cycle Parking Guide for New Residential Developments" (2010).



**Fig 33** Open space



## 4.4 OPEN SPACE

- 4.4.1 A significant proportion of the Mill Road Depot site should be allocated to open space as set out in figure 33. Through consultation, stakeholders identified an aspiration to create a balanced approach to open space which combines the needs of the wider Mill Road community, the existing neighbourhood to the north and new residents on the site.
- 4.4.2 In this context, the open space strategy focused on two primary spaces; a new space adjacent to Mill Road bordered by the Chisholm Trail as it enters the site and an open space to the north in closer proximity to Hooper Street. This spatial strategy supports initial guidance / advice relating to sustainable drainage which is likely to necessitate a minimum space allocation for on-site attenuation requirements in close proximity to existing infrastructure at the north and south of the site. Further guidance is set out in section 4.8.
- 4.4.3 Subject to detailed design process including the delivery of the full housing allocation and adherence to the key principles and parameters in this chapter, it is anticipated that a future scheme could indicatively accommodate approximately 20% to 25% of site area as open space.
- 4.4.4
- 4.4.5 Street trees should be planted on the primary north-south streets, the Chisholm Trail and to mark the boundaries of key open spaces. Species should be selected to establish a sense of hierarchy through the streets and spaces including larger trees on key routes, junctions and spaces. Opportunities to establish early planting regimes will be encouraged alongside other key elements of site infrastructure to accelerate place-making benefits for new streets and urban spaces on the depot site.
- 4.4.6 New development schemes should take a proactive approach in consulting with the Conservation team and Tree Officers to review the strategy for retention and selective removal / replacement. For example, the existing mature trees at the south eastern corner of the site form a distinctive boundary to the site which might require active stewardship and management through appropriate surveys and interventions.
- 4.4.7

### Open space character areas

- 4.4.7 As set out above, any future planning applications should set out a comprehensive open space strategy which articulates a distinct approach to formal and informal spaces across this accessible urban site. Although there is a degree of flexibility, any scheme should seek to include the following elements. Historic site plans have inspired the identification of possible names for the key spaces, but these will be subject to further discussion and review as the project moves forward.

### Street trees

- 4.4.4 Existing trees are an important factor on development sites and a material consideration in the UK planning system. There are trees located on and immediately adjacent to the Depot that will need to be considered as part of any redevelopment proposals. In accordance with BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations, the above and below ground tree constraints should be collated by an arboriculturalist and this information used to inform development layouts.

- “The Limes”: Proposals should seek to embed a new space at the south eastern corner of the site as a cornerstone of the scheme. This space will provide a flexible asset for the Mill Road area being within easy walking distance of the principal pedestrian entrance to the site and immediately adjacent to the Chisholm Trail as it enters the site from the south. This space, bounded by mature trees, will be defined as



**Fig 34** Accordia - positive example of landscaping



**Fig 35** Hampden Gardens - sculptural play space and landscape treatment



**Fig 36** Play area at Jesus Green



**Fig 37** Pym Court - varied public realm and landscape treatment



an attractive formal setting with potential for a wide range of regular, or more temporary, events which appeal to new residents and the wider neighbourhood. As noted above, some interventions might be required subject to more detailed assessment of existing tree health. Replacement species should achieve a similar scale and enclosure to this important edge. As noted in section 4.8, it is likely that this space would form part of a wider drainage strategy accommodating water storage (attenuation) for the purposes of managed discharge to the south of the site.

- “Mill Park”: Future development should also include a new more central local park with appropriate playspace and facilities to serve the new community and existing residents in the wider neighbourhood. This space has potential to include larger species trees to create an attractive focal point at the heart of the development. As set out in section 4.8, it is likely that provision for surface water attenuation will be required as part of Mill Park to accommodate discharge to the northern part of the site.
- “Eagle Foundry Walk”: A linear landscape feature could be incorporated adjacent to the central north-south street, forming a generous formal edge to the more substantial apartment buildings which form a strong urban boundary adjacent to the Chisholm Trail and the railway line. The exact layout and orientation of this space in relation to the residential frontages should be resolved at a detailed design stage. For the purposes of the illustrative scheme, the apartments and associated linear space deviates from the dominant alignment of the primary north-south streets in response to the orientation of the railway line and Chisholm Trail – widening from south to north and then cutting back to form an axial connection to Ainsworth Street. This is likely to form a popular pedestrian route through the site and will also form an edge to a less formal on-street cycle connection which complements the Chisholm Trail. The space offers opportunities for street tree planting and incorporation of biodiversity measures.
- Chisholm Trail: A 6m zone should be reserved at the eastern edge of the site to accommodate the main segregated, off-road Chisholm Trail. This linear route will make allowance for a 3m wide 2-way cycle way and a 2m separated pedestrian zone alongside 1m+ wide appropriate public realm and planting. The route could form part of a wider green infrastructure strategy with biodiversity and drainage functions. Early liaison with relevant officers at the City Council and County Council will be required to ensure integration with wider design proposals for this city-wide cycling strategy. Careful consideration of patterns of cycle and pedestrian movement across the wider depot site will be required to mitigate potential conflicts and safety issues.
- “Gate House Court”: The illustrative scheme highlights the potential for a new local square adjacent to the retained and refurbished Gatehouse building. Depending on the exact layout and mix / disposition of uses, this could have a community focus, or take on a semi-public character with connections to adjacent community uses including a nursery.

### Play space

- 4.4.8 Children's play space for a range of ages should be provided in the development. It is estimated that approximately 0.13ha of equipped play space / outdoor provision would be required on-site. Allotments and opportunities for communal growing could be provided on-site, depending on local demand. Examples of spaces are illustrated in figure 34 to figure 37.

### Outdoor sports pitches

- 4.4.9 Given the relatively small size of the site and its long rectangular form, it is not appropriate to provide outdoor sports pitches on site. Commuted sums for off-site provision or improvements in lieu of on-site provision will be sought.

### Shadow studies

- 4.4.10 All proposals for the site should use shadow studies at different times of the year to demonstrate that the open space receives a reasonable amount of sunlight.

