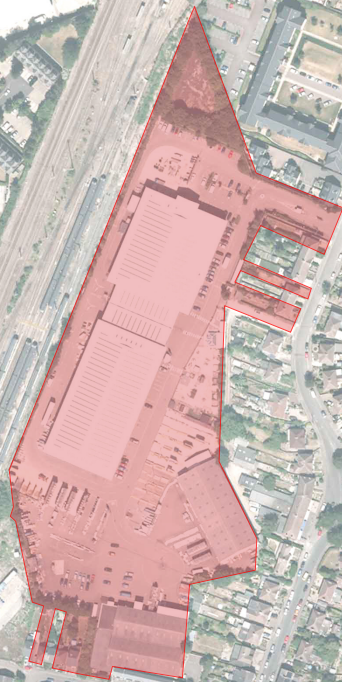


# Ridgeons site, Cromwell Road

Draft Planning and Development Brief

Supplementary  
Planning Document



Draft  
November 2015



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**This publication has been produced by:**

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# Introduction and Background

# 1



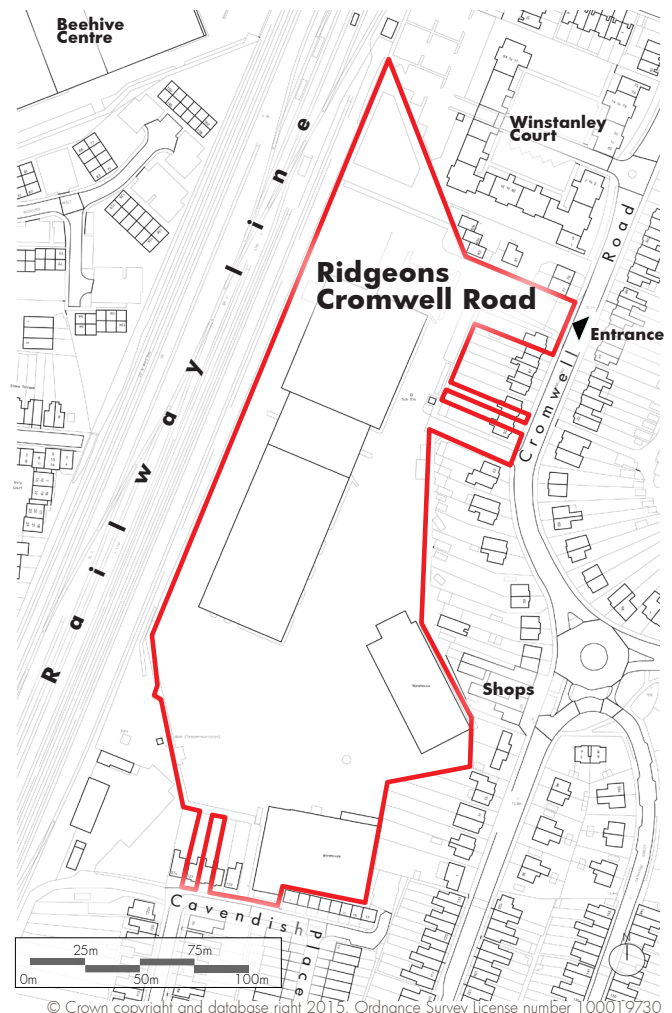
# 1. Introduction and background

## 1.1. Background

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

## 1.2. Aspirations

- 1.2.1.** This document sets out the joint aspirations of Cambridge City Council and Ridgeons for the redevelopment of the Ridgeons Cromwell Road site. The aspiration is to create a well designed housing development, which incorporates market housing, affordable housing, public open space, pedestrian and cycle routes through the site and responds to the character of the surrounding area.



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

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

## 1.3. Purpose and scope

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



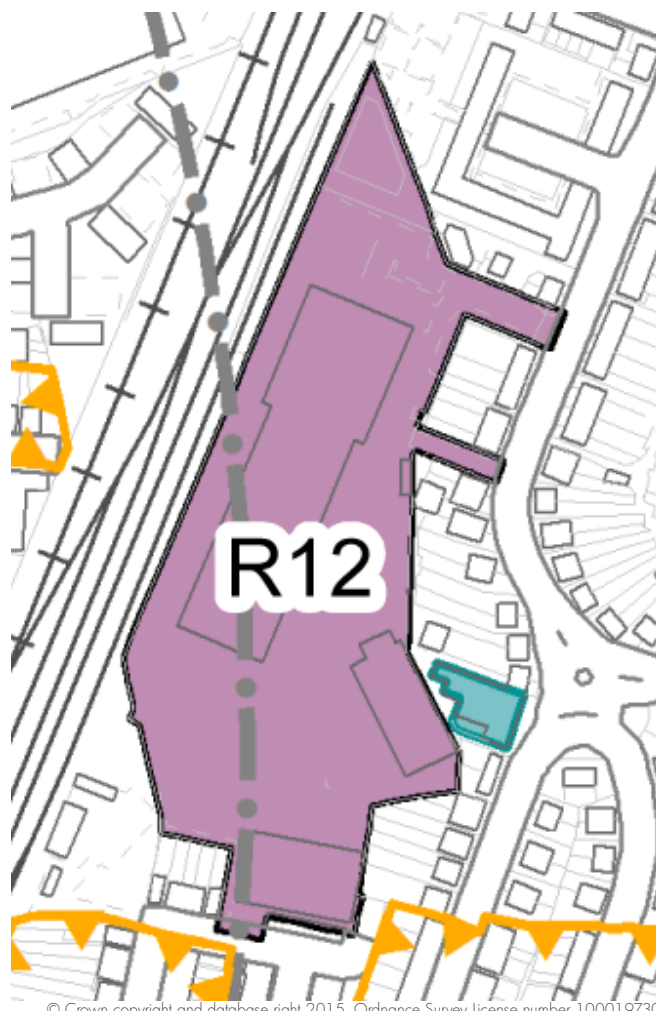
**1.3.2.** This SPD is written in the form of a Planning and Development Brief to help guide the preparation and assessment of future planning applications on the Ridgeons site. As such, this document will form a material consideration, which will be taken into account by Cambridge City Council when determining any future planning application for the site. In addition, all proposals for the Ridgeons site will have to comply with the policies in the adopted Cambridge Local Plan 2014, once adopted.

**1.3.3.** This SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

## 1.4. Structure of the document

The Ridgeons site SPD is structured in four chapters:

- Chapter 1 describes the background to the SPD including: the planning context, the process of preparing the Planning and Development Brief SPD and the status of the document.
- Chapter 2 illustrates and analyses the Ridgeons site and the surrounding area in a series of themes: history, land use, transport, open space, buildings and character. The chapter summarises the analysis with a description of the site opportunities and constraints.
- Chapter 3 presents a vision for the site and a series of development principles to achieve the vision. These have been informed by the analysis of Chapter 2 and public consultation.
- Chapter 4 provides guidance on how the Ridgeons site should be developed. The guidance is organised into the following themes: land use, transport, open space, buildings, character and sustainability. The guidance is summarised in a Framework Plan, which broadly illustrates how the routes, buildings and open space work together.



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**Figure 2: Cambridge City Council site allocation for the Ridgeons site in the draft Cambridge Local Plan 2014**

## 1.5. Planning context

**1.5.1.** The adopted Cambridge Local Plan 2006 allocates the southern part of the Ridgeons site for housing (site allocation 5.14).

**1.5.2.** The Local Plan is currently being reviewed and a replacement plan was submitted for examination by an independent inspector in March 2014. The emerging Local Plan allocates the entire site for housing (site allocation R12 - Appendix B, Proposals Schedule). The site allocation states the approximate capacity of the site is 245 homes, which equates to a density of 75 homes per hectare.

**1.5.3.** The proposals schedule included in the emerging local plan states that 'the site promoters will be expected to prepare a Planning and Development Brief for the site demonstrating how development will successfully integrate with the existing residential area as well as addressing the constraints and opportunities of the site. Scale, massing and density considerations in the design and disposition of new and existing housing will be expected to have regard to the character of the existing area'.

**1.5.4.** This SPD represents the Planning and Development Brief and provides greater certainty and detail to support the delivery of the housing allocation in the coming years.

## 1.6. Process of preparation

**1.6.1.** Cambridge City Council and Ridgeons have worked in partnership in the preparation of this Supplementary Planning Document (SPD) to ensure that any future redevelopment respects the surrounding area and takes full advantage of the opportunity for housing, public open space and new routes through the site.

**1.6.2.** The process of preparation for the SPD, including how the document fits into the Local Plan, is illustrated in Figure 3 opposite. The background preparation work for the SPD has been through two rounds of public and key stakeholder consultation in March 2015 and July 2015, which included exhibitions and workshops and online consultation through a dedicated project website. This consultation has shaped the key themes, development principles and the Framework Plan contained in this SPD.

**1.6.3.** The SPD will be the subject of a further public consultation for a period of six weeks. The consultation for this SPD will take place in early 2016.

**1.6.4.** There are a variety of ways to respond to the consultation:

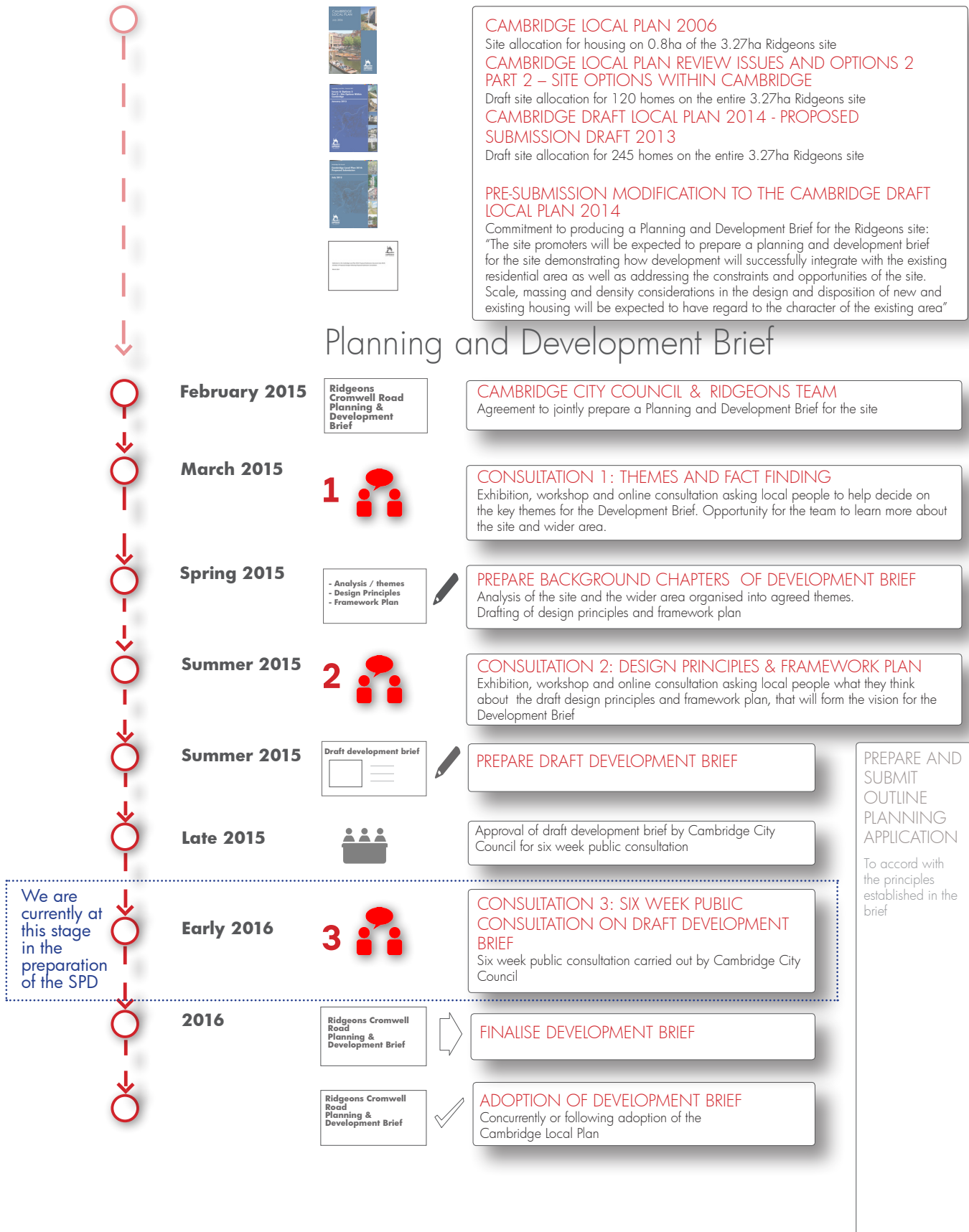
- Online by visiting: <http://cambridge.jdi-consult.net/localplan/>
- By completing and returning a response form available from: <https://www.cambridge.gov.uk>
- By emailing a response form to : [polycysurveys@cambridge.gov.uk](mailto:polycysurveys@cambridge.gov.uk)
- By posting a response form to:  
Ridgeons site, Cromwell Road  
SPD Consultation, Planning Policy,  
Cambridge City Council, PO Box  
700, Cambridge, CB1 0JH

The final version of this document will be amended prior to adoption to respond to the following:

- Comments received on this draft document during consultation;
- Any amendments to relevant policies in the adopted Local Plan;
- Any governmental policy changes.



**Figure 3: Process of preparation**  
Background



**1.6.5.** This document will be subject to final consideration and approval by the Executive Councillor for Planning Policy and Transport in consultation with the Environment Scrutiny Committee before its adoption by Full Council. This SPD will be adopted concurrently with, or following, the adoption of the Cambridge Local Plan. The Executive Councillor for Planning Policy and Transport, again in consultation with the Environment Scrutiny Committee, will consider the final version of the SPD following consultation but before its final adoption.

**1.6.6.** A Sustainability Appraisal and Habitats Regulations Screening Report has been carried out and consulted upon for the Cambridge Local Plan 2014. This consultation took place between 19 July 2013 and 30 September 2013. These documents will be available to view during this consultation. As the draft SPD supports the Cambridge Local Plan 2014, there is

no further need to undertake a separate Sustainability Appraisal or Habitats Regulations Assessment for the SPD itself.

**1.6.7.** An Equalities Impact Assessment will also be made available during consultation, which includes updated information relevant to this SPD.

## **1.7. Status of the document**

**1.7.1.** This is the draft version of the Ridgeons site, Cromwell Road SPD, is anticipated to be agreed for consultation at Development Plan Scrutiny Sub-Committee by the Executive Councillor for Planning Policy and Transport on 8 December 2015.

**1.7.2.** The SPD will be a material consideration in the determination of relevant planning application(s).





## 2. Site and context



## 2. Site and surrounding area

Chapter 2 of the SPD presents survey information about the site and the wider area. This background work has been undertaken to inform the development principles, parameters for change and the Framework Plan as set out in later chapters.

### 2.1. The Ridgeons site

(please see Figure 4 opposite)

**2.1.1.** Ridgeons Timber and Builders Merchants opened the 75 Cromwell Road branch in 1996. The Ridgeons Group has owned the site since the 1920s, when it was used as a timber yard. The 3.27 hectare site is located on the western side of Cromwell Road behind residential buildings.

#### Land ownership

**2.1.2.** Ridgeons own the entire site at 75 Cromwell Road and also own the following properties around the site:

- 127, 131 and 133 Cavendish Road
- 55, 57, 61 and 71 Cromwell Road

#### Vehicle access

**2.1.3.** The main vehicle access to the site is from Cromwell Road. There is a secondary emergency vehicle access to the site further to the south on Cromwell Road. The site includes frontage to Cavendish Place, but there is no route through from the site.

#### Buildings on the site

**2.1.4.** There are four principal buildings on the site, which are separated by large areas of paving used for parking, loading and displaying materials. None of the buildings are of architectural or heritage value.

**2.1.5.** The main Ridgeons building is the largest on the site – approximately 160m x 40m - and contains a showroom, offices and warehouse. It has a ridge line which is 12m in height, equivalent to approximately 4 residential storeys. The sanitaryware warehouse is on the eastern boundary of the site and has a ridge line 9.5m in height, approximately equivalent to 3 residential storeys. The heating and sanitary warehouse on the southern boundary of the site has a ridge line of 8.5m.

#### Landscape

**2.1.6.** Being a builders' merchants the site has few landscape features. To the north of the site there is a 3m deep man-made water attenuation feature surrounded by trees and hedgerows. Much of the boundary of the site is planted with trees and vegetation.

#### Ecology

**2.1.7.** A Preliminary Ecological Appraisal has been carried out. It concludes that the site has a low ecological value. Some small areas of vegetation are present but are of poor quality and represent common and widespread habitats.