- Mixed use (e.g. community and residential) - flexibility to provide community uses elsewhere on the site subject to design development
- Residential
- Study area



**Fig 38** Indicative uses

## 4.5 USES

### Housing

- 4.5.1 In line with the site allocation, the primary land use will be housing. The site has capacity for 167 homes during the Local Plan period to 2031. The indicative approach to uses is set out on figure 38.
- 4.5.2 The site is suitable for a range of house typologies and it is anticipated that the City Council will seek to achieve a balanced mix of housing and apartment typologies. Based on initial capacity studies, the 167 home allocation is likely to be apportioned as 50% to 60% apartments and 40% to 50% houses. The exact mix is flexible and will be informed by a consideration of housing market dynamics, approach to tenure, and disposition of open space.
- 4.5.3 The images overleaf (figure 39) illustrate a range of local typologies, traditional and contemporary in form, which could be appropriate on the site. These include terraces, town houses and mews as well as apartments or mansion blocks. The precise approach will be informed by building heights as set out in section 4.6. Opportunities for bespoke refurbishment of the existing coach house blocks to 1 or 2 bedroom properties at the western boundary of the site also exist.

### Affordable housing

- 4.5.4 The policy requirement for affordable housing is a minimum of 40%. The Council is considering a spectrum of delivery models which could include a number of different formats including co-operative housing.

### Community and other non-residential uses

- 4.5.5 Any planning application on the depot 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. Consultation on the emerging proposals for Mill Road has pointed towards a need for new community uses. Also, the Council's Draft Community Centre Strategy Review (January 2017) identified that future development at the Mill Road Depot site may create need for, and opportunity to develop, additional community provision.

- 4.5.6 The exact approach will be dictated through the development of a more detailed brief. The City Council will work with partners to understand the following:

- The potential for reprovision of the Women's Resource Centre (currently occupying the building in the north-east corner of the site). It is important to consider whether co-location with other community activities is appropriate, or whether separate standalone facility is more suitable.
- The need for flexible community spaces such as a new hall or community meeting rooms will be considered. Opportunities to make connections with adjacent open space proposals should be sought.
- Demand and need for a nursery space will be explored as a potential "anchor" community use.
- Consider the aspirations of the language school which is outside of the ownership of Cambridge City Council.
- Other acceptable non-residential uses could include a small proportion of bespoke workspace, for example, potentially arranged as live-work units as part of the refurbished coach house units and/or as creative arts studios.
- The potential for a suitably located small café.





**Fig 39** Examples of housing typologies in Cambridge of an appropriate scale and massing - clockwise from top left: Seven Arches, Aura, Abode, Magna, Accordia, Accordia, Eden Street and Abode



**Fig40** Illustrative coach house redevelopment as mews



**Fig41** Above - adjacent to the Magna development, the old Rattee & Kett building has been converted to café/cookery school. This could be a relevant precedent for the coach houses on Mill Road (below)

## 4.6 BUILDING HEIGHTS AND TYPES

### Building and housing types

- 4.6.1 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 to create an integrated community, with homes suitable for a range of household types and sizes.
- 4.6.2 New homes should seek to optimise solar orientation and outlook, while also providing a robust street and block layout as illustrated in the site framework plan (figure 27). Dual aspect homes should be maximised and single aspect north facing homes avoided.
- 4.6.3 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.
- 4.6.4 The level of parking provision will influence the mix of house types. For example, a high proportion of garages could reduce the proportion of houses, and require an uplift in apartments to meet the 167 unit target in the Local Plan allocation.
- 4.6.5 Opportunities exist to refurbish the existing coach house style block (see figure 41) at the western boundary of the site. This building could divide into a range of bespoke, small 1-2 bed homes with a "mews" character (see figure 40). Opportunities might also exist for conversion to non-residential uses similar to the former Rattee & Kett building.
- 4.6.6 Figure 39 illustrates a range of relevant contemporary residential schemes in Cambridge which provide precedent for the potential scale, mass and character of a future scheme for Mill Road Depot.





**Fig42** Building heights

### Building heights

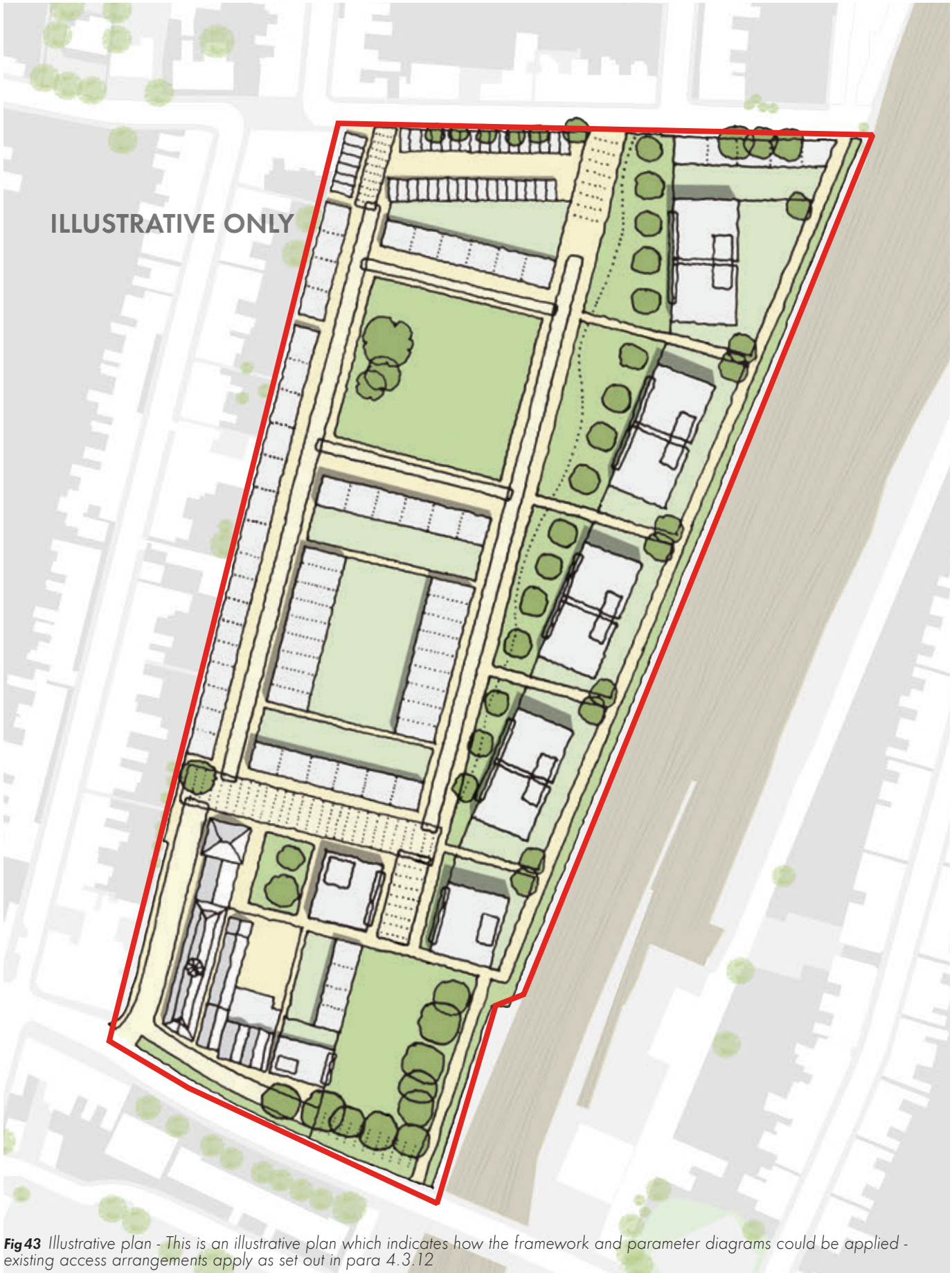
- 4.6.7 A range of building heights should be provided across the site to create visual interest and character (see figure 42). It is vital that detailed proposals respond to the wider context established in the Mill Road Conservation Area. The key characteristics are set out in chapter 2.
- 4.6.8 In broad terms, typical building heights are likely to follow a distinct east-west pattern across the site. The westerly line of building frontages, potentially involving the retained coach house-style buildings, proposed for refurbishment form a tight two storey edge at the western boundary of the site adjacent to private gardens to the rear of properties on Kingston Street. Buildings in the centre of the site will typically involve 2-3 storeys depending on the exact house types proposed. At the eastern edge of the site, it is proposed that the apartment buildings increase up to 4 storeys. Façades of any apartment building will need to be broken down to avoid the appearance of a long, horizontal edge to the railway line. A taller buildings, e.g. maximum of 5 storeys, could be appropriate at the south eastern edge of the site.
- 4.6.9 In general, proposals will be expected to incorporate architectural modulation and variety to generate a varied roofscape and positive streetscape / townscape character. This could be achieved through variations in massing along the street and within blocks, and innovative use of roof space for accommodation where appropriate.

### Heritage

- 4.6.10 Any planning application will be required to submit a townscape assessment and heritage statement in support of proposals. These assessments should demonstrate a thorough understanding of local context and key views. An initial appraisal of the 4 storey apartment buildings has been undertaken. Although few buildings in the conservation area reach four storeys it is considered that this scale is likely to be appropriate for the following reasons:
- Aside from the Grade II listed building and Gate House building, the depot site does not make a positive contribution to the character and setting of the conservation area. It has major potential for change, and it is vital to set out a positive context for investment.
  - The proposed apartment blocks are situated at the edge of the conservation area and benefit from significant separation from existing streets and views at Kingston Street to the west (by virtue of the geographical separation and the likely screening effect of existing / proposed 2/3 storey properties). To the east, views from Great Eastern Street and Mill Road are mitigated by the horizontal distance associated with the railway, the raised road level of the bridge and the natural screening effect of the existing mature trees and planting off Mill Road.
  - The Council will seek to ensure that proposals are of the highest design quality and properly broken down to avoid long, horizontal façades .

### Boundaries

- 4.6.11 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 adjacent properties. Existing vegetation within the boundary should be retained where possible.



**Fig 43** Illustrative plan - This is an illustrative plan which indicates how the framework and parameter diagrams could be applied - existing access arrangements apply as set out in para 4.3.12





**Fig44** Long-term illustrative approach, showing the principle of the phased future redevelopment of the garages at the northern boundary of the site. This is outside of the 167 home allocation and would be beyond the Local Plan period