#### Topography

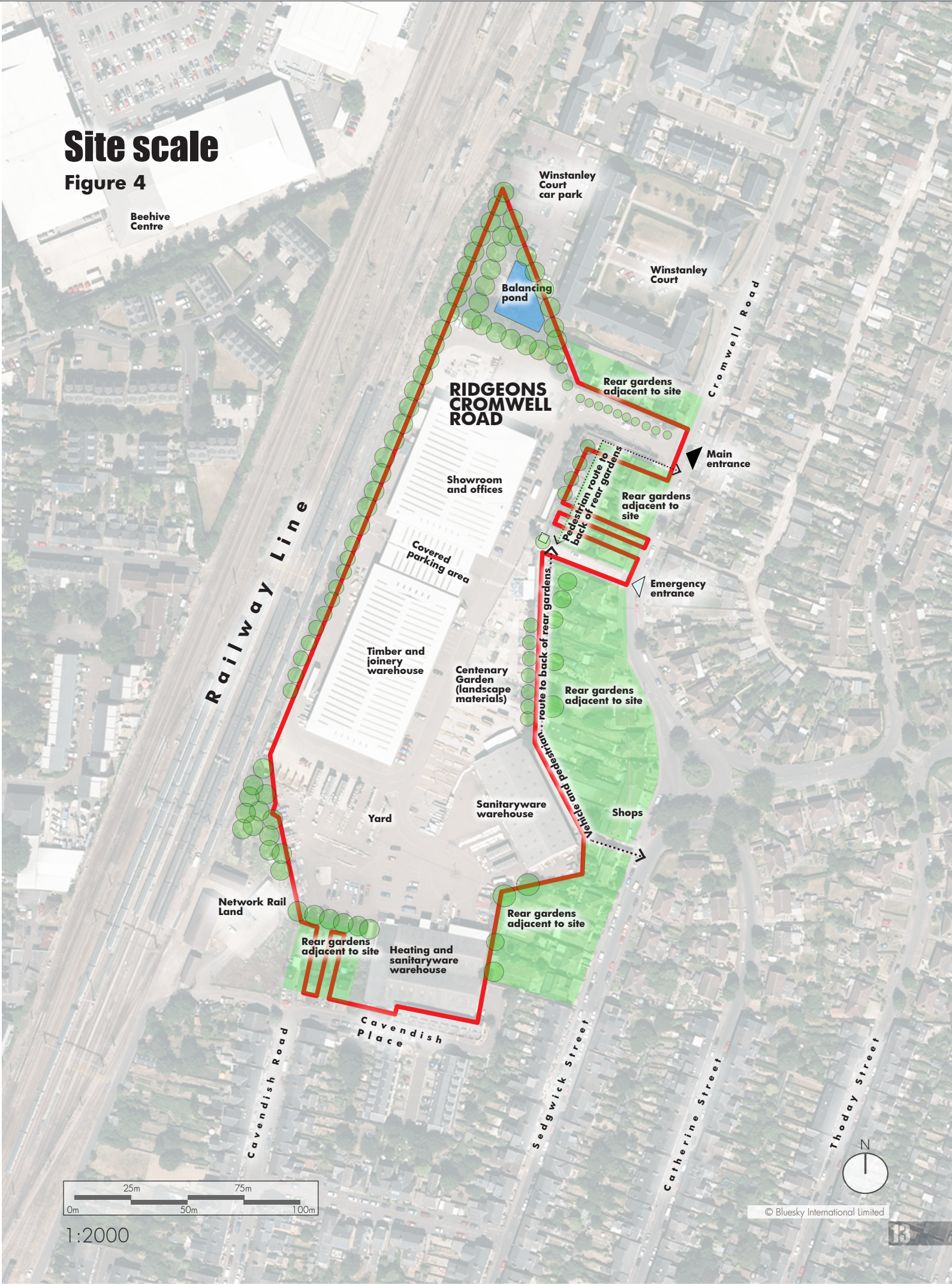
**2.1.8.** The site slopes downhill from south west to north east by 3.5m.

#### Drainage and flooding

**2.1.9.** The site is located in a low flood risk area (Flood Zone 1). The site currently has a high surface water run off rate due to the large area of impermeable surfaces. When the site is redeveloped, less surface water attenuation is expected to be required. Opportunities exist to introduce sustainable urban drainage systems such as ditches, swales and ponds as part of future proposals.



Site scale  
Figure 4



1:2000



## Site and surrounds - photos



1. Main entrance to Ridgeons on Cromwell Road (Figure 5)



2. Looking north on east side of showroom (Figure 6)



3. Looking east from centenary garden to site boundary (Figure 7)



4. Looking south-west across yard towards Network Rail land (Figure 8)

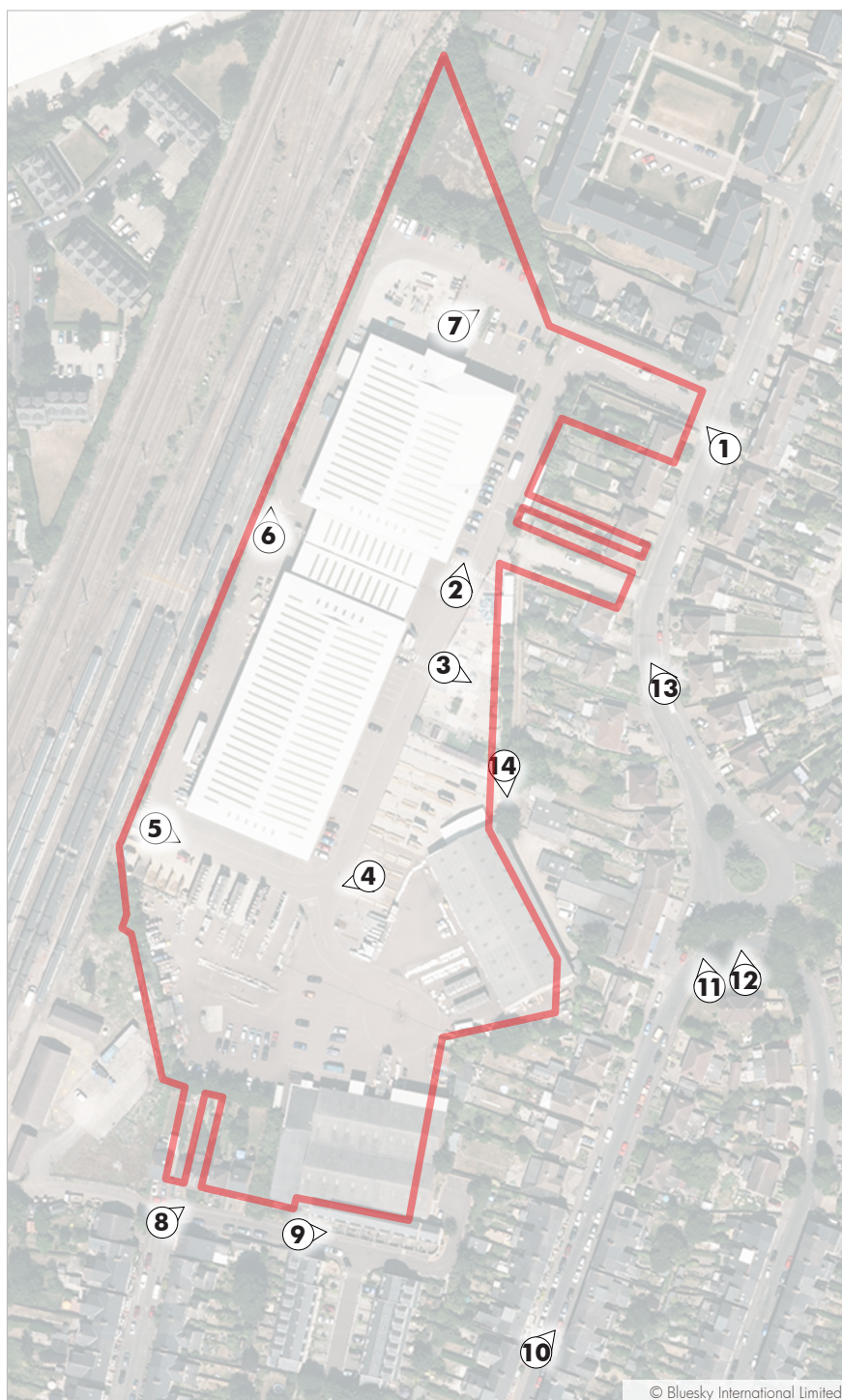


Figure 10: Plan of site and surround photos



5. Looking east to south of timber and joinery warehouse (Figure 9)





**6. Looking north along site boundary with rail land (Figure 11)**



**7. Looking north towards Winstanley Court from customer car park (Figure 12)**



**8. Houses on Cavendish Place to south of Ridgeons site (Figure 13)**



**9. Terrace of houses to south of Ridgeons site (Figure 14)**



**10. Houses on Sedgwick Street in Mill Road Conservation Area (Figure 15)**



**11. Shops on Cromwell Road (Figure 16)**



**12. Restricted vehicle width barrier on Cromwell Road (Figure 17)**



**13. Houses on Cromwell Road (Figure 18)**



**14. Alley between rear gardens of houses on Cromwell Road and site (Figure 19)**

## **Archaeology**

**2.1.10.** The site falls within an area where archaeological assets have previously been identified. Therefore archaeological investigations could be required before any redevelopment of the site is undertaken.

## **Noise**

**2.1.11.** Noise and vibration surveys have been carried out. The removal of the main Ridgeons building could, if the site were cleared, increase noise levels at the rear elevations of 43-73 Cromwell Road (odd-numbered houses only). However, the attenuating effect of the existing buildings would be adequately compensated for by any new development of domestic scale or higher.

## **Properties and routes around the site**

**2.1.12.** There are neighbouring properties with rear gardens to the north, east and south of the site: Winstanley Court, Cromwell Road and Cavendish Place. The western side of the site bounds the railway line.

**2.1.13.** There is a pedestrian path which runs behind 55-73 Cromwell Road, between the main and secondary entrances. There is a vehicle track which runs between the secondary access and the group of shops next to the roundabout on the southern end of Cromwell Road behind 23-53 Cromwell Road. The vehicle track includes access to properties and garages. It is understood that both the pedestrian path and vehicle track are unregistered land that adjacent properties have rights of access over. The pedestrian path and the vehicle track are outside of the Ridgeons site boundary.

## **2.2. The Ridgeons site within Cambridge and the local area**

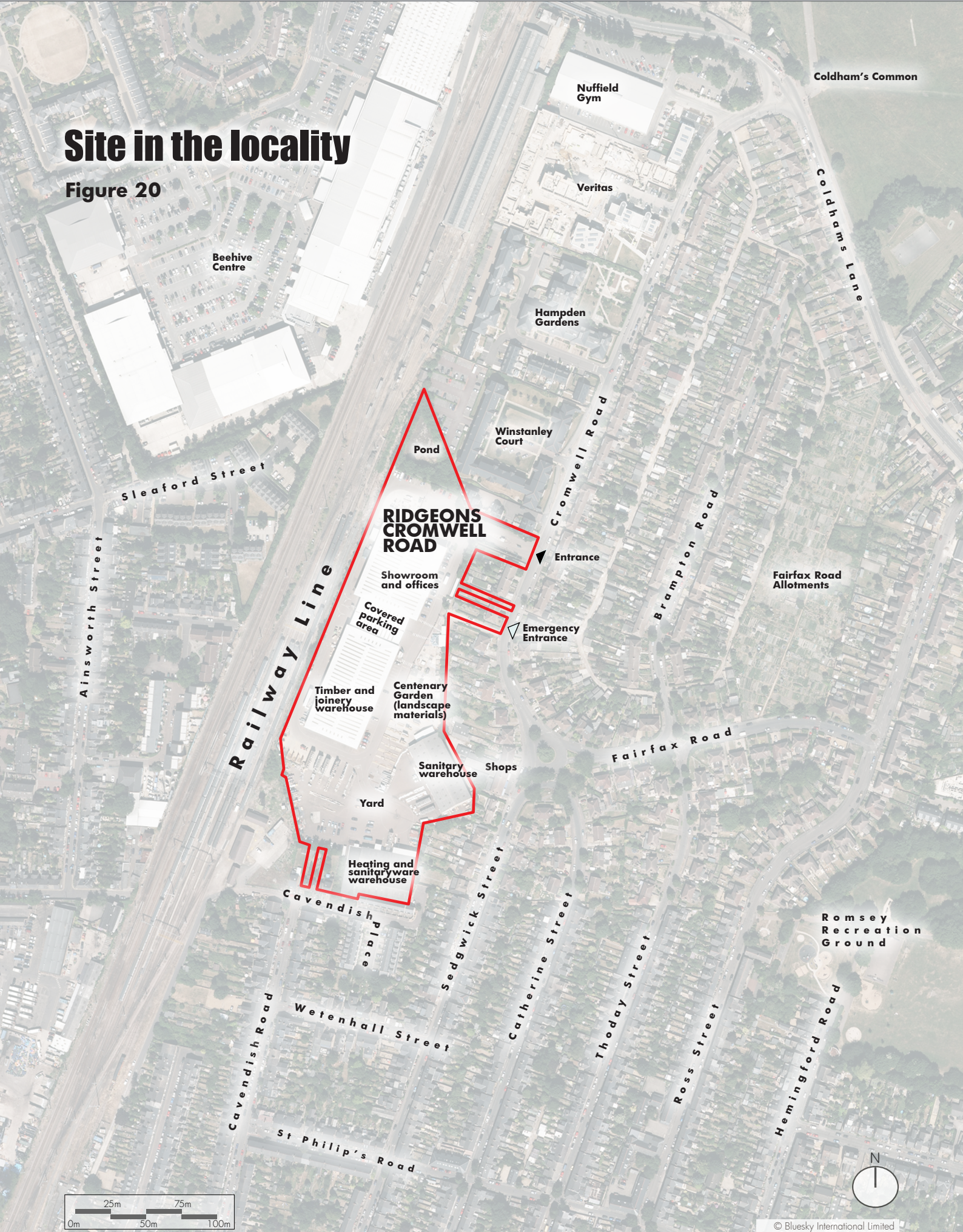
(please see Figure 20 opposite)

- 2.2.1.** The Ridgeons site is within the Romsey Ward of Cambridge and within close proximity to the Petersfield and Abbey Wards. The site is approximately a 30 minute walk or 7 - 8 minute cycle ride (1.5 miles) to central Cambridge.
- 2.2.2.** For the purposes of the SPD a study area has been identified to help set a boundary for analysing the wider area around the Ridgeons site. The study area includes: Coldham's Common, Romsey Recreation Ground, three allotment areas, Brookfields Hospital, Vinery Road Post Office, St Philip's Primary School and the shops and services on Mill Road.
- 2.2.3.** This study area has been reviewed under the following six themes:
1. History and heritage,
  2. Land use,
  3. Transport and parking,
  4. Building heights and types,
  5. Open space,
  6. Character and form.