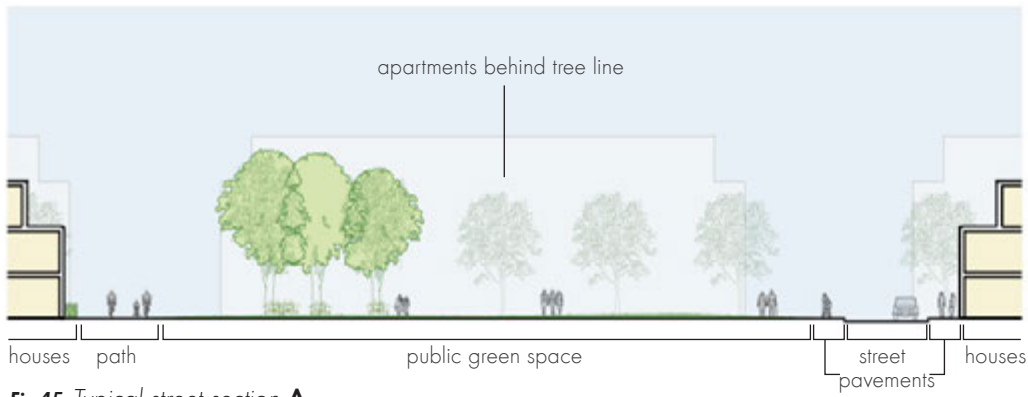
## 4.7 CHARACTER AND FORM

### Layout

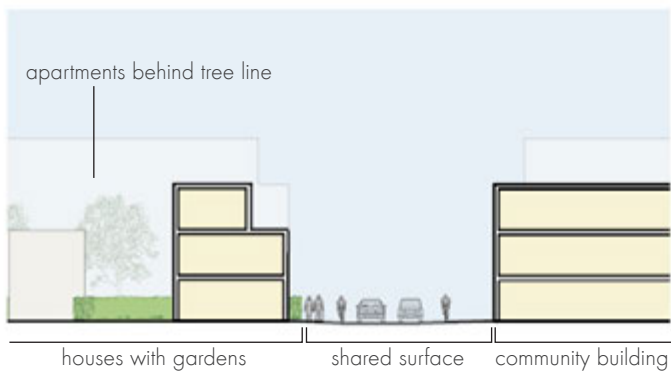
- 4.7.1 Section 4.2 provides an overview of the key principles in terms of site layout which is summarised in figure 6. The adjacent drawing (figure 43) provides an indicative illustration of the proposed approach. This illustrative masterplan does not have planning status for the purposes of the assessment of future applications, but provides a helpful illustration of how a scheme could come forward in response to the various parameters and supporting guidance in this document.
- 4.7.2 Proposed streets and blocks should respond to the surrounding context as described in the Conservation Area Appraisal. A dominant north-south street pattern is suggested alongside more secondary east-west links. The street grain and approach to massing will play a key role in establishing a framework which responds to the terraced character and form that exists in streets in the surrounding conservation area.
- 4.7.3 Buildings should be oriented to overlook streets and public spaces, with layouts following the principles identified in best practice guidance such as Secured by Design.

### Long-term phasing

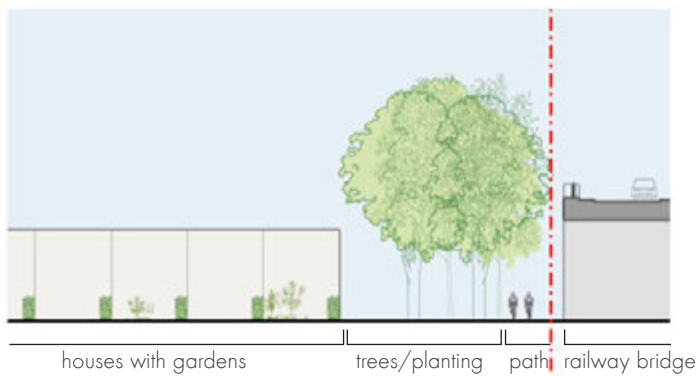
- 4.7.4 As illustrated on figure 44, the illustrative approach does not preclude the phased redevelopment of the existing garage blocks at the north-west corner of the site. Early work indicates that the 167 home target can be accommodated without redeveloping the garages. It might be possible for some or all of the garages to be redeveloped if appropriately reconfigured. Subject to the expiration of existing long leaseholds, it would be possible to develop this parcel as a small collection of houses to address Hooper Street in a later phase beyond the plan period. Consideration of taller floor-to-ceiling heights at ground floor level for some buildings would enable them to be adapted in future for alternative uses, subject to the use being suitable within its context.



**Fig 45** Typical street section **A**



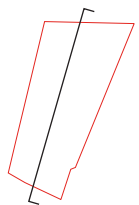
**Fig 46** Typical street section **B**



**Fig 47** Typical street section **C**

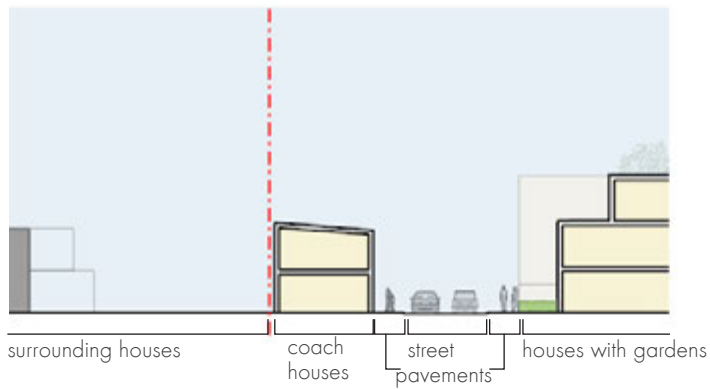


**Fig 48** Indicative North-South section through site

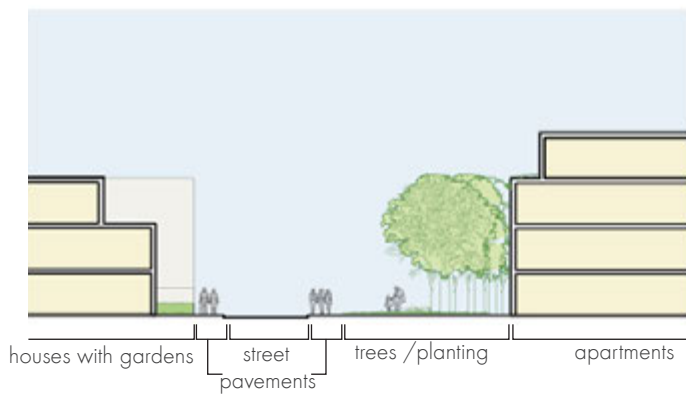


**Indicative street typologies**

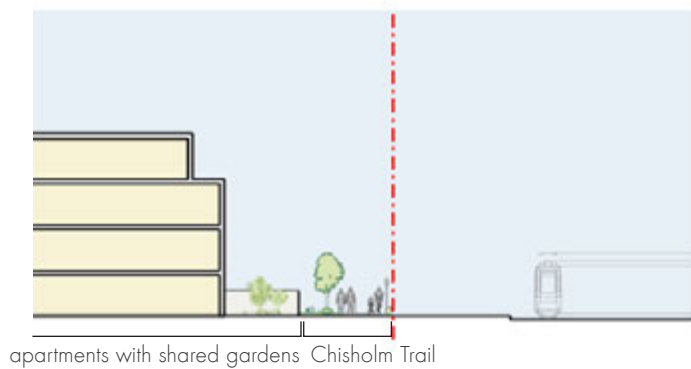
- 4.7.5 Buildings should be oriented to overlook streets and public spaces, with layouts following the principles identified in Secured by Design.
- 4.7.6 Variety should be encouraged through careful design of street types with a clear distinction between public and private space and a hierarchy of street widths.
- 4.7.7 The following street types (figures 45 to 48 and 49 to 53 overleaf) illustrate indicative street typologies that could be developed at a planning application stage.