# Site in the locality

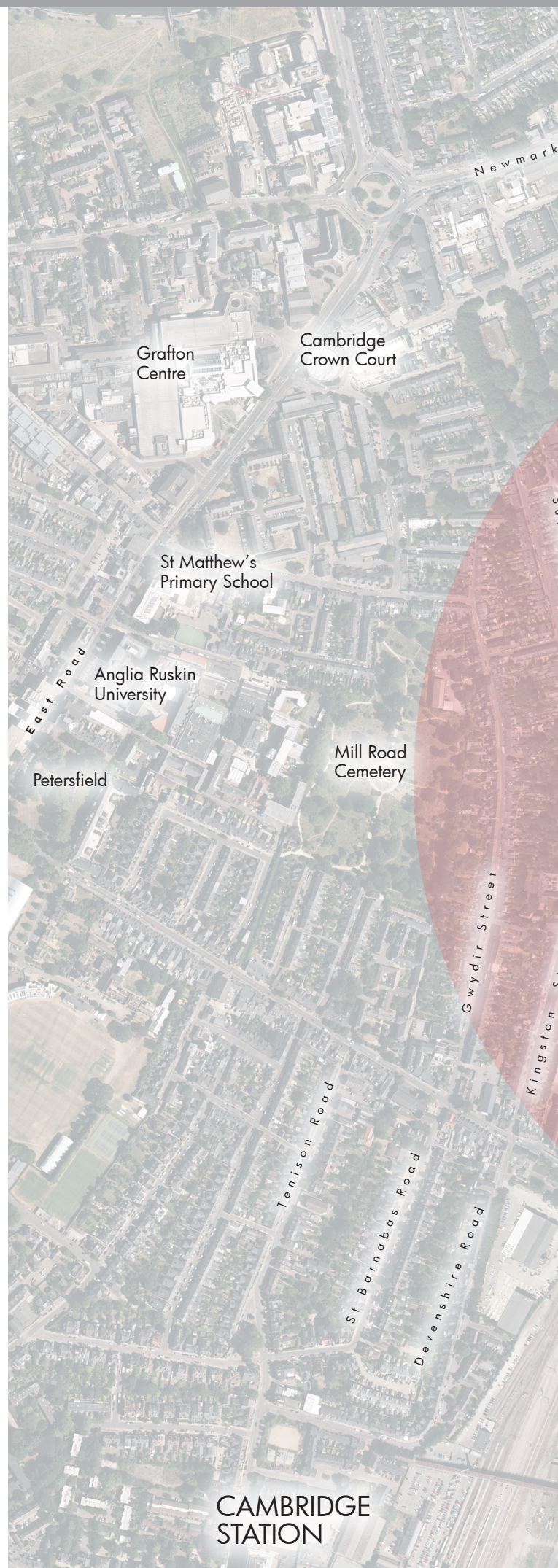
Figure 20





# Study area around the site

Figure 21







Cambridge  
Retail Park

Abbey Pool

Coldham's Common  
sports pitches

Coldhams  
Lane

Nuffield  
Gym

Coldham's Common

Playground

Beehive  
Centre

Veritas

Hampden  
Gardens

Winstanley  
Court

Fairfax Road  
allotments

Stourbridge Grove  
allotments

**RIDGEONS  
CROMWELL  
ROAD**

Fairfax Road

Cromwell Road  
Shops

St Philip's  
Primary School

Romsey  
Recreation  
Ground

Vinery Road  
allotments

Sainsbury's

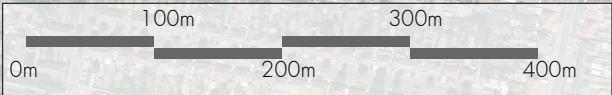
Mill Road  
Baptist  
Church

Mill Road Shops

St Philip's  
Church and  
Community  
Centre

The Mill  
Community  
Centre

Brookfields  
Hospital





## Study area - photos

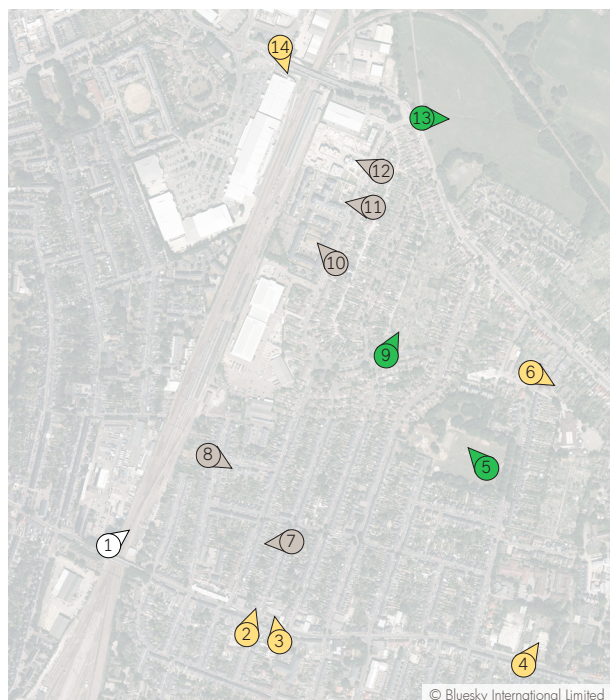





Figure 22: Plan of Study area photos

### Key

-  Shops and services
-  Open space
-  Housing



7. Terrace house on Catherine Street - no front boundary (Figure 29)



11. Park at Hampden Gardens on Cromwell Road (Figure 33)



1. View towards Ridgeons from Mill Road bridge (Figure 23)



4. Brookfields Hospital, Mill Road (Figure 26)



8. Terrace house on Cavendish Road, front garden and bay window (Figure 30)



12. Veritas on Cromwell Road (Figure 34)





**2. Shops on Mill Road (Figure 24)**



**3. St Philip's Church and Community Centre, Mill Road (Figure 25)**



**5. Romsey Recreation Ground (Figure 27)**



**6. St Philip's Primary School and Vinery Road Post Office (Figure 28)**



**9. Fairfax Road allotments (Figure 31)**



**10. Winstanley Court on Cromwell Road (Figure 32)**



**13. Coldham's Common open space (Figure 35)**

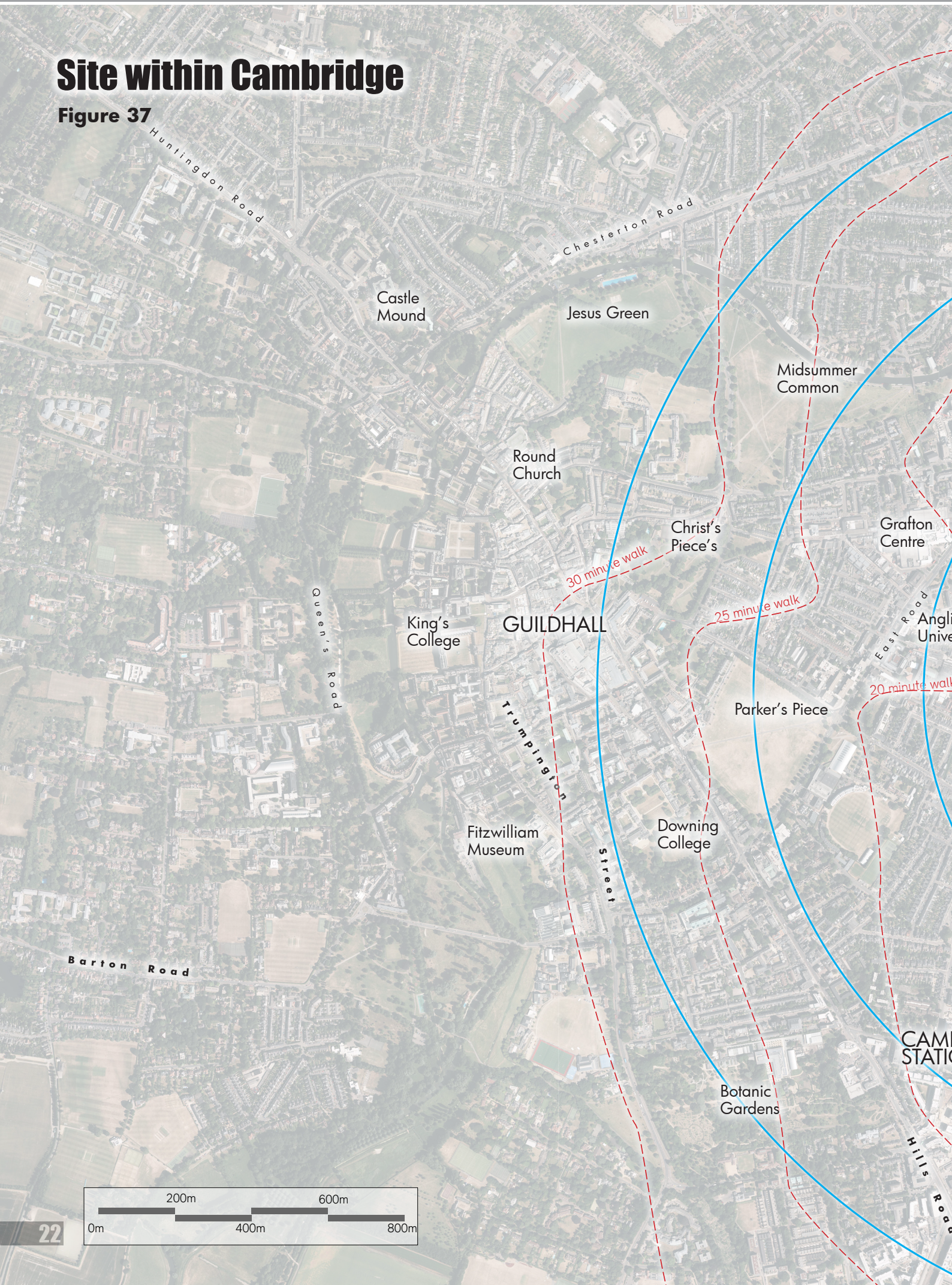


**14. Beehive Centre retail shed and car parking (Figure 36)**

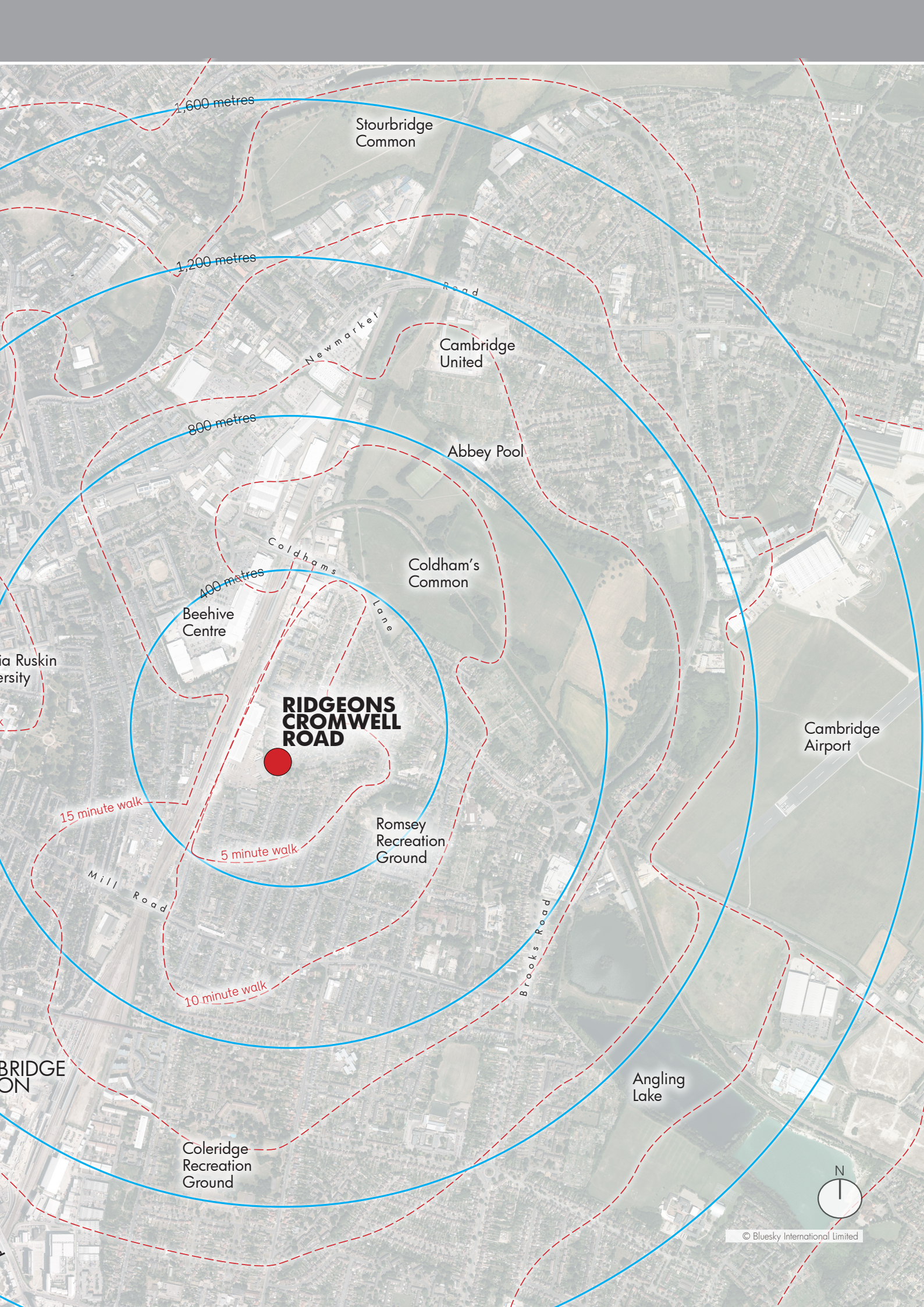


# Site within Cambridge

Figure 37







**RIDGEONS  
CROMWELL  
ROAD**

1,600 metres

1,200 metres

800 metres

400 metres

15 minute walk

5 minute walk

10 minute walk

Stourbridge  
Common

Cambridge  
United

Abbey Pool

Coldham's  
Common

Beehive  
Centre

Romsey  
Recreation  
Ground

Cambridge  
Airport

Angling  
Lake

Coleridge  
Recreation  
Ground





## 2.3. History and heritage

(please see Figure 41 opposite)

### Heritage assets

- 2.3.1.** The Mill Road Conservation Area is located south and west of the site and comprises two character areas:
- Character Area 1 : Mill Road and St Matthews Area
  - Character Area 2: Romsey Town Area
- 2.3.2.** The entire Ridgeons site is located outside of this Conservation Area. The northern boundary of Character Area 2: Romsey Town Area is adjacent to the southern boundary of site.
- 2.3.3.** There are three listed buildings within the study area:
- St Matthew's Church, Grade II Listed
  - Mill Road Cemetery, Grade II Listed
  - Mill Road Library, Grade II Listed



**Figure 38: St Matthew's Church, Grade II Listed**



**Figure 39: Mill Road Cemetery, Grade II Listed**



**Figure 40: Mill Road Library, Grade II Listed**

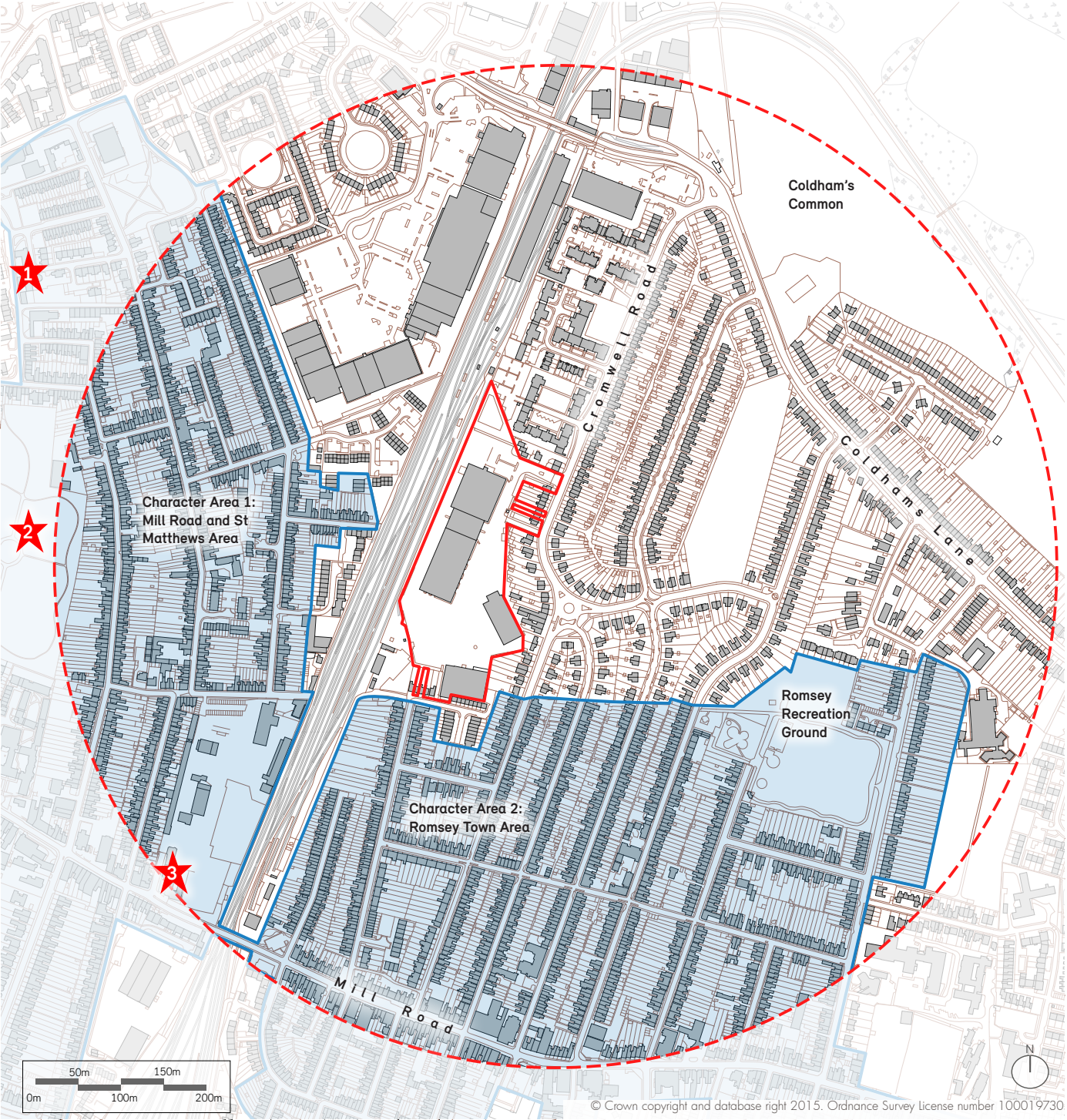





Figure 41: Existing heritage designations

**Key**

-  Study area
-  Mill Road Conservation Area
-  Listed building

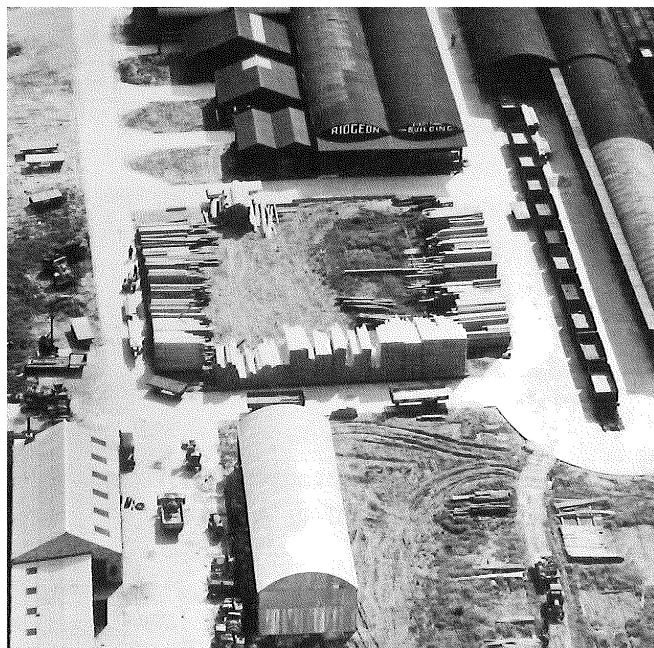


## The development of Romsey Town and the Ridgeons site

**2.3.4.** The majority of Romsey Town was built between 1880 and 1900 primarily as 2-storey terrace houses on narrow streets to the north of Mill Road and to the west of the railway line. Historic maps illustrate the development of the Cromwell Road site and the surrounding area. The Ridgeons site is located to the north of the Romsey Town terraces and remained as open land until Ridgeons opened a timber yard on the site in 1928.

**2.3.5.** In the 1930s there was a northern extension to Romsey Town, with houses built on allotment gardens. However, the land directly north of the Ridgeons site remained undeveloped until the 1960s, when light industrial and manufacturing businesses began to locate in the area. The Ridgeons site remained a timber yard until 1996, when the Ridgeons store opened for business.

**2.3.6.** In the early 2000s the light industrial and manufacturing land uses to the north of Ridgeons site were replaced with residential development, predominately in the form of flat blocks of 4-6 storeys.



**Figure 42:** Looking south over the site in the 1930s when it was the Ridgeons timber yard (source *The Story of Ridgeons: A 100 Year Journey*, N. Watson 2011)



**Figure 43:** Photos of Mill Road in the late 19th century (source *The Real Cambridge website*)



**Figure 44:** Typical late Victorian Romsey Town terrace

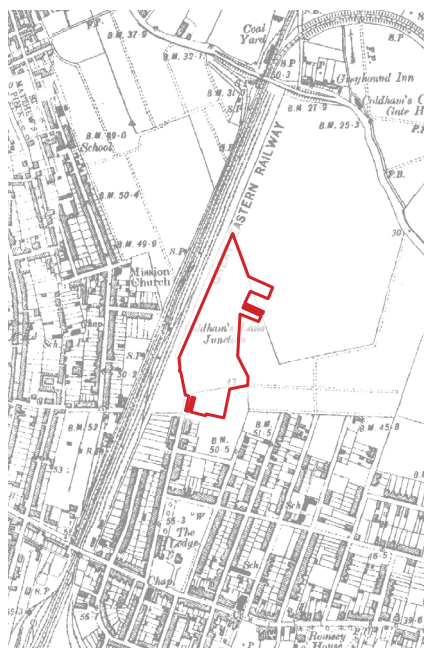


**Figure 45:** Houses from the Romsey Town northern extension in the 1930s



**Figure 46:** More recent development from the 2010s





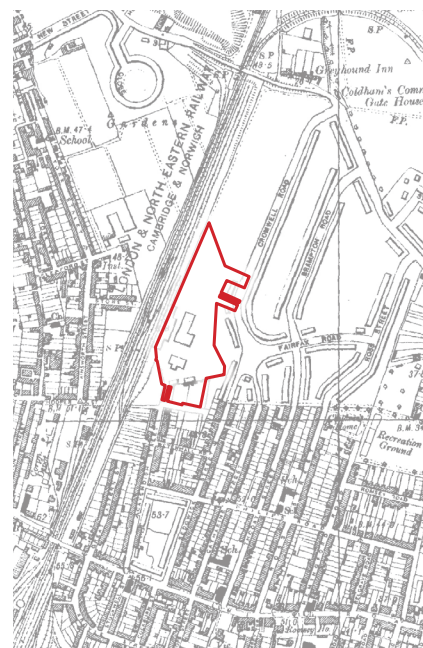
**1902 (Figure 47)**

By 1902 much of Romsey Town has been built. The Ridgeons site is open land, adjacent to the Coldhams Lane railway junction.



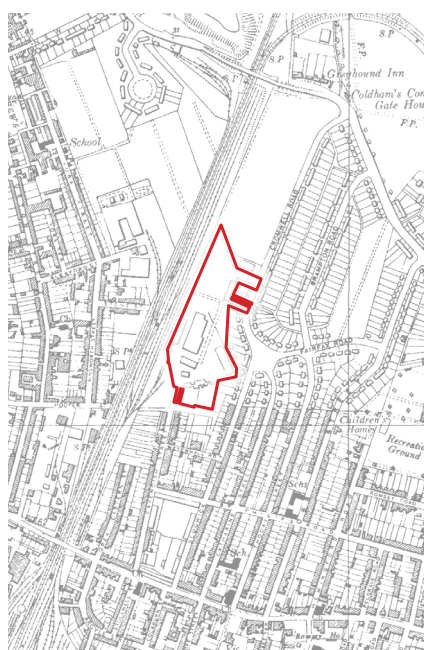
**1926-28 (Figure 48)**

Romsey Town terraces extended to the north and east. Romsey Recreation Ground is created. The Ridgeons site is shown as open land. However, Ridgeons timber yard starts operating on the site in 1928.



**1938-52 (Figure 49)**

Streets and houses are laid out for a northern expansion of Romsey Town. Ridgeons timber yard buildings can now be seen on the site.



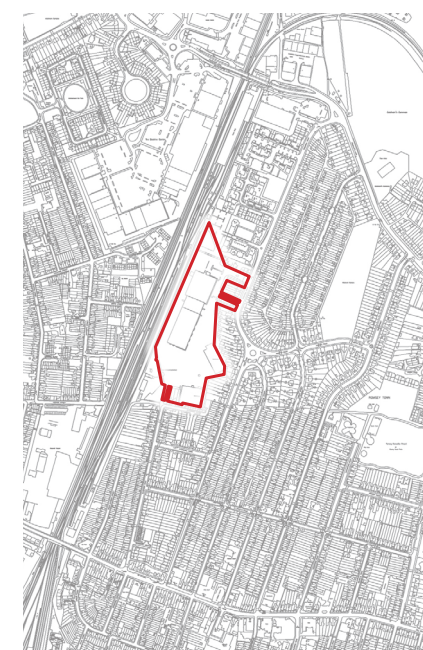
**1959-60 (Figure 50)**

The Ridgeons timber yard buildings increase in number. The sites to the north of Ridgeons remain open land.



**1972-74 (Figure 51)**

Alloiments are shown at Fairfax Road, Stourbridge Grove and Vinery Road. The land to the north of the Ridgeons site develops into light industrial uses with a depot, factory and engine shed.



**2015 (Figure 52)**

In 1996 the Ridgeons store opens for business. In the 2000s the more industrial and manufacturing land uses to the north of the Ridgeons site are replaced with housing, with a gym on the junction of Coldhams Lane.



















## 2.4. Land use

- 2.4.1.** The area around the Ridgeons site is predominately residential, with a number of other land uses.
- 2.4.2.** Within approximately a five minute walk / 0.25 mile:
- A row of shops on the corner of the mini roundabout on Cromwell Road
  - Nuffield Gym
- 2.4.3.** Within approximately a ten minute walk / 0.5 miles:
- The shops and services on Mill Road, including two local supermarkets, cafes, restaurants, community centres and places of worship and a post office
  - St Philip's Primary School
  - Vinery Road Post Office
- 2.4.4.** Within approximately a 15 minute walk/0.75 miles:
- The larger retail outlets at the Beehive Centre, includes Asda, M+S, Toys R Us and others
  - York Street Medical Practice, Brook Street Medical Practice and Mill Road Medical Practice
  - Antwerp House Dental Practice, Brookfields Dental Practice and Antwerp House Dental Practice
  - Brookfields Hospital
- 2.4.5.** Within approximately a 20 minute walk / five minute cycle ride / 1 mile:
- Cambridge Train Station
  - Grafton Shopping Centre

- 2.4.6.** Within approximately a 30 minute walk / 7-8 minute cycle ride / 1.5 miles:

- City Centre / Market Square
- Midsummer Common

### Key

	Study area
	Residential
	Office
1	Gwydir Enterprise Centre
	School / university / language school
	School
2	St Philip's Primary School
	Religious building / community centre
3	St Matthew's Church
4	Cherry Trees day centre
5	St Barnabas Church
6	Cambridge Mosque and community centre
7	Mill Road Baptist Church
8	St Philip's Church and community centre
9	Ross Street Community Centre
10	Romsey Conservative Club
11	Romsey Mill Community Centre
	Gym / fitness centre
12	Nuffield Gym
	Cafe / restaurant / takeaway / pub
	Shop / bank / estate agent / hairdresser
	Post office
13	Tesco supermarket
14	Co-Op Supermarket
15	Beehive Centre
	Warehouse / light industry / builders merchants
16	Council depot
17	Network Rail Land
	Healthcare
	Doctor
18	York Street Medical Practice
19	Mill Road Medical Practice
20	Brookfields Medical Practice
	NHS dentist
21	Norfolk Street Dental Practice
22	Antwerp House Dental Practice
23	Brookfields Community Dental Practice
	Hospital
24	Brookfields Hospital
	Open space





## Medical practice provision

**2.4.7.** There are four medical practices in the NHS catchment area of the site - three of these are within the study area. There are also four dental practices and one hospital. Brookfields Community Hospital offers a range of services, including speech therapy, rehabilitation, physiotherapy and palliative care.

**2.4.8.** As part of the preparation of the SPD, discussions have been held with the NHS. The NHS has said that its preference would be to seek improvements to the existing local practices rather than provide new facilities on the Ridgeons site. On site provision may however be required.

## School provision

**2.4.9.** There is one primary school in the catchment area of the site. As part of the preparation for the SPD, discussions have been held with Cambridgeshire County Council. The County Council is currently preparing a strategic plan to deliver improved primary and secondary school places, catering for the planned growth of the city as a whole. The strategic plan will identify suitable locations for new or expanded schools. Future developments, including this one, will then be likely to be required to make a financial contribution towards the delivery of these schools.

**2.4.10.** The County Council has also advised that additional 'early years' places for under fives is likely to be needed as a result of this development. Provision may be required on site.

## Local housing

**2.4.11.** Based on information provided by Royal Mail, residential properties in the study area comprise circa 18% flats and 82% houses. Approximately 55% of the housing in the study area is owner occupied, 16% rented from a housing association or the Council, 25% privately rented and 4% rented from another source.



Figure 54: St Philip's Primary School and Vinery Road Post Office



Figure 55: Shops on Mill Road



Figure 56: Brookfields Hospital, Mill Road. Includes doctors surgery and dentist





Figure 57: St Philip's Church and Community Centre, Mill Road



Figure 58: Shops on Cromwell Road



Figure 59: Mill Road Baptist Church



Figure 60: Nuffield Gym on Cromwell Road



Figure 61: Romsey Town Post Office



## 2.5. Transport and access

### Streets

**2.5.1.** The late 19th century Romsey Town streets to the south of the site are generally narrow, one way and with parking partially on the pavement. Cavendish Road for example has a carriageway which is 6m wide and parking on both sides of the street, making a clearance of only 3m for vehicles on the two way street. Most of the streets in Romsey Town south of Fairfax Road are one way.

**2.5.2.** The streets laid out in the 1930s to the north of the site are generally wider. Cromwell Road has a carriageway width of 8m, with parking on one side of the street, making a vehicle clearance of 6m on the two way street.

**2.5.3.** Fairfax Road has vehicle width restrictions, preventing larger vehicles from travelling through the narrow streets of Romsey Town.

### Buses

**2.5.4.** There are good bus links within less than a 10 minute walk of the Ridgeons site on Mill Road (Citi 2) and Coldhams Lane (17, 114 196). There are regular buses into Cambridge City Centre, to Addenbrooke's Hospital and other surrounding areas and villages.

### Rail

**2.5.5.** Cambridge Railway Station is within a 20 minute walk or 5 minute cycle ride (1 mile) of the Ridgeons site.

### Parking

**2.5.6.** The streets around the Ridgeons site do not have a controlled parking zone (CPZ).



**Figure 62: One way road system in Romsey Town north of Mill Road**



**Figure 63: Vehicle width restrictions on Cromwell Road**



**Figure 64: Cavendish Road, vehicle parking on pavement, which is allowed in marked out areas**



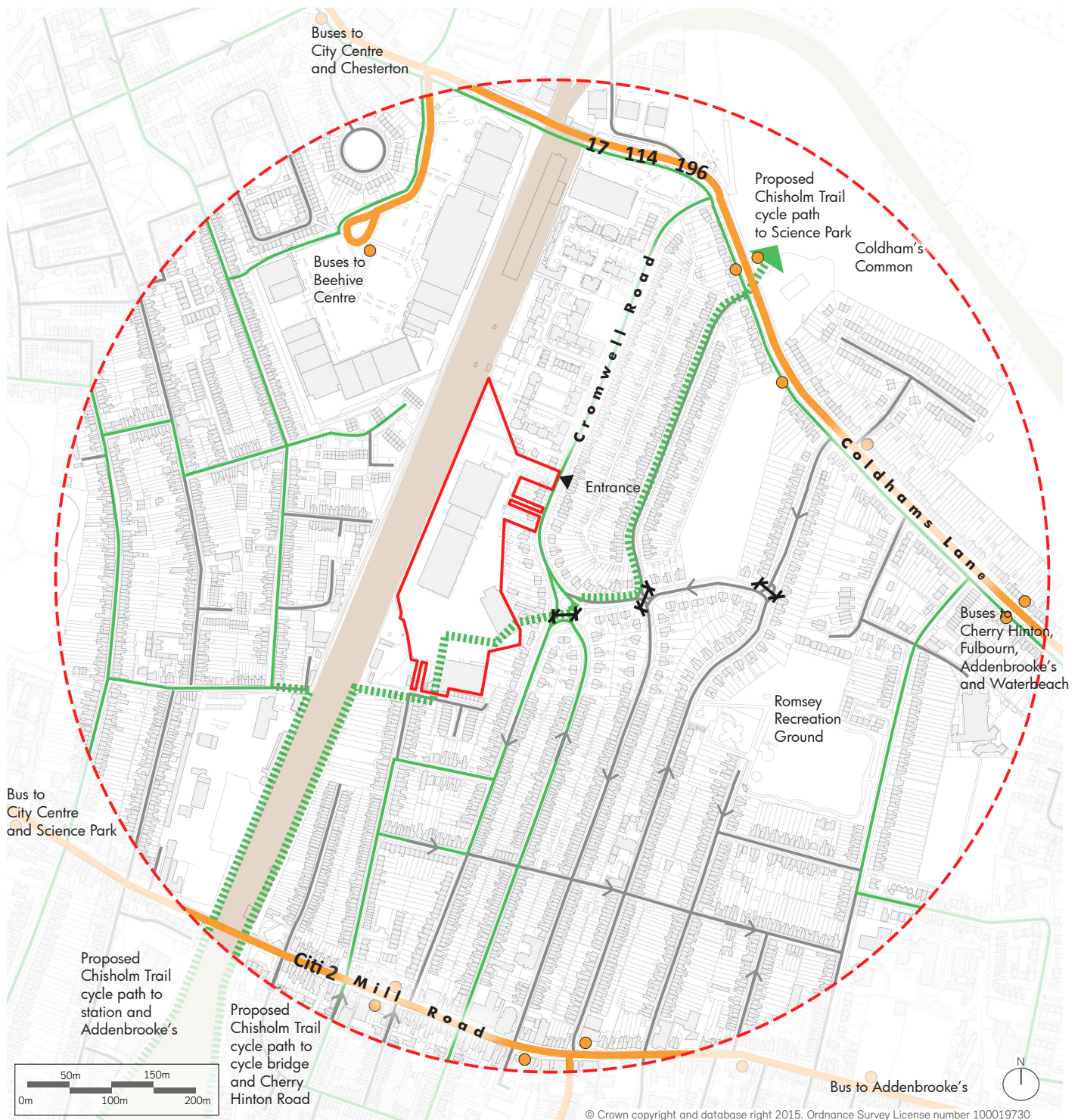


Figure 65: Roads, public transport, cycle path and access plan

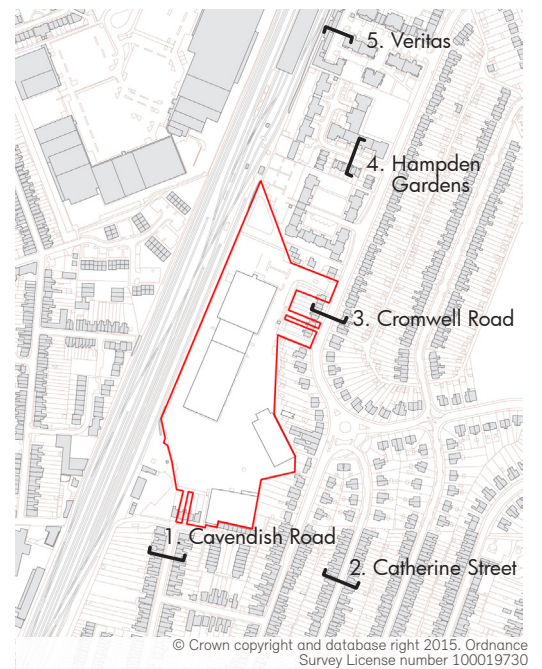
## Key

- Study area
- Vehicular streets
- One way streets
- ⚡ Restricted vehicle width access
- ◀ Entrance to Ridgeons site
- Vehicular streets incorporating cycle routes
- Proposed cycle routes
- Citi 2 Vehicular streets with bus routes
- Bus Stops



## Existing streets

**2.5.7.** Typical street sections around the site are illustrated below. The street sections illustrate different contextual approaches to front boundaries/gardens, parking, planting, pavement widths and road widths. All dimensions are approximate.



**Figure 66: Plan of existing streets**

### 1. Cavendish Road (Figure 67)

2 storey houses with pitched roofs, bay windows and 1.5m front gardens

Narrow road (two cars can't pass).  
Parking on-street and on pavement on one side

1.0m pavement



### 2. Catherine Street (Figure 68)

2 storey houses with pitched roofs and no front garden

One way narrow street.  
On-street parking. Parking on pavement on both sides

1.0m pavement





### 3. Cromwell Road (Figure 69)

2 storey houses with 5.0m front gardens large enough for on-plot parking

Wide road to accommodate lorries.  
On-street parking and street trees on right hand side

2.5m wide pavement



### 4. Hampden Gardens (Figure 70)

4 storey flats with 2.5m front gardens

Allocated parking at 90 degrees

2.5m wide pavement

2/3 storey houses.  
Parking on-plot and garage



### 5. Veritas (Figure 71)

5 storey flats with 1.0m privacy strip

Allocated parallel parking

Shared surface

4 storey flats.  
Undercroft parking





## Cycle and pedestrian network

**2.5.8.** There is a signed primary cycle network on several of the streets around the site, such as Cavendish Road, Cromwell Road, Sedgwick Street and Catherine Street (please see figure 72 opposite)

**2.5.9.** The most up-to-date proposals for the Chisholm Trail, illustrated here, recommend a new north- south cycle route through Cambridge utilising land next to the railway. The proposed route is shown to run next to the railway behind the houses on Cavendish Road, across the adjacent Network Rail site, through the southern side of the Ridgeons site and through to the shops on the Cromwell Road mini-roundabout.