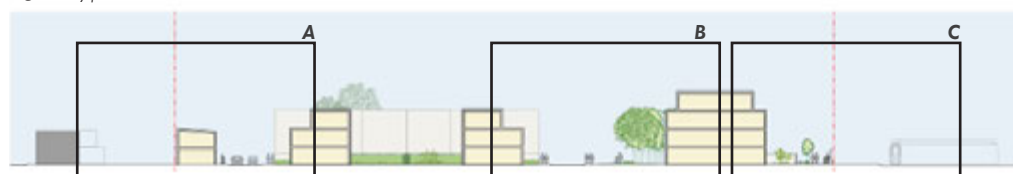
**Fig 49** Typical street section **A**



**Fig 50** Typical street section **B**



**Fig 51** Typical street section **C**



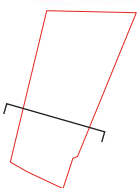
**Fig 52** Indicative East-West section through site

### Character

- 4.7.8 Proposals should respond to local townscape and demonstrate a positive and appropriate response to key design features including street elevations, roofscape, materials, massing and building corners. Opportunities for contemporary design solutions which consider to traditional local styles and detailing should be incorporated as appropriate.
- 4.7.9 Buildings with a larger form such as the apartments could draw inspiration from the scale and materiality of the historic industrial buildings in the wider Mill Road Conservation Area or indeed, some of the former buildings on the Depot site.



**Fig 53** Indicative West-East section through Southern end of site



## 4.8 ENVIRONMENTAL CONSIDERATIONS AND SUSTAINABILITY

### Site-wide sustainability

4.8.1 Creating a sustainable development should be a priority underpinning the redevelopment of the Mill Road Depot site. A site wide approach should be employed to address environmental, social and economic issues. Development should comply with the Council's Sustainable Design and Construction SPD and propose strategies for the following relevant 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

4.8.2 Specific strategies that could be considered for the site include:

- Mitigation of overheating in flats and taking measures to improve internal thermal comfort.
- 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.

4.8.3 The Local Plan allocation made reference to the provision of a district energy centre. More recent work has indicated that this is technically feasible for the site but not viable. A combination of passive design solutions and building design solutions should form the basis of site energy strategies for future schemes.

### Surface water drainage

4.8.4 Future proposals should consider the surface water drainage strategy at an early point in the design process. Initial work suggests that opportunities for storage / attenuation space should be provided as part of open spaces. These would be located close to existing discharge locations at the northern and southern parts of the site.

4.8.5 Above ground multi-functional storage could play an important role, together with a combination of sustainable drainage source control features such as rain gardens, permeable paving, swales, rills and green/brown roofs. Increased source control employed would mean that less underground storage will be required. On plot storage could provide around 5-10 cubic metres of storage per property if a parking space is provided.

4.8.6 Infiltration is the preferred method of surface water disposal and should be explored through detailed site investigations during the design development of the site; however soil types and the potential presence of contamination will possibly limit its use.

### Foul drainage

4.8.7 Foul drainage has similar discharge locations, both at the south and north of the site.

4.8.8 A split between north and south would be appropriate and although it is likely that capacity would be available in both of these, a pre-development enquiry should be made to Anglian Water to determine capacities and allowable discharge rates.

### Remediation

4.8.9 Elevated concentrations of various contaminants have been identified associated with made ground across the site, which would not be suitable for use within proposed domestic garden or landscaped areas. More localised contamination was identified within the

northern part of the site, especially surrounding the Underground fuel Storage Tanks (USTs).

- 4.8.10 Impacts to soil and groundwater from fuels were identified within this area which will require further assessment.

## Ecology

- 4.8.11 There are likely to be opportunities to enhance the ecology and biodiversity of the site. Initiatives should be developed in the context of wider plans for improvements to ecology and biodiversity.

- 4.8.12 Initiatives that could be considered are:

- Tree and other planting where appropriate (see section 4.3 above).
- Water resources in association with sustainable drainage and landscape features where possible
- Nesting opportunities for a variety of bird and bat species
- Habitats for insects

- 4.8.13 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 including roof allotments. The installation of photovoltaics over green roofs is also possible as the shade will add variety to the environmental conditions.

- 4.8.14 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.

- 4.8.15 A Phase 1 habitat and protected species survey should be undertaken to establish which habitats and species are likely to occur. Particular focus should be on bat roost potential

of any of the existing trees and buildings and invasive non-native species. This report would recommend if any further survey effort is required. BS42020 should be followed.

- 4.8.16 The sites should be viewed in the wider context to see how ecological connectivity between surrounding gardens, the railway line and new on site habitats may be enhanced during the master planning process. This should include detail such as gaps in garden fences to provide access for hedgehogs. The detailed design proposals should take account of the objectives of the Cambridgeshire Green Infrastructure Strategy (2011), and the checklist in Natural England's Green Infrastructure Guidance.

- 4.8.17 The sustainable drainage design guide principles should be promoted to encourage the use of green, brown, biodiverse roofs, swales and attenuation ponds with ecological and recreational value.

- 4.8.18 Open spaces and gardens should include native and non-native species trees, shrubs and herbaceous plants to provide a wide range of nesting, roosting and foraging opportunities throughout the year. There is potential to engage new residents with information packs on wildlife gardening principles.

- 4.8.19 As many units as practically possible, depending on scale, should have at least one integral bird or bat box for a range of species. Romsey retains a good Swift population that should be relatively easy to encourage to adopt new nest sites within the development.

- 4.8.20 The new residents will be well placed to use the new Chisholm Trail and existing Sustrans route to the south to explore Milton Country Park, RSPB Fen Drayton, Clay Farm Green Corridor and Trumpington Meadows Country Park. On site interpretation or homeowner welcome pack could promote these sites.