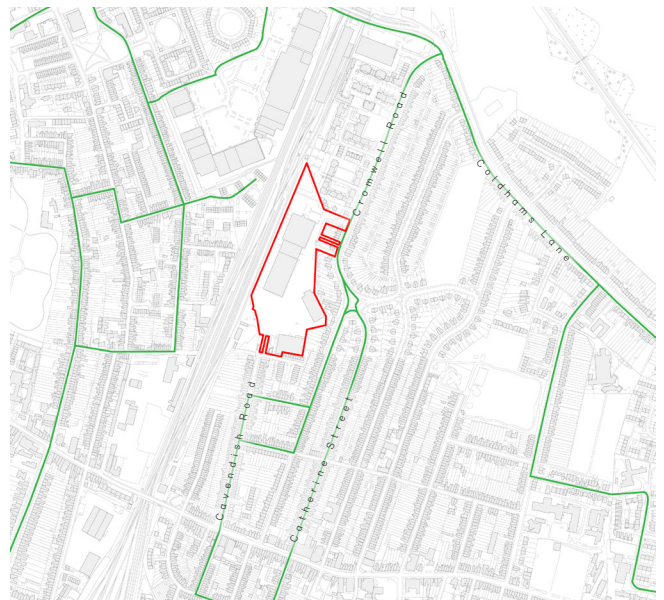


Figure 72: Primary cycle network around Cromwell Road

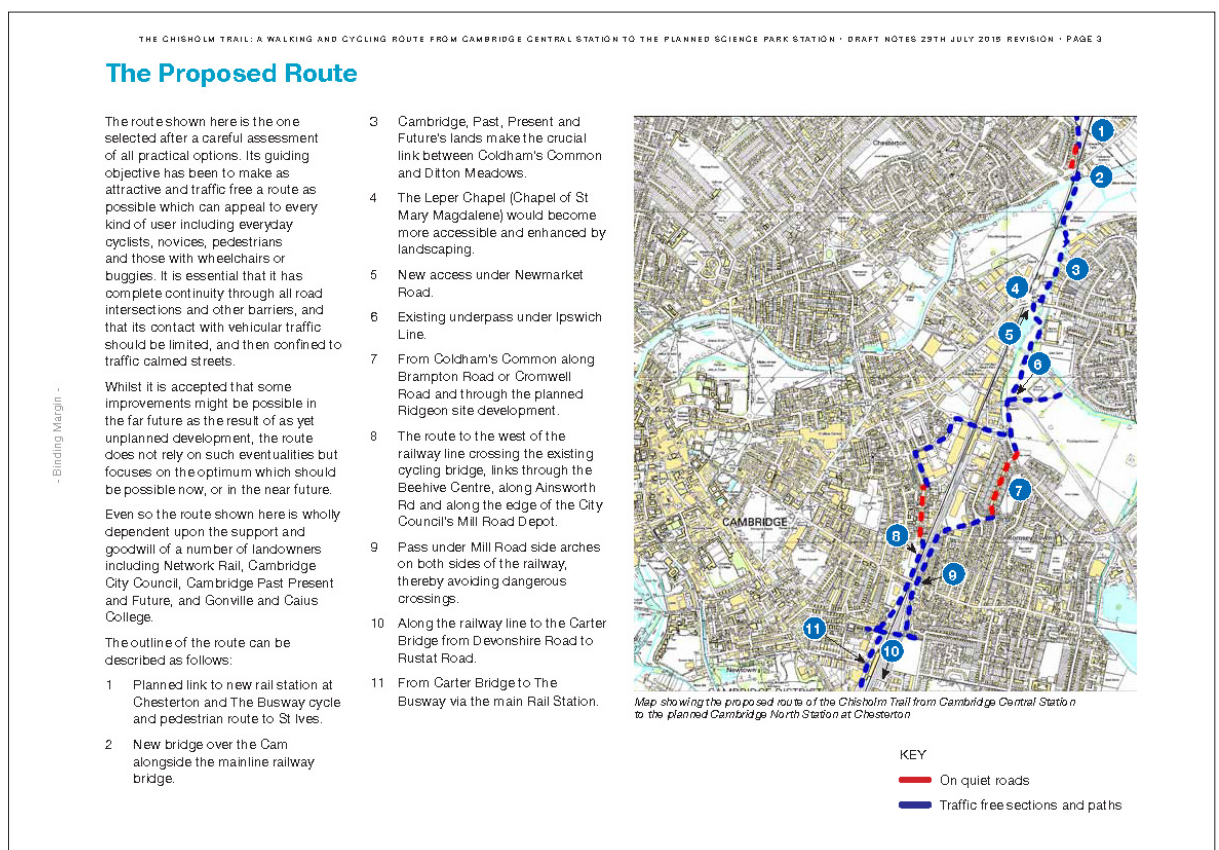
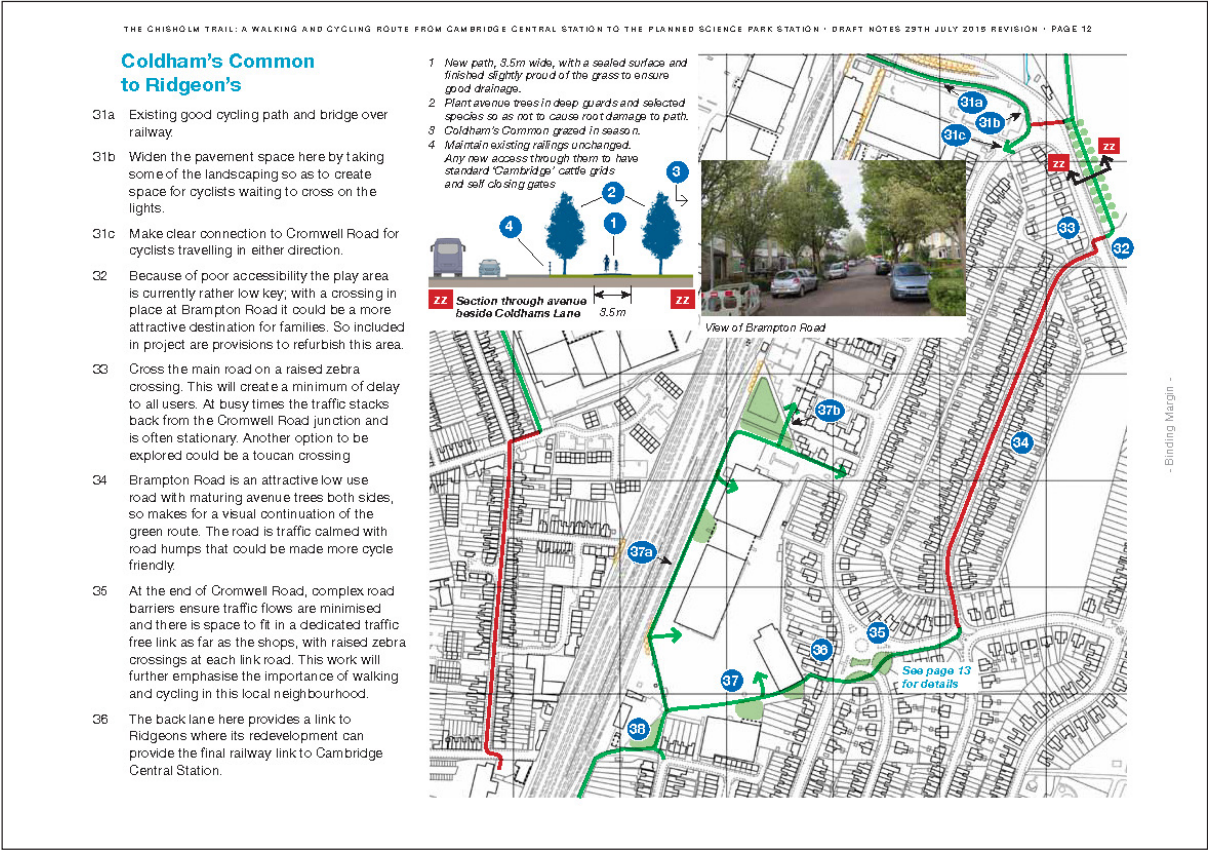
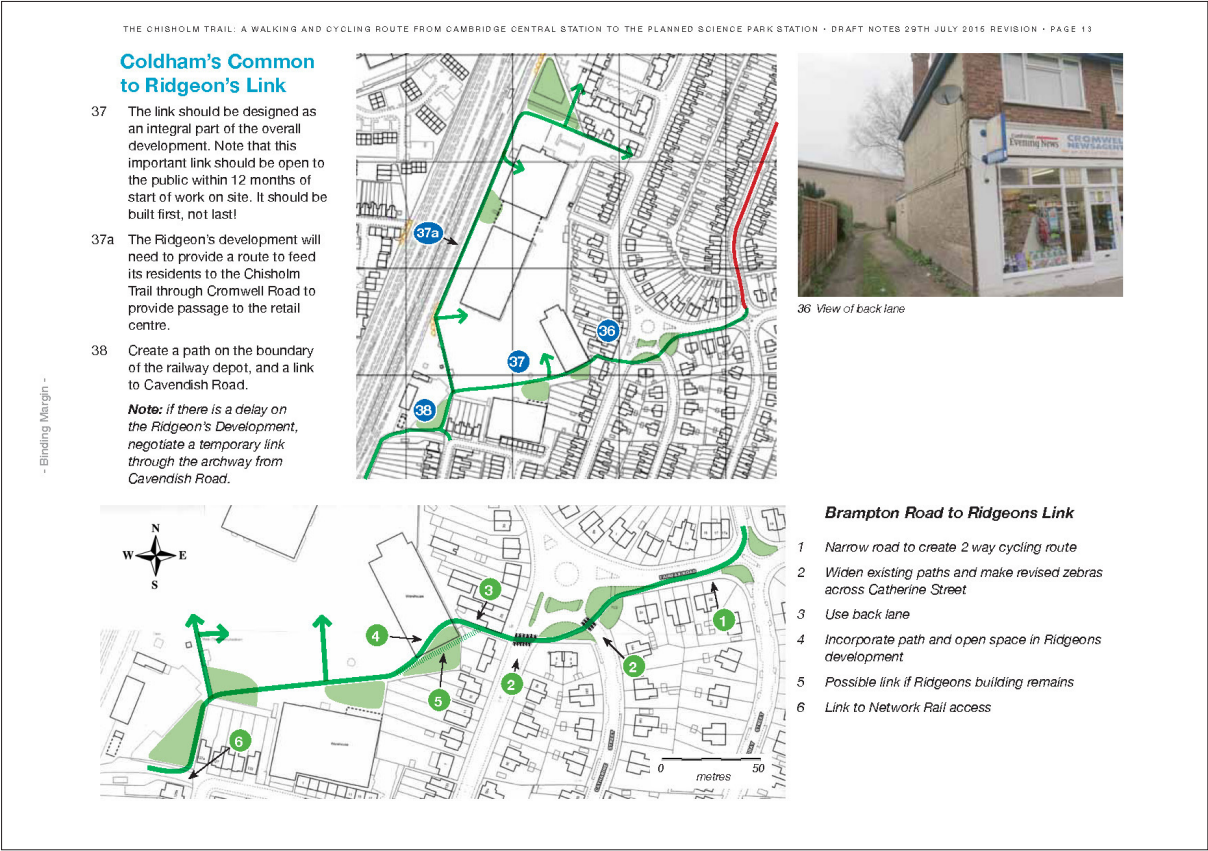


Figure 73: Extract from the Chisholm Trail report (7 July 2015 revision)







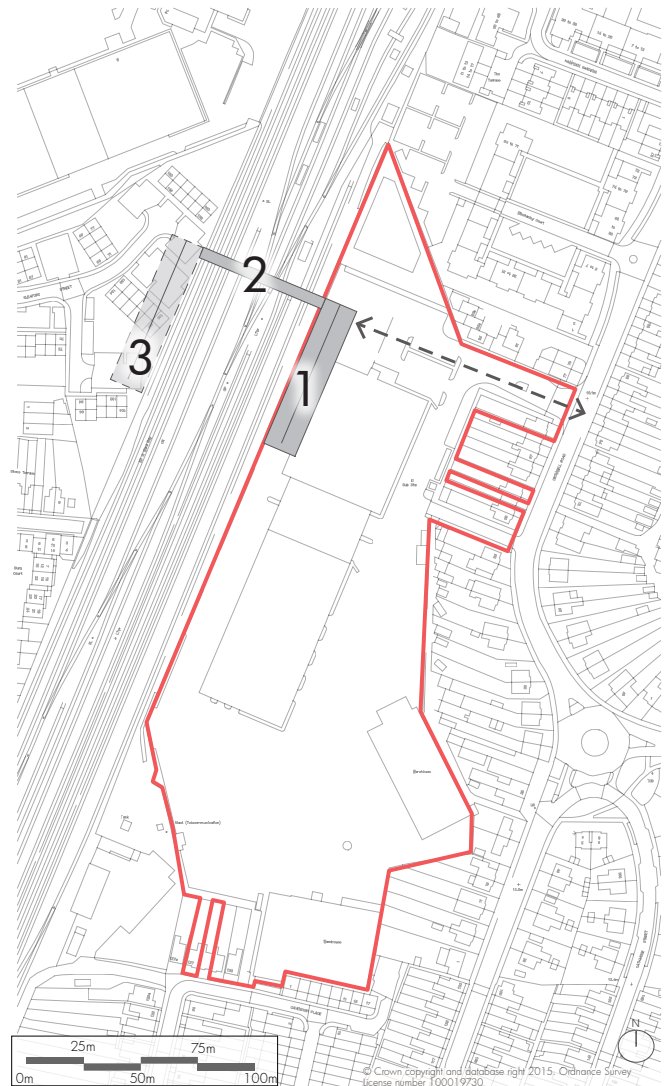
## Link across the railway

**2.5.10.** In preparing this SPD a new pedestrian bridge linking the Ridgeons site with the west side of the railway line has been investigated. The scoping work for the bridge was in response to a request from some local residents during consultation. The potential bridge has been discussed with the County Council acting as local Highway Authority. It is not considered that an additional bridge at this location is needed. While a bridge would provide a more direct crossing point over the railway, the two existing crossing points at Mill Road and Coldhams Lane are close by. Connections from these crossing points to key destinations are relatively good. In contrast, there is no obvious connecting route from a potential bridge on the western side of the railway and links to key destinations would not be demonstrably improved.

**2.5.11.** An indicative location for a bridge is illustrated in Figure 74. A new bridge would require ramped access and therefore the extent of land required on both sides of the railway line would be considerable. There is no available space on the western side of the railway line to provide a place to land the bridge. To acquire the required land the Council would need a compulsory purchase order (CPO) to make way for a new bridge.

**2.5.12.** To obtain a CPO the County Council would have to apply for special powers and present a very strong 'for greater good' case. For the reasons given above, the benefits offered by a new bridge are not considered to be sufficient to justify the demolition of existing dwellings or the application for a CPO.

**2.5.13.** In light of the above it is considered that the provision of a new bridge is not appropriate, necessary or deliverable.



**Figure 74: Challenges to delivering a bridge**

- 1 Indicative footprint of bridge on east side
- 2 Indicative 5m wide pedestrian and cycle bridge (same width as the Carter Bridge north of Cambridge Railway Station)
- 3 Indicative footprint of bridge on west side linking to Sleaford Street.  
Lack of land (the houses are in private ownership) mean there is nowhere to land the bridge.







## 2.6. Open space

**2.6.1.** There are a number of open spaces within a 5-10 minute walk of the Ridgeons site:

### Romsey Recreation Ground

Romsey Recreation Ground is 2.81 hectares and represents a successful local park in terms of size, a range of different typologies of open space and amenities, including a basketball court, football pitch and two children's playgrounds.

### Coldham's Common

Coldham's Common is a large area of 'common land' with outdoor sports facilities including two large children's playgrounds. Given its size it has the capacity to accommodate most types of park activity.

### Winstanley Court

The open spaces on Cromwell Road are small and could be described as pocket parks. The open space at Winstanley Court is essentially a raised grass area and is not visible from Cromwell Road.

### Hampden Gardens

The open space at Hampden Gardens is visible from the street and designed to be a series of different character areas.



### Veritas

The open space at Veritas is visible from the street and has a 'no ball games' sign. There is a children's playground to the rear of the site.

### Allotments

There are three allotments sites in the vicinity.

### Key

-  Study area
-  Publicly accessible open space
1. Winstanley Court public space. Raised grass space. Not visible from street. 0.17ha
  2. Hampden Gardens Park. Planting beds, trees, play areas, lighting and benches accessible from street. 0.18ha
  3. Veritas open space. Green space, planting and children's playground. 0.15ha
  4. Coldham's Common. Large grass open space with vegetation and benches. Includes six full size football pitches, two junior football pitches, one Gaelic football pitch one American football pitch, one basketball court and a halfpipe. Also includes two large children's playgrounds. 39.60ha (total area)
  5. Romsey Recreation Ground. Grass open space with vegetation and benches. Includes a basketball ball court, football pitch and two children's playgrounds. 2.81ha
  6. Mill Road cemetery. Grade II listed gardens publicly accessible throughout the day and year. 4.00ha (total area)
  7. St Matthew's Piece. Grass areas, vegetation, benches, basketball half court and children's playground. 0.76ha
  8. St Matthew's Gardens. Large grass space with vegetation and planting beds. 0.44ha
  9. St Matthew's Gardens children's play space x 2. 0.12ha total
  10. Silverwood Close Large grass space with vegetation and trees

**Total: 48.39ha**

#### Allotments

11. Fairfax Road allotments 1.64ha
12. Stourbridge Grove Allotments 3.47ha
13. Vinery Road Allotments 1.48ha

**Total: 6.59ha**

**TOTAL OPEN SPACE LOCATED IN STUDY AREA: 54.98 ha**



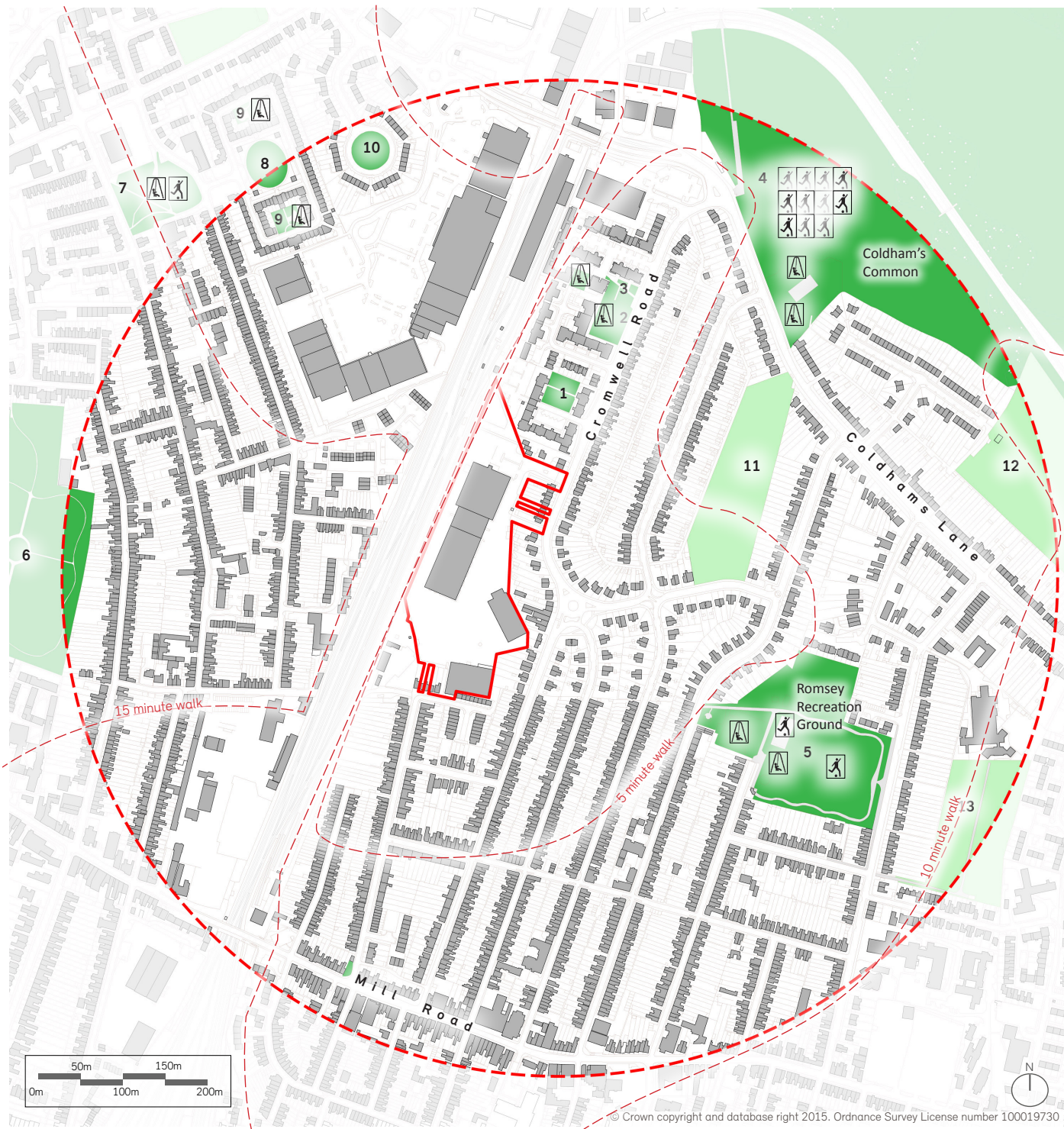


Figure 75: Open space plan



## Coldham's Common

- 39.60 hectares
- Large green open space with mature trees, benches and grazing land
- Classed as a Local Nature Reserve
- Six full size football pitches, two junior football pitches, one Gaelic football pitch, one American football pitch, one basketball court and a skateboard halfpipe
- Two large children's playgrounds



Figure 76: Coldham's Common



Figure 77: Play space and sports pitches at Coldham's Common

## Romsey Recreation Ground

- 2.81 hectares
- Local park with a good range of facilities, green open space, mature trees and benches
- Basketball court, football pitch, table tennis table
- Two children's playgrounds
- Public toilets



Figure 78: Romsey Recreation Ground



Figure 79: Play space at Romsey Recreation Ground



### Winstanley Court

- Raised green space which is not visible from the street
- 0.17 hectares



Figure 80: Winstanley Court open space

### Hampden Gardens Park

- Planting, beds, trees, play areas, lighting and benches
- 0.18 hectares



Figure 81: Hampden Gardens Park

### Veritas open space

- Green space, planting and small children's playground
- 0.15 hectares



Figure 82: Open space at Veritas

### Fairfax Road Allotments

- 1.64 hectares

### Stourbridge Grove Allotments

- 3.47 hectares

### Vinery Road Allotments

- 1.48 hectares



Figure 83: Fairfax Road allotments



## 2.7. Building heights and types

### Residential building heights and types

**2.7.1.** The Victorian houses in Romsey Town are generally 2 storey, with pitched roofs and chimneys and arranged in long terraces. In terms of materials, most of the houses are faced with brick and have sliding sash timber windows. The houses generally fall into two types. The first type is a slightly larger house with a hall, bay window and front garden, such as the houses on the northern end of Cavendish Road. The second type of house is narrower, with no hall, bay window or front garden, such as the houses on Thoday Street.

**2.7.2.** The houses in the 1930s extension of Romsey Town (to the north and east of the Ridgeons site) are generally larger with bigger front and rear gardens than the Victorian houses. These houses are generally 2 storey, faced with brick and/or render and include hipped roofs, gables, porches and casement windows. The houses are generally semi-detached or in short terraces.

**2.7.3.** Directly to the south of the Ridgeons site is a more recent development of 2 and 3 storey houses on Cavendish Place. These houses are faced with buff brick and have mansard roofs and dormer windows.

**2.7.4.** To the north of the site there are three more recent residential developments – Winstanley Court, Hampden Gardens and Veritas - which range from 3-6 storeys. The buildings in Winstanley Court are 3 storey buff brick to Cromwell Road and 4 storeys next to the railway line. The buildings in Hampden Gardens also feature buff brick, range in height from 3-5 storeys and have hipped roofs and juliet balconies. The buildings in Veritas range in height from 3-6 storeys, are a mixture of brick and render and have flat roofs.



**Figure 84: Typical Romsey Town terrace houses**



**Figure 85: Pair of semi-detached houses from 1930s Romsey Town extension**

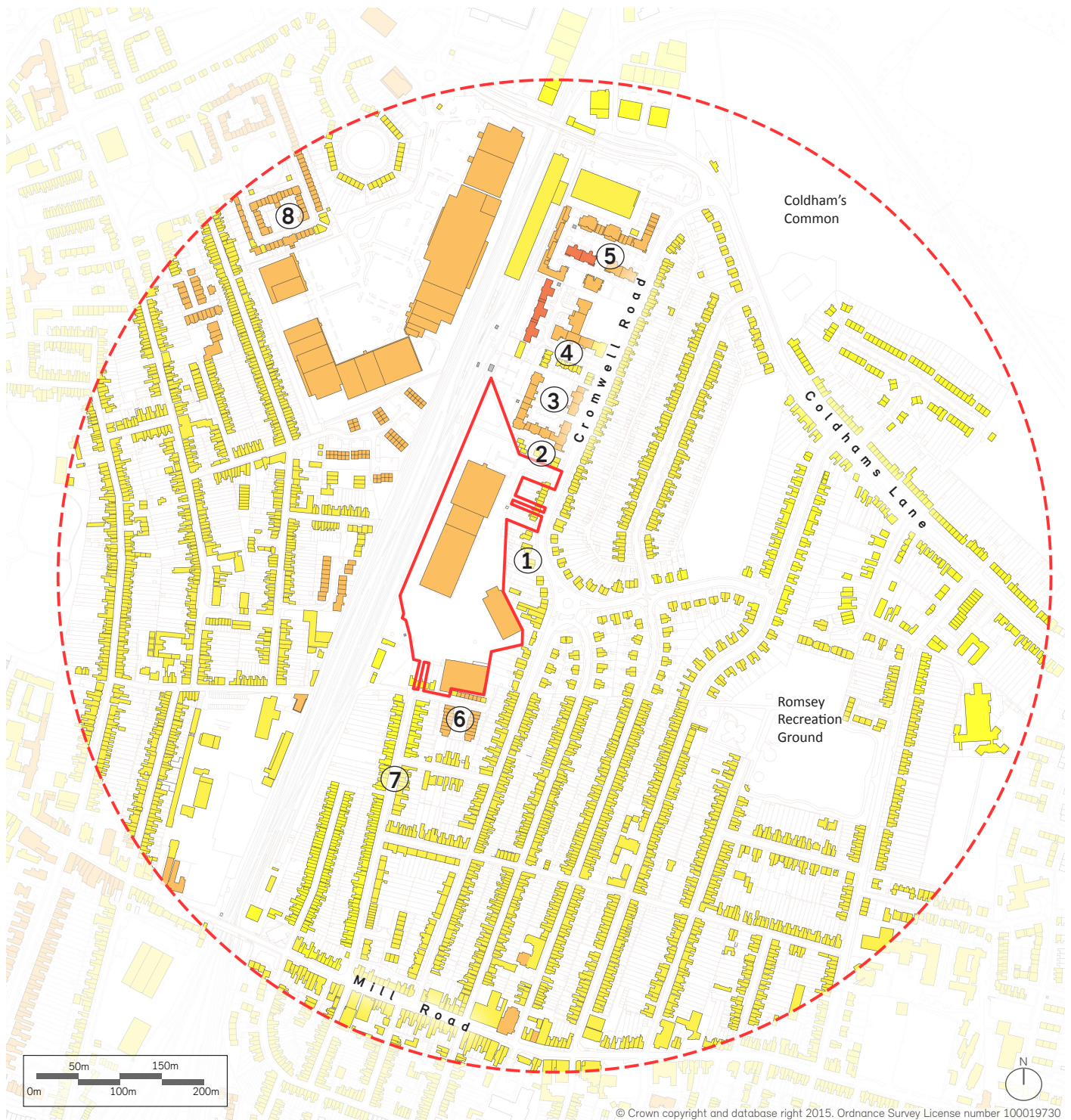


**Figure 86: 3 storey houses to the south of the site on Cavendish Place**



**Figure 87: 3 storey houses in the Veritas development on Cromwell Road**





**Figure 88: Building heights plan** (shown in the equivalent of residential storey heights)

## Key



## Local residential building types (see next page)

- |                                   |                   |
|-----------------------------------|-------------------|
| ① Cromwell Road                   | ⑤ Veritas         |
| ② Houses next to Winstanley Court | ⑥ Cavendish Place |
| ③ Winstanley Court                | ⑦ Cavendish Road  |
| ④ Hampden Gardens                 | ⑧ Thoday Street   |



## Local residential building types

### 1. Cromwell Road (Figure 89)

House type:	Semi-detached houses
Height:	2 storeys + roof
Materials:	Brick and roof tiles
Roof type:	Hipped with gables
Features:	Bay windows, porches and chimneys



### 2. Houses next to Winstanley Court (Figure 90)

House type:	Semi-detached houses
Height:	2 storeys + roof
Materials:	Buff brick and roof slates
Roof type:	Pitched with dormers
Features:	Laid out as a mews off Cromwell Road



### 3. Winstanley Court (Figure 91)

House type:	Flats
Height:	3-4 storeys + roof
Materials:	Buff brick and roof slates
Roof type:	Pitched with gables
Features:	No front doors on Cromwell Road



### 4. Hampden Gardens (Figure 92)

House type:	Flats with a few houses
Height:	3-5 storeys + roof
Materials:	Buff brick, render and roof tiles
Roof type:	Hipped
Features:	Juliet balconies





### 5. Veritas (Figure 93)

House type:	Flats with a few houses
Height:	3-6 storeys
Materials:	Buff brick and render
Roof type:	Flat with solar panels
Features:	Glazed balconies, set back top floors



### 6. Cavendish Place (Figure 94)

House type:	Houses
Height:	3 storeys
Materials:	Buff brick and roof slates
Roof type:	Mansard with dormers
Features:	Sash windows



### 7. Cavendish Road (Figure 95)

House type:	Houses
Height:	2 storeys + roof
Materials:	Stock brick
Roof type:	Pitched
Features:	Ground floor bay windows, small front garden and chimneys



### 8. Thoday Street (Figure 96)

House type:	Houses
Height:	2 storeys + roof
Materials:	Stock and buff brick with red brick decoration
Roof type:	Pitched
Features:	No front gardens





## 2.8. Character and form

**2.8.1.** 'Character and form' is defined here as a combination of the layout of the buildings and streets, the height and appearance of the buildings, the amount and distribution of open space and the density (number of homes in a given area) of a development.

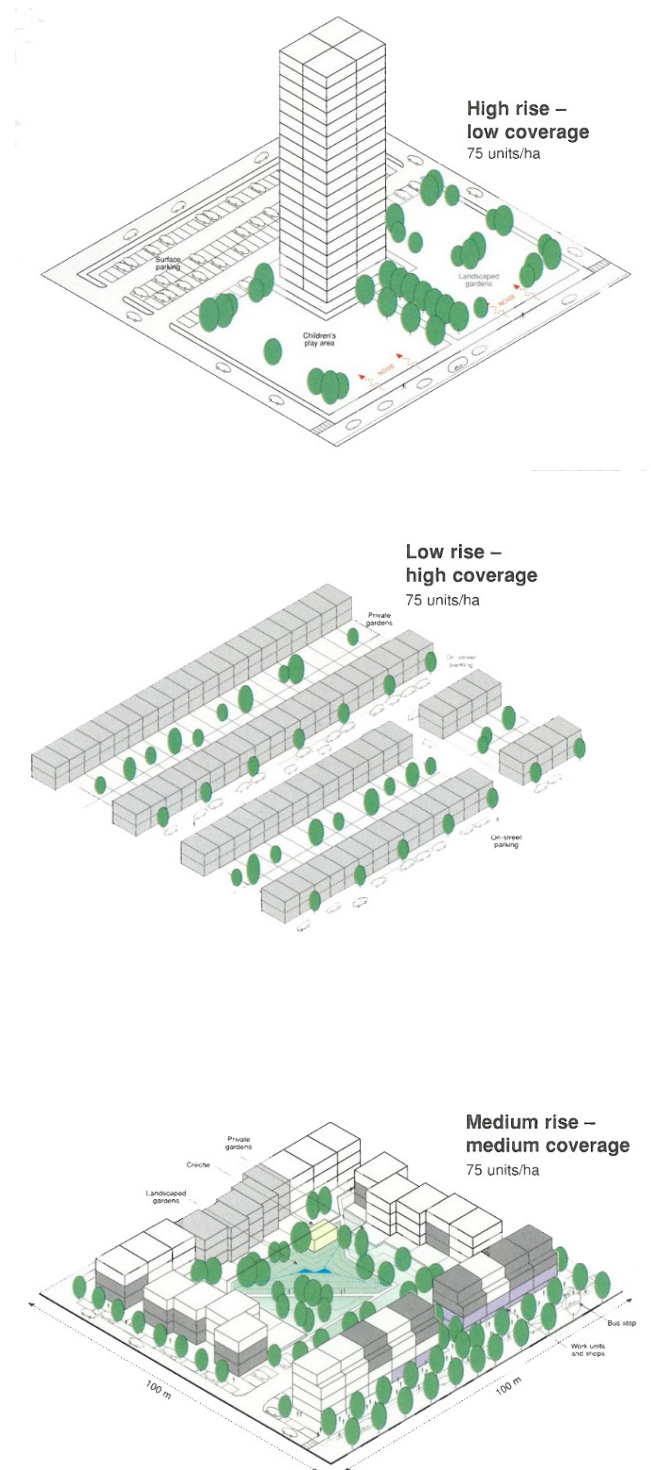
**2.8.2.** As a Supplementary Planning Document (SPD), this document is required to support policies and objectives in the Local Plan. The allocation in the emerging Local Plan for the Ridgeons site is for 75 homes per hectare.

**2.8.3.** Figure 97 broadly illustrates three different but basic diagrammatic approaches to character and form achieving 75 homes per hectare on identically sized sites. To achieve the density required and public space, a medium rise approach with houses and flats would appear to be most appropriate for the site and the context.

**2.8.4.** Illustrated on the following pages are eight character and form studies of the local area around the Ridgeons site. These show different approaches to character and form and the resulting density.