## **4.9 PLANNING OBLIGATIONS**

- 4.9.1 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. The Council will work together with Cambridgeshire County Council and other partner organisations to develop an appropriate strategy for the planning and commissioning of education provision across the City including the options for increasing capacity to meet the growth in demand from this development. Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning applications submitted to develop the 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

- **Biodiversity:** The number and variety of plants and animals.
- **Buildings of Local Interest (BLI):** Buildings of local interest have been designated because of their architectural merit and, in some cases, their historical associations. The aim of the list is to safeguard the buildings and to ensure that repairs, alterations and extensions are sympathetic to their character. Cambridge has over 1,000 BLIs.
- **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.
- **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 Mill Road Depot Site (Site R10).
- **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.
- **Conservation Area:** Area identified by the City Council, which has 'special architectural or historic interest' which should be protected and enhanced. Conservation Areas are designated heritage assets which merit consideration in planning decisions.
- **Development principles:** A set of principles which underpin the redevelopment of the Mill Road Depot 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 Mill Road Depot 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.
- **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.
- **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 Drainage Strategy:** Sustainable 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 Mill Road Depot site, 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**

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

Policy 51 Accessible Homes

Policy 55 Responding to Context

Policy 56 Creating Successful Places

Policy 57 Designing new buildings

Policy 59 Designing Landscape and the Public Realm

Policy 60 Tall Buildings and the Skyline in Cambridge

Policy 61 Conservation and enhancement of Cambridge's historic environment

Policy 68 Open Space and recreation provision through new development

Policy 70 Protection of priority species and habitats

Policy 71 Trees

Policy 75 Healthcare facilities

Policy 80 Supporting Sustainable Access to Development

Policy 81 Mitigating the transport impact of development

Policy 82 Parking Management

Policy 85 Infrastructure delivery, planning obligations and the community infrastructure levy

Appendix B - Proposals Schedule Site R10 - Mill Road Depot

## APPENDIX C: LIST OF FIGURE NUMBERS

Page 1, Figure 1 Aerial photograph with Mill Road Depot site highlighted for context

Page 2, Figure 2 Ordnance survey of site

Page 4, Figure 3 Cambridge City Council site allocation for Mill Road Depot site in the Cambridge Local Plan 2014: Proposed Submission

Page 6, Figure 4 Process of preparation

Page 8, Figure 5 Mill Road Depot Location Plan

Page 9, Figure 6 Existing site photographs

Page 10, Figure 7 Cambridge City Council ownership

Page 10, Figure 8 Historic development

Page 12, Figure 9 Site context and surroundings

Page 13, Figure 10 Existing site photographs

Page 14, Figure 11 Motor vehicle access

Page 16, Figure 12 Bus and cycle routes

Page 18, Figure 13 Local open space provision

Page 20, Figure 14 Existing land uses

Page 22, Figure 15 Site access

Page 24, Figure 16 Existing building heights

Page 26, Figure 17 Conservation area boundary

Page 26, Figure 18 Listed buildings and buildings of local interest

Page 26, Figure 19 Townscape analysis

Page 26, Figure 20 Buildings of less historic merit

Page 28, Figure 21 Photographs of the conservation area

Page 30, Figure 22 Landscape assets and analysis

Page 32, Figure 23 Environmental considerations

Page 32, Figure 24 Drainage

Page 34, Figure 25 Summary of constraints

Page 38, Figure 26 Summary of guidance in chapter 4

Page 40, Figure 27 Site Framework plan

Page 42, Figure 28 Transport and Access

Page 44, Figure 29 Parking typology - on-street

Page 44, Figure 30 Parking typology - garage / undercroft

Page 44, Figure 31 Parking typology - on-street with buffer

Page 44, Figure 32 Parking typology - parking yard or at grade deck parking

Page 46, Figure 33 Open space

Page 48, Figure 34 Accordia - positive example of landscaping

Page 48, Figure 35 Hampden Gardens - sculptural play space and landscape treatment

Page 48, Figure 36 Play area at Jesus Green

Page 48, Figure 37 Pym Court - varied public realm and landscape treatment

Page 50, Figure 38 Indicative uses

Page 52, Figure 39 Examples of housing typologies in Cambridge

Page 53, Figure 40 Illustrative coach house redevelopment as mews

Page 53, Figure 41 Existing coach houses

Page 54, Figure 42 Building heights

Page 56, Figure 43 Illustrative plan

Page 57, Figure 44 Long-term illustrative approach

Page 58, Figure 45 Typical street section A

Page 58, Figure 46 Typical street section B

Page 58, Figure 47 Typical street section C

Page 58, Figure 48 Indicative North-South section through site

Page 60, Figure 49 Typical street section A

Page 60, Figure 50 Typical street section B

Page 60, Figure 51 Typical street section C

Page 60, Figure 52 Indicative East-West section through site

Page 61, Figure 53 Indicative West-East section through Southern end of site



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### **Mill Road Depot Planning and Development Brief**

### **Statement of Consultation**

#### **Background**

The Council as the Local Planning Authority has been working in partnership with Allies and Morrison<sup>1</sup> to prepare a planning and development brief for the allocation. The purpose of the Mill Road Depot Planning and Development Brief is to guide the redevelopment of the site allocation, which is allocated in the Cambridge Local Plan 2014: Proposed Submission document (as amended<sup>2</sup>). The brief 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 is structured in four chapters:

- Chapter 1 provides the background to the draft development brief including the planning context, the process of preparing the draft development brief and the status of the document;
- Chapter 2 illustrates and provides an analysis of the Mill Road Depot 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: site layout, transport and access, open space, uses, building heights and types, character and form, and sustainability.

#### **Preparation of the Planning and Development Brief**

The City Council as the Local Planning Authority has been working in partnership with Allies and Morrison to prepare a planning and development brief for the allocation. As part of this process, there have been two stages of informal local consultation held, the findings of which have been recorded in an Event Record prepared by Allies and Morrison Architects and dated 17 February 2016.

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<sup>1</sup> Allies and Morrison have been appointed on behalf of the Council as a landowner.

<sup>2</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)*

## **Appendix E: Statement of Consultation**

The first of these workshops was held in November 2015, and focused on issues and priorities for the site. This event provided an opportunity for local residents and stakeholders to make clear their aspirations (and concerns) for any redevelopment of the site and helped inform subsequent work by agents for the council as well as council officers.

The second stage of informal consultation took place in January 2016 and involved consultation on draft planning and design principles for the site. Again a workshop format was used and a significant amount of feedback was collected once more, this time on more detailed ideas for various “themes” for development (landscape and open space, movement, built form, etc).

All City and County Council ward councillors for Romsey and Petersfield were invited to both consultation events. In addition, a number of stakeholder groups were invited such as the Mill Road Society, Petersfield Area Community Trust (PACT), Mill Road Co-ordinator, Romsey Garden Club, Romsey Garden Project, Cam Cycle, Cambridge Past, Present & Future, Glisson Road and Tenison Road Area Residents Association (GTARA), South Petersfield Residents Association (SoPRA), Cambridge Association of Architects, Cambridge Ethnic Community Forum (CECF) and the Argyle Street Housing Co-operative (ASH co-op).