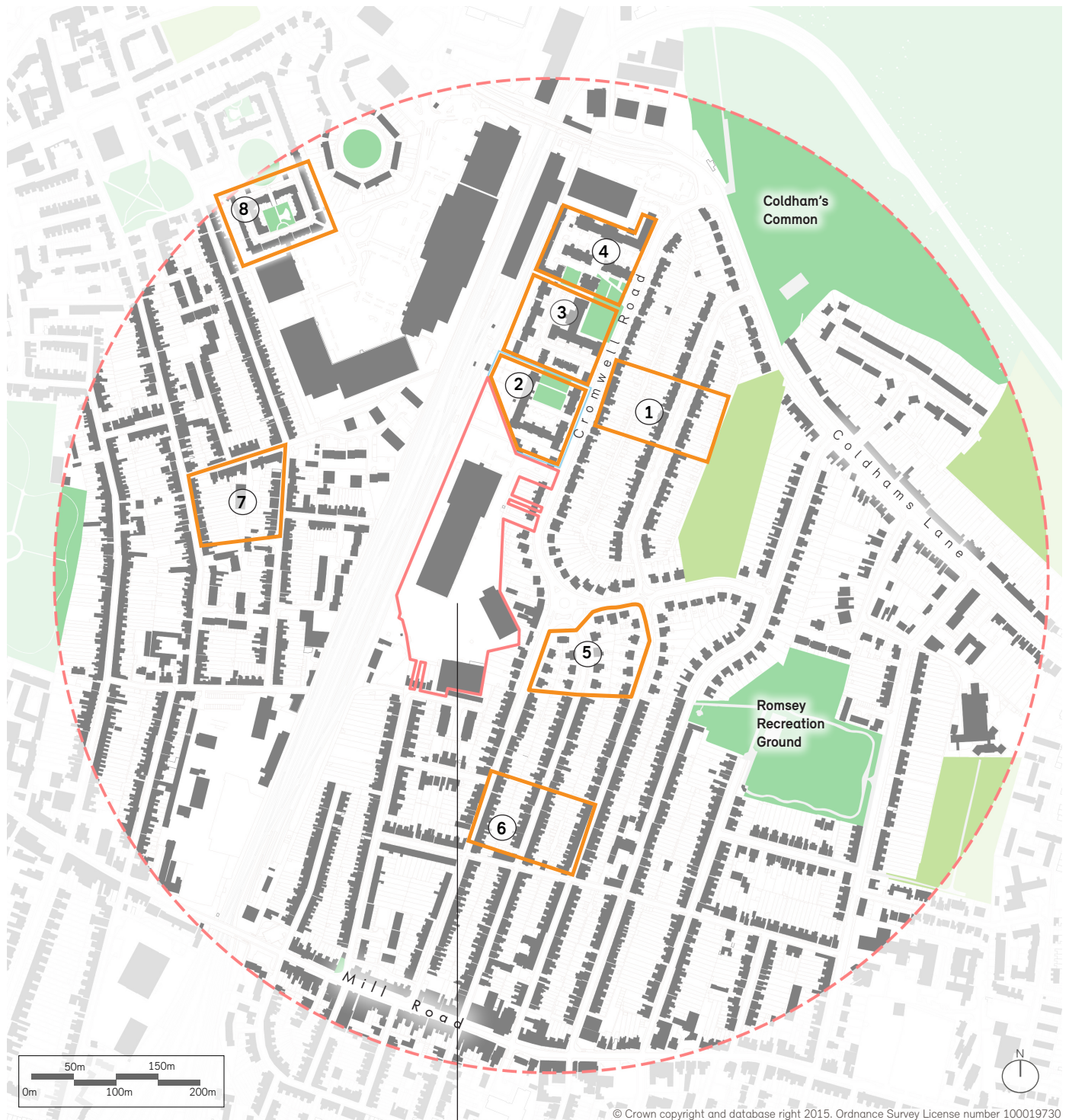
**2.8.5.** To deliver 75 homes per hectare and public open space, the studies imply that a combination of houses and flats will be required, as well as buildings of 4 or more storeys on parts of the site.

**2.8.6.** Car parking will be dealt with in a range of solutions, including: on street parallel parking, head-on parking (90 degree), undercroft and parking courts.



**Figure 97: Diagram illustrating three different methods of designing housing at 75 homes per hectare** (source Towards and Urban Renaissance, UTF 1999)





**Figure 98: Figure ground plan identifying character areas**

- Study area
- ① Cromwell Road
  - ② Winstanley Court
  - ③ Hampden Gardens
  - ④ Veritas
  - ⑤ Fairfax Road
  - ⑥ Catherine Street
  - ⑦ Ainsworth Street
  - ⑧ St Matthew's Gardens

**DRAFT SITE ALLOCATION FOR RIDGEONS SITE:**

Total homes: 245  
 Site area: 3.27 hectares  
 Density: 75 homes per hectare



## Local Character Areas

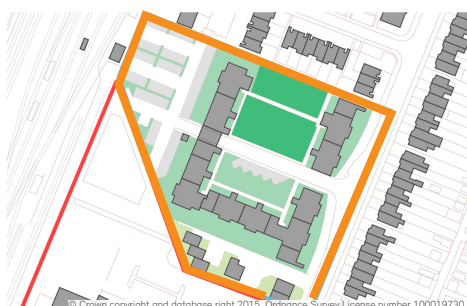
### Character Area 1: Cromwell Road (Figure 99)

Total homes: 35  
Home type: Terrace houses  
Height: 2 storeys  
Site area: 0.88 ha  
Open space: Gardens  
Density: 40 homes per ha  
Parking: Garages and on-street



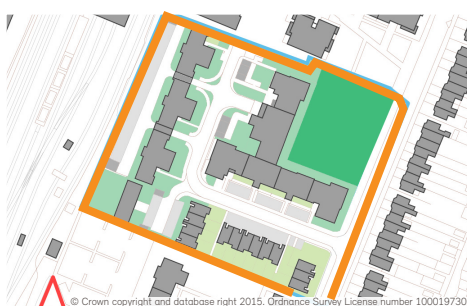
### Character Area 2: Winstanley Court (Figure 100)

Total homes: 90  
Home type: 6 houses; 84 flats  
Height: 2-4 storeys  
Site area: 1.07 ha  
Open space: 0.17 ha public open space + grassed areas + gardens  
Density: 84 homes per ha  
Parking: Parking court, parallel on-street and angled on-street



### Character Area 3: Hampden Gardens (Figure 101)

Total homes: 115  
Home type: 13 houses; 102 flats  
Height: 2-5 storeys  
Site area: 1.28 ha  
Open space: 0.18 ha public open space + grassed areas + gardens  
Density: 90 homes per ha  
Parking: Parking court, on-plot, 90 degree on-street and underground



### Character Area 4: Veritas (Figure 102)

Total homes: 136  
Home type: 9 houses; 127 flats  
Height: 2-6 storeys  
Site area: 1.22 ha  
Open space: 0.15 ha + public open space + grassed areas + gardens  
Density: 111 homes per ha  
Parking: Parking court and 90 degree on-street





### Character Area 5: Fairfax Road (Figure 103)

Total homes: 39  
Home type: Semi-detached  
Height: 2 storeys  
Site area: 1.33 ha  
Open space: Gardens + grassed areas  
Density: 29 homes per ha  
Parking: On-plot and on-street



### Character Area 6: Catherine Street (Figure 104)

Total homes: 91  
Home type: Terrace houses  
Height: 2 storeys  
Site area: 1.27 ha  
Open space: Gardens  
Density: 72 homes per ha  
Parking: On-street with some garages in the centre of the block



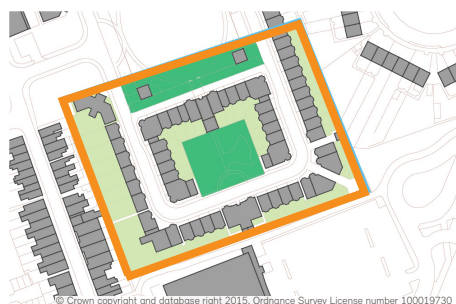
### Character Area 7: Ainsworth Street (Figure 105)

Total homes: 68  
Home type: Terrace; mews  
Height: 2 storey  
Site area: 1.18 ha  
Open space: Gardens  
Density: 58 homes per ha  
Parking: On-street with some parking courts in the centre of the block



### Character Area 8: St Matthew's Gardens (Figure 106)

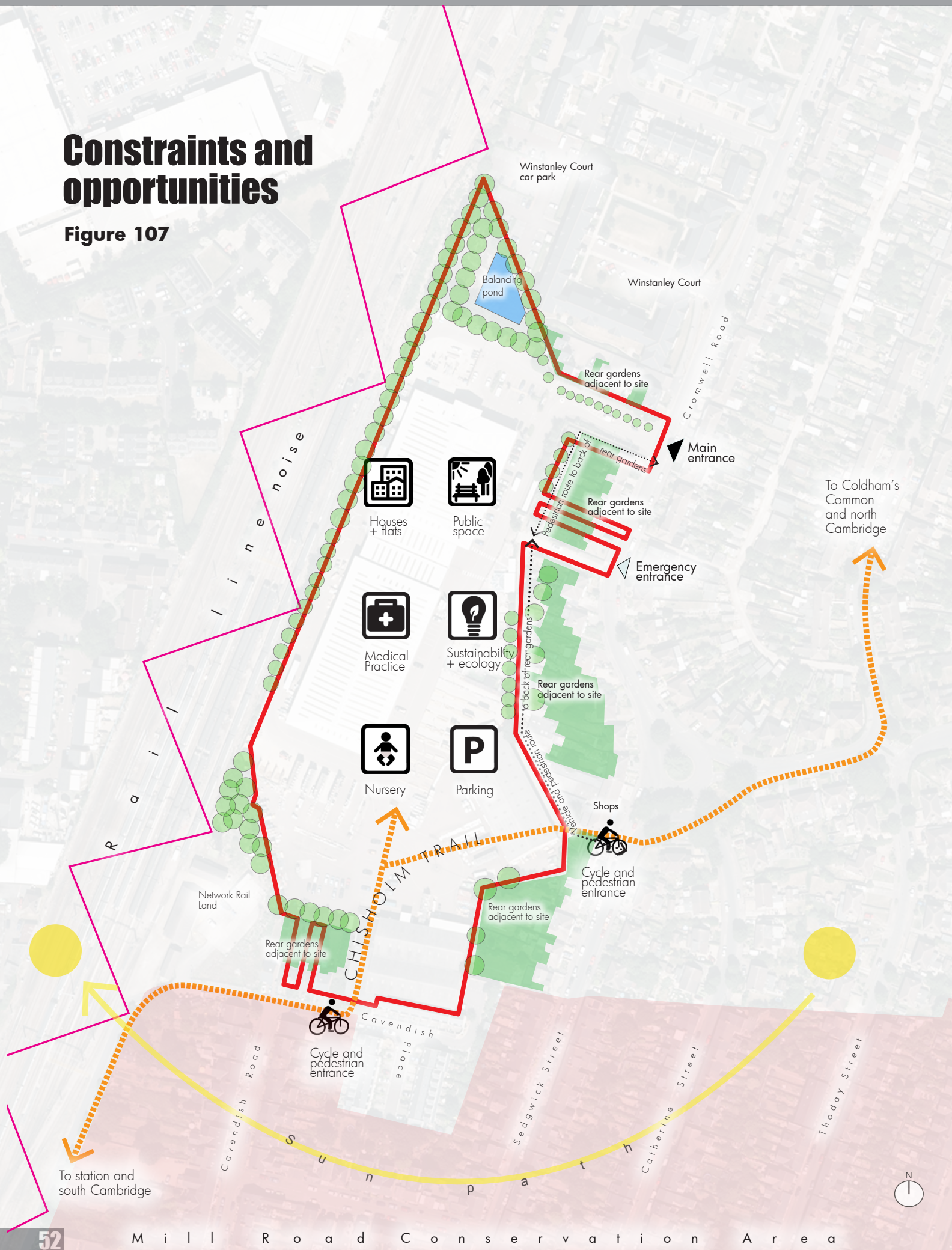
Total homes: 101  
Home type: 43 houses; 58 flats  
Height: 2-4 storeys  
Site area: 1.03 ha  
Open space: 0.19 ha+ public open space + gardens  
Density: 98 homes per ha  
Parking: Underground





# Constraints and opportunities

Figure 107





## 2.9. Key objectives

**2.9.1.** This chapter has highlighted the key planning and design considerations on and around the site. The key objectives are summarised below:

1. Provide a mix of flats and houses at 75 dwelling units per hectare
2. Protect the amenity and access rights of existing neighbouring properties
3. Utilise the existing access roads into the site
4. Create pedestrian and cycle routes through the site, including the Chisholm Trail
5. Respect the adjacent Mill Road Conservation Area
6. Provide a large, welcoming and accessible public open space
7. Address opportunities for sustainability and ecology on the site
8. Ensure existing and new homes are protected from the noise of the rail line
9. Provide new homes that maximise daylight and sunlight
10. Provide adequate parking in a variety of typologies
11. Accommodate the potential for a medical practice and/or an early years facility if needed







# 3. Vision







Illustrative image



### 3.1. Vision for the site

“The vision for the Ridgeons site, Cromwell Road, is to create a **well designed** housing development. The new development will incorporate **new public open space, new pedestrian and cycle routes** and respond positively to the **character of the surrounding area**”



## 3.2. Development principles

- 3.2.1.** The development principles for the Ridgeons site are based on the analysis in the previous chapter. They have also been informed by two rounds of consultation with local people and key stakeholders.
- 3.2.2.** The principles are considered in two parts.
- 3.2.3.** The first are the site and surrounds, which are principles to be addressed directly in the SPD.
- 3.2.4.** The second are for the wider area, which have been considered generally when preparing the SPD. However, the principles for the wider area are not in the direct control of either Ridgeons or Cambridge City Council and generally represent matters within the jurisdiction of the Highway Authority (Cambridgeshire County Council).

**Figure 108: Site and surrounds.** Design principles to be addressed directly in the SPD:

1

Create an integrated community – mixing tenure and sizes of homes



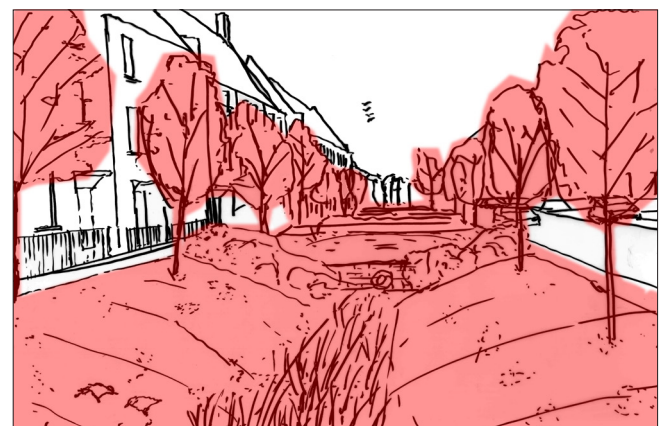
2

Provide accessible and usable open space



3

Promote ecology and sustainability





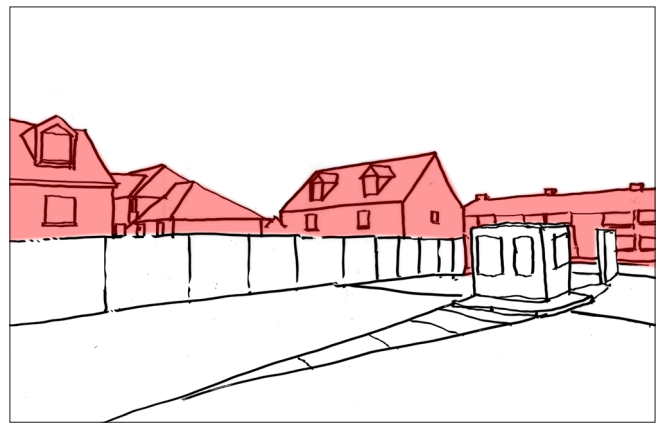
4

Create a connected and permeable street network for pedestrians and cyclists



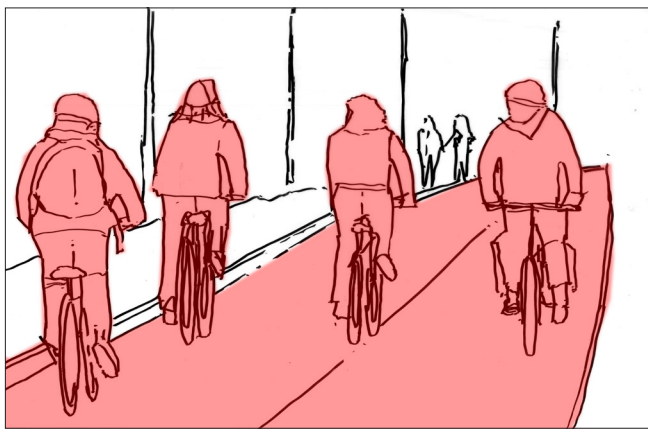
7

Protect the amenity of surrounding properties



5

Incorporate the Chisholm Trail cycle route



8

Respond positively to the character of the Mill Road Conservation Area



6

Create a variety of building heights that respond to surrounding buildings and spaces