Further information about these workshops can be found in the Mill Road Depot Consultation Workshop Events Record here:

[https://www.cambridge.gov.uk/sites/default/files/mill\\_road\\_depot\\_consultation\\_workshop\\_events\\_record.pdf](https://www.cambridge.gov.uk/sites/default/files/mill_road_depot_consultation_workshop_events_record.pdf)

The emerging Mill Road Depot Draft Planning and Development Brief 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 planning and development brief**

The Mill Road Depot Draft Planning and Development Brief was approved for consultation at Development Plan Scrutiny Sub Committee on 14 March 2016.

The public consultation on the draft Mill Road Planning and Development Brief took place for seven weeks from 3 June to 22 July 2016. Further details on the consultation are set out below in the Consultation Methodology.

A Sustainability Assessment and Habitats Regulations Assessment Screening Report were produced 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 will also be made available to view during this consultation. As the Mill Road Depot Planning and Development Brief supports the Cambridge Local Plan, there is no further need to undertake a separate Sustainability Appraisal or Habitats Regulations Assessment

## **Appendix E: Statement of Consultation**

for this document, although screening reports were completed and made available during the consultation.

### **Consultees**

The Council has consulted widely on the Mill Road Depot Draft Planning and Development Brief 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. This has included the Specific Consultation Bodies<sup>3</sup>, other Local Authorities, City and County Councillors, Community Organisations including Parish Councils and Residents' Associations, developers and agents, and a range of other national, regional and local organisations, and other individuals with a stated interest in the area or local to the area.

#### **Other methods of notification include:**

- a public notice in the Cambridge News;
- around 300 letters delivered by hand to nearby residents;
- site notices displayed in surrounding streets and at many shops on Mill Road;
- through the Council's webpages <https://www.cambridge.gov.uk/mill-road-depot-spd>;
- 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 Mill Road Depot Draft Planning and Development Brief SPD took place from:

**9am on 3 June 2016 to 5pm on 22 July 2016**

The draft Planning and Development Brief was made available for inspection along with other relevant documents at the following locations:

- online on the Council's website <https://www.cambridge.gov.uk/mill-road-depot-spd>
- at the Council's Customer Service Centre at Mandela House, 4 Regent Street, Cambridge, CB2 1BY from 9.00am-5.15pm Monday to Friday

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<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

## Appendix E: Statement of Consultation

- two public exhibitions held on Tuesday 21 June 2016 (hours 12 Noon to 9pm) and Wednesday 13 July 2016 (hours 5pm to 9pm), at the Old School Hall, St. Barnabas Church, Mill Road

The draft Planning and Development Brief 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/mill-road-depot-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 also 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)

### **Next steps**

After the close of consultation, the key issues raised were considered by the Council and changes were made to the Mill Road Depot Draft Planning and Development Brief, where appropriate.

The emerging Local Plan is still at the examination stage, which means that the Council is unable to adopt the Mill Road Depot Planning and Development Brief as an SPD until the Local Plan has been found sound and adopted. With this in mind, the planned adoption of the Mill Road Depot Planning and Development Brief SPD will take place at the same time as the Cambridge Local Plan.

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>.

## **Briefing Note on Short term Lets**

### **1 Introduction**

- 1.1 There is no fixed definition of short-term lets but these are normally any residential tenancy of less than six months where utilities, television and internet are included in the rent. Properties are let fully furnished and landlords are expected to provide bedlinen and a fully equipped kitchen with pots and pans, china, glassware and cutlery.
- 1.2 This is the traditional definition, and in practice most short-stay rentals have until recently been measured in months or weeks, rather than days. Airbnb and similar operations have changed the business by making it much easier to find tenants, even at short notice, for much shorter periods of time.

### **2 Planning permission for change of use**

- 2.1 In planning terms, planning permission must be obtained if there is any 'material' change of use to a property or building. In most cases, it is relatively straightforward as to what constitutes a material change of use (e.g. converting a house into a commercial building or a block of flats).
- 2.2 However, in some cases it is a matter of judgement on the basis of 'fact and degree'. For example, at what point does a residential house become premises whose main purpose is to offer accommodation for visitors? This issue is particularly relevant for bed and breakfast properties where the property is simultaneously a residential property and a commercial property.<sup>1</sup>
- 2.3 The Council's Study, Cambridge Hotel Futures Issues and Options (June 2012) confirms the lack of distinction between residential units (C3 Class Use) intended for permanent residential use which are subsequently let out as serviced apartments. Appendix 1 includes an extract of the study which provides further information on the matter.

### **3 The 90 day limit in London**

- 3.1 A 90 day limit, which is only applicable in London, was introduced under Section 44 of the Deregulation Act 2015 which amended the 1973 Act<sup>2</sup>. This makes it clear that the use of residential property as temporary sleeping accommodation in Greater London does not represent a material change of use requiring planning permission. A number of criteria need to be satisfied; including the aggregate number of nights during a calendar year for which the property is used as temporary sleeping accommodation is not greater than 90 days.

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<sup>1</sup> <https://www.visitbritain.org/pink-book/planning-and-building>

<sup>2</sup> Section 25 of the Greater London (General Powers) Act 1973 (as amended)

- 3.2 In January 2017, Airbnb, the world's leading short-term letting site, announced restrictions on London properties preventing letting of entire homes for more than 90 days a year through their website, unless the hosts confirm that they have the necessary planning consent to share their property more frequently. The use of short term letting sites has been criticised for contributing to London's housing crisis, removing properties from the capital's housing stock.

#### **4 The Situation in Cambridge**

- 4.1 Cambridge's Planning Service has received complaints from residents about individual properties that are used as short term lets. The duration of a visitor's stay varies and can lead to local amenity issues. These include disruptive visitors or laundry vans arriving on a daily basis.
- 4.2 Enforcement officers have served Planning Contravention Notices to determine if there has been a breach of planning control.
- 4.3 Officers from City Development Management and Planning Policy recently met to discuss the rise in complaints regarding short term lets and the impact of these uses in residential areas. The renting out of a residential property for short-term use does not constitute a material change of use from a dwellinghouse (C3 use) if the property continued to provide for the day-to-day residential needs of the occupants. For properties where short-term letting use, such as for Air B&B, gives rise to complaint, the Council would have to assess the pattern and nature of use of each property – as a matter of fact and degree - to ascertain whether a change of use has occurred. This will depend upon factors such as the aggregate number of days in any calendar year the property is being rented out, the turn-over and direction of different lettings over this period, the size and nature (hosted) of the accommodation being offered, the number of rooms being rented out and whether the renting is to unrelated individuals or to people living together as a single household, such as a families. Cambridge does not benefit from legislation which clearly establishes the 90 day restriction.

#### **5 Cambridge's Policy Framework**

*The Local Plan 2006 'saved' policies*

- 5.1 Policy 3/4 'Responding to context' requires planning proposals to respond positively to its context.
- 5.2 Policy 5/4 'Loss of Housing' clearly protects residential use from conversion to alternative uses unless one of the exemption criteria can be satisfied, none of which include short-stay accommodation.
- 5.3 Policy 6/3 'Tourist Accommodation' supports visitor accommodation that maintains, strengthens and diversifies the range of short-stay accommodation. Where this involves the conversion of an existing residential use i.e. a Class C3 dwellinghouse

or C4 small scale HMO, part of the accommodation must be retained as permanent residential accommodation.

#### *The Emerging Local Plan*

- 5.4 Policy 3 'Spatial strategy for the location of residential development' only allows housing to change to an alternative use in exceptional circumstances.
- 5.5 Policy 55 'Responding to context' requires planning proposals to respond positively to its context.
- 5.6 Policy 77 'Development and expansion of hotels' treats serviced apartments as a residential use and will therefore be managed under the various applicable housing policies in Section 6 of the Emerging Local Plan. This policy has not yet been subject to examination and may be subject to further modifications during the Local Plan Examination process. The Council is considering whether modifications are required.

#### *Policy Implications*

- 5.7 In the case where a material change of use is considered to have taken place i.e. the residential unit has changed to visitor accommodation on a permanent basis then there are policies in both Local Plans to protect against the loss of the residential unit.
- 5.8 However, the challenge remains of establishing that a material change of use has occurred. In the case of a guesthouse, if there is no material loss of a residential unit then policies regarding local context ensure that the impacts of the development on the site context are assessed and controlled.

## **6 Next Steps**

- 6.1 Officers have concluded that the best approach to overcome the challenge of determining a material change of use from C3 residential to visitor accommodation would be to devise a means of assessing properties that are claimed to be in breach of a planning use. The assessment would consider a range of matters that would determine if a dwelling is no longer used for its intended purpose but rather as visitor accommodation which would require planning permission.
- 6.2 While no assessment criteria have yet been finalised, the assessment may involve questions centred around two areas of enquiry concerning how the property is let and how suitable the property is to operate as short stay accommodation. The following are examples of questions that officers are considering to help determine if the property is in breach of planning regulations in that a material change of use has occurred and whether formal enforcement action is justified. It is proposed that this work continues over the next few months to establish a consistent method of dealing with this issue.

- 6.3 The first section of the assessment is aimed at identifying the frequency of use as visitor accommodation and how it is managed.

*How the property is let:*

- Is the property the main residence of the property owner?
- Does the owner live at the property when let to visitors?
- Is the property leased to a company for the purposes of renting it out for visitor accommodation?
- Does the aggregate number of days let to visitors exceed 90 days in a calendar year?
- Are there limitations to the minimum number of days a visitor can stay? If yes, what are they?
- Are there limitations to the maximum number of days a visitor can stay? If yes, what are they?
- Does the owner pay Council Tax on the property?
- Is the letting of the property run as part of a business?

- 6.4 The second section of the assessment is aimed at identifying to what degree the property let to visitors is able to function as visitor accommodation without having an impact on residential amenity or other impacts which would amount to 'harm' in the planning context.

*How suitable is the property to operate as short stay accommodation:*

- What type of property is it? Detached; semi; flat; etc.
- Is the whole property let or only parts of the property? Please specify
- What are the adjacent uses? e.g. residential, retail with residential above. Please specify
- Is there off-street parking for visitors or occupiers of the unit? Please list the number of spaces
- Is there off-street parking for service vans serving the property?
- How often do service vans (e.g. laundry services) visit the property? Please detail frequency e.g. laundry van – daily; cleaner – daily; etc.
- Is there a separate main entrance to the property? If no, how many other properties share the main entrance?
- For properties with shared entrances not on a ground floor, is there a lift to the property?
- Is there a concierge service available? Please specify.

- 6.5 In addition to addressing short-term lettings through the planning enforcement process, planning duty officers and officers undertaking pre-application advice will also be made aware of the issues arising in order to provide appropriate advice to potential applicants.



## **Appendix 1: Extract from section 7: Cambridge Hotel Futures – Moving Forward**

- 7.12.2 From a planning point of view, aparthotels, all-suite hotels and purpose-built serviced apartment blocks would fall within the C1 hotel use class, whereas residential apartments that are let out as serviced apartments would fall within the C3 residential use.
- 7.12.3 The distinction in use class terms between aparthotel and serviced apartments appears to revolve around a number of aspects. Aparthotels offer:
- A higher level of service – cleaning, laundry, food hampers, toiletries, towels provided
  - Letting on a daily short term basis, although some might require a minimum 2-3 night stay;
  - Reception facilities;
  - A hotel style booking system
- 7.12.4 If C3 residential units intended for permanent residential or second home use are subsequently let out as serviced apartments, there is no planning distinction between the uses, and planning will already have been granted without any occupancy conditions. The situation is further blurred if some units within a block are let for tourism use and others not. If a whole block becomes given over to tourism lets there may be a case for change of use. However in reality, residential apartments are often let as serviced apartments for variable periods of time dependent upon the owners' objectives. They may not therefore remain as serviced apartments on a permanent basis. Requiring a change of use may not therefore be practically possible to enforce.
- 7.12.5 It must also be recognised that residential apartments that are let out as serviced apartments for extended corporate stays compete as much in the residential lettings market as they do in the hotel market. Other options for companies to house their long stay visitors are to take a short hold tenancy on a residential property or possibly to buy a property as a company house or apartment.

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