9

Provide enough space for car parking, car clubs and cycle parking







**Illustrative image**

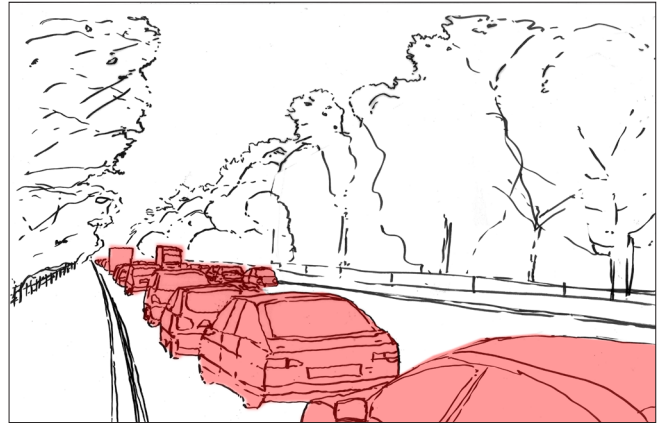


**Figure 109:** For the **wider area**, the following design principles have been considered when preparing the SPD:

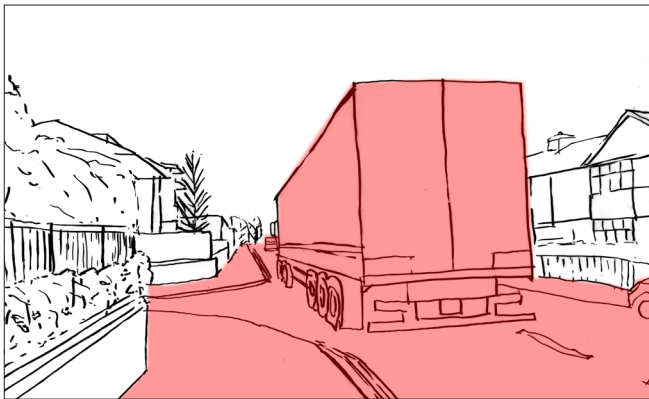
- 10** Consider the provision of education and health care facilities in the local area



- 13** Consider the impact of vehicle traffic in the local area



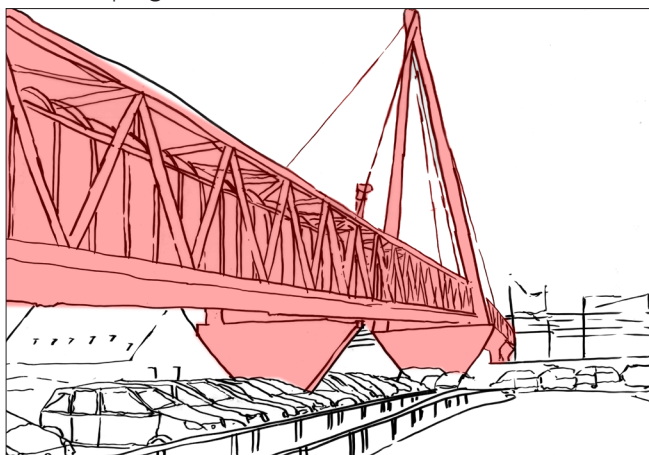
- 11** Look for opportunities to improve the public realm on Cromwell Road



- 14** Consider improvements to public transport in the local area



- 12** Investigate the feasibility of providing a bridge over the railway (addressed on page 38)







Illustrative image

# Parameters for change

# 4



## 4.1. Introduction

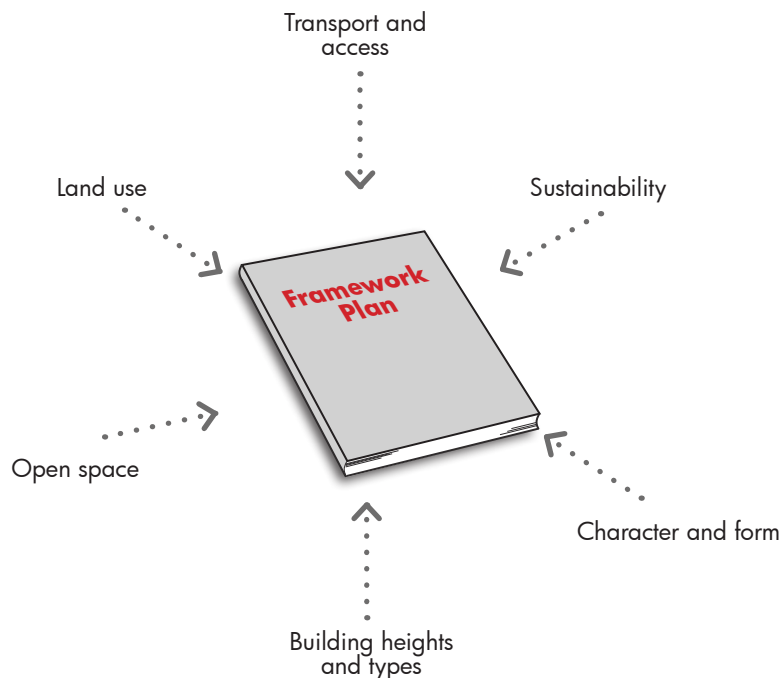
**4.1.1.** This chapter of the SPD provides planning and design guidance on how the development principles will be used to guide future planning application(s). In some cases the guidance is more prescriptive, and this is reflected in the language with words such as will and should. In other cases the guidance is more discretionary and illustrative, providing a vision and aspirations for future development.

**4.1.2.** As well as complying with the planning and design guidance in this SPD, any future planning application(s) will have to comply with the policies in the Cambridge Local Plan 2014. **A list of relevant policies is provided in Appendix B.**

**4.1.3.** This chapter is structured under six themes:

- Land use
- Transport and access
- Building heights and types
- Open space
- Character and form
- Sustainability

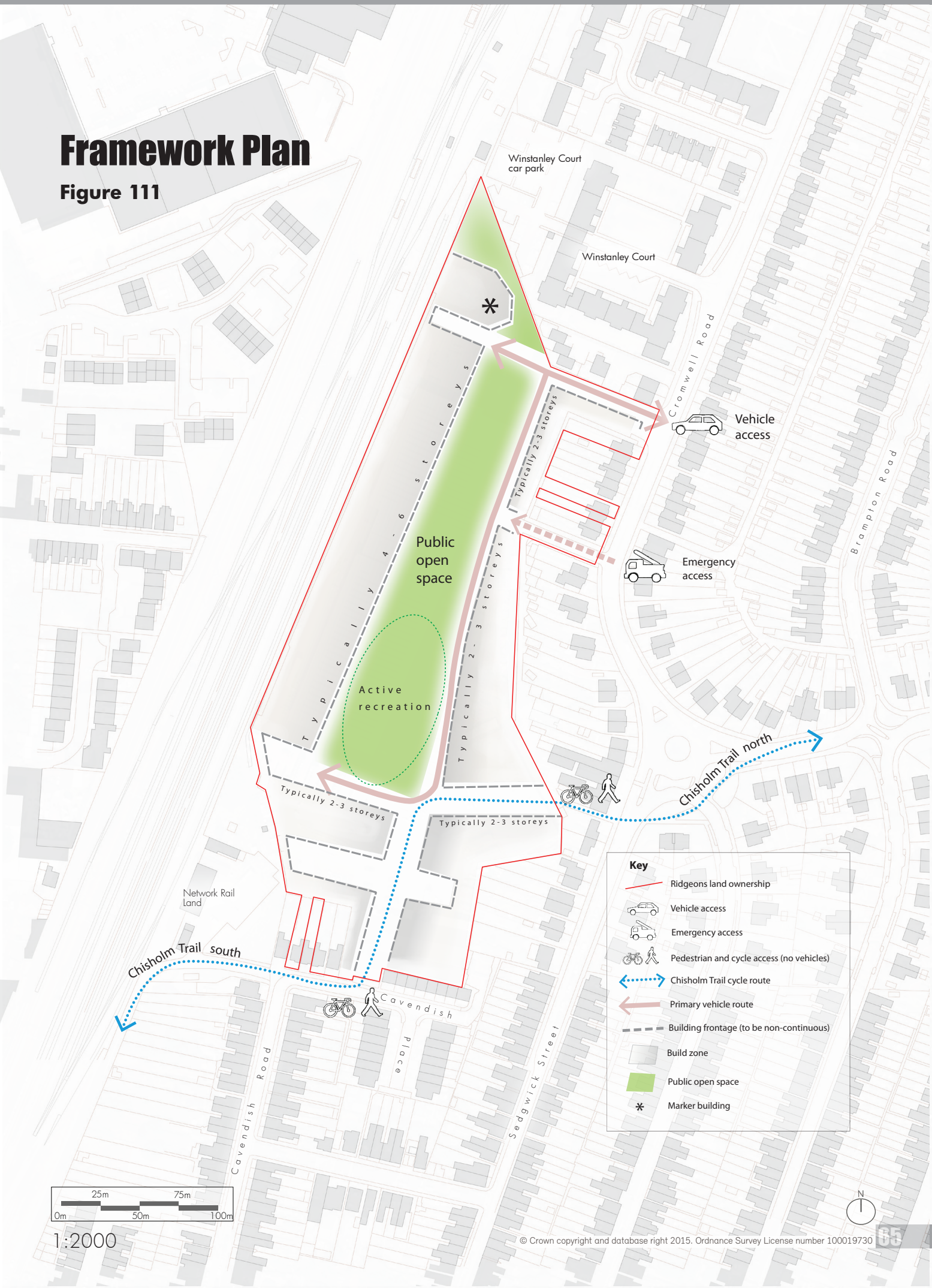
**4.1.4.** The themes have been used to create a Framework Plan, which broadly illustrates how the routes, buildings and open space should work together. The Framework Plan is illustrated opposite. The remainder of this chapter illustrates how the Framework Plan has been built-up and provides guidance on each of the six themes.



**Figure 110: The six themes that together make-up the Framework Plan**

# Framework Plan

Figure 111





## 4.2. Land use

- 4.2.1.** In line with the site allocation, the primary land use will be housing. The policy requirement for affordable housing is 40%. Affordable housing should be distributed in clusters across the site.
- 4.2.2.** Discussions have been held with the NHS and Cambridgeshire County Council about the provision of medical practices, school and nursery places in the locality. This was in response to public consultation feedback as part of the preparation for the SPD. The discussions highlighted the potential need for a medical practice, an early year's nursery and community floor space to be provided on site, however at the time of writing the need for these land uses has not been confirmed by the NHS and Cambridgeshire County Council.
- 4.2.3.** Given a planning application could precede the NHS and Cambridgeshire County Council confirming a need or otherwise, it is suggested that floor space could be reserved for an agreed period of time for the medical centre, early year's nursery and/or community use. If in the future there is no need identified for the land uses, the reserved floor space could revert to housing.
- 4.2.4.** Any planning application on the Ridgeons site will need to be informed by an appropriate assessment of demand and capacity. The assessment should be in line with Policy 73: Community, sports and leisure facilities in the emerging Local Plan. If required, a medical centre, early year's nursery and /or community use would need to be provided in a location which is reasonably central, with adequate provision for parking, and in the case of the nursery, near an open space.

## 4.3. Transport and access

### Pedestrian and cycle connectivity and principles

- 4.3.1.** The Ridgeons site offers an excellent opportunity to open-up a currently closed site and make connections with the wider existing street network and future Chisholm Cycle Trail. As such, access and routes through the site will be provided for pedestrians and cyclists.
- 4.3.2.** To accommodate the Chisholm Trail and to aid pedestrian connectivity, cycle and pedestrian access to the site should be provided on Cavendish Place, and on the track behind the shops on the mini roundabout on Cromwell Road and on to Cromwell Road further north.
- 4.3.3.** The new streets within the development should accommodate, where possible, generous pavements and shared surfaces to encourage cycling and pedestrian activity, while also slowing down vehicle speeds.



Figure 112: Nursery



Figure 113: Medical practice

### Vehicle access, routes and hierarchy

**4.3.4.** Vehicle access to the site should continue to be through the existing Ridgeons site entrance on Cromwell Road. However, given the width of the entrance, it is suggested that the entrance road is narrowed. This will be the only vehicle entrance into the site and will also serve pedestrians and cyclists.

**4.3.5.** The existing, currently closed, vehicle access route to the south of the main entrance should be retained as an emergency vehicle access route. There is the possibility this could also be used for a pedestrian and cycle access.

**4.3.6.** There should be a hierarchy of vehicle routes through the site, with a primary street serving the spine of the development to the east of the public open space. All secondary routes should be shared surfaces where possible. Shared surfaces are streets where kerbs and traffic signs are reduced to help create equal priority between pedestrians, cyclists and vehicles.



**Figure 115: Opening up the southern side of the site from Cavendish Place for pedestrians and cycles only and incorporating the Chisholm Trail**



**Figure 116: Opening up the western side of the site for pedestrians and cycles only and incorporating the Chisholm Trail**



**Figure 114: Shared surface**



**Figure 117: Retaining the existing vehicle route into the site as the only vehicle entry point into the new development. Entrance should be narrowed.**



## Car Parking

**4.3.7.** Cambridge City Council's car parking standards are expressed as maximum standards in line with national guidance and the City Council's sustainability aims. However, there could be justification for car parking provision below the maximum policy levels given the close proximity of the site to public transport, shops and services. It is suggested that a car parking ratio of 1:1 for each home (i.e. one space per home) with an additional visitor parking space of 0.25 (i.e. one parking space per four homes) could be acceptable. Any parking allocation will need to be justified in future planning application(s).

**4.3.8.** Car parking should be provided in a variety of typologies, including parallel on-street bays, perpendicular (head on) bays, on-plot, parking courts and undercroft. The potential for the use of car clubs within the development as a whole should also be investigated early in the development process.

**4.3.9.** Car parking for disabled people should be provided in line with Cambridge City Council's standards in suitable locations to allow easy and level access to buildings and spaces.

## Cycle parking

**4.3.10.** Safe and secure cycle parking should be provided and should accord with Cambridge City Council's policy requirements.



Figure 118: Parallel on-street bays



Figure 119: Perpendicular bays



Figure 120: On plot



Figure 121: Parking court

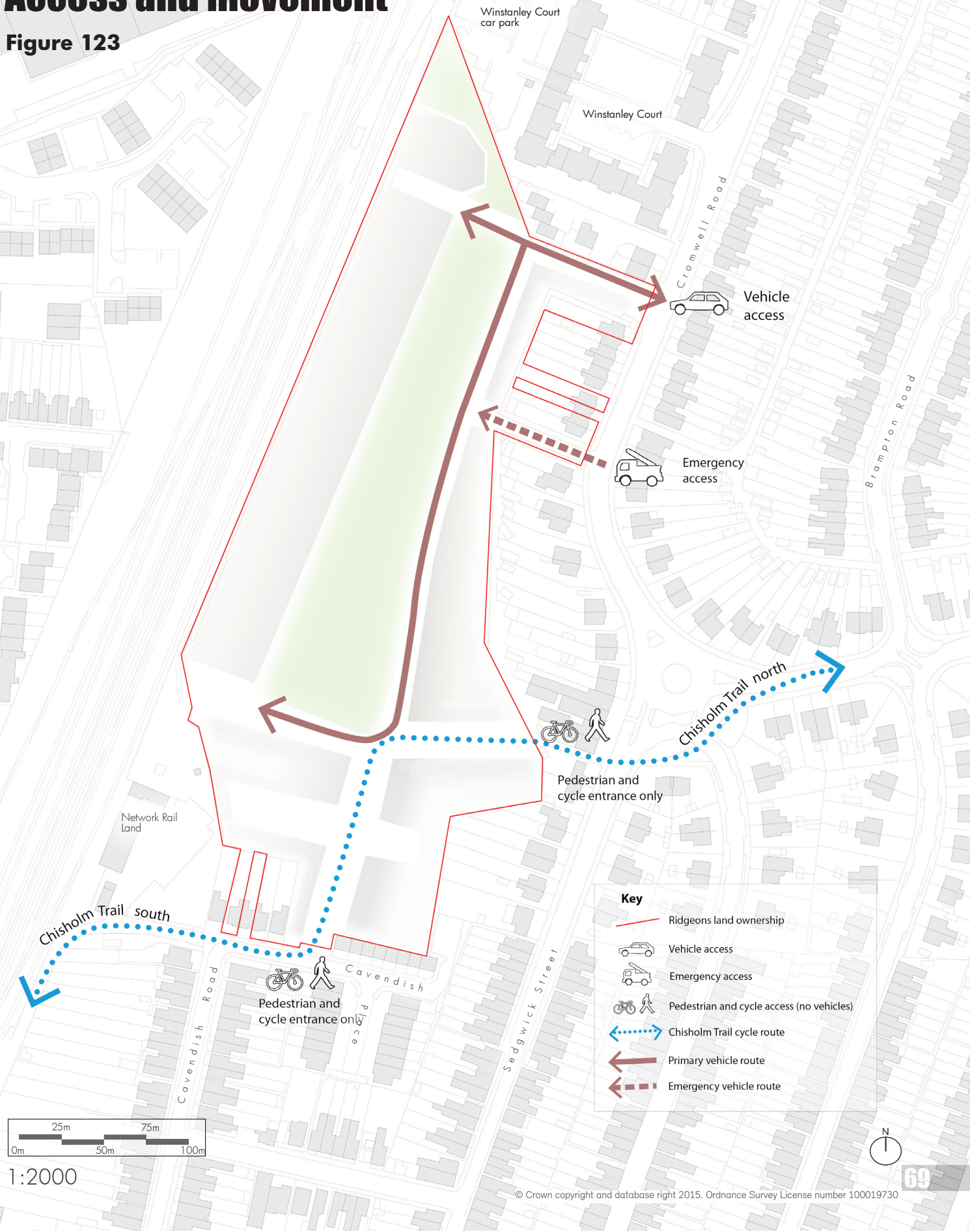


Figure 122: Cycle parking



# Access and movement

Figure 123





## Indicative Street typologies

**4.3.11.** Variety should be brought into the public realm through a carefully designed approach to street types. All streets should have a clear distinction between public and private space and a hierarchy of street widths.

**4.3.12.** The four street types opposite illustrate indicative street typologies that could be developed at planning application stage.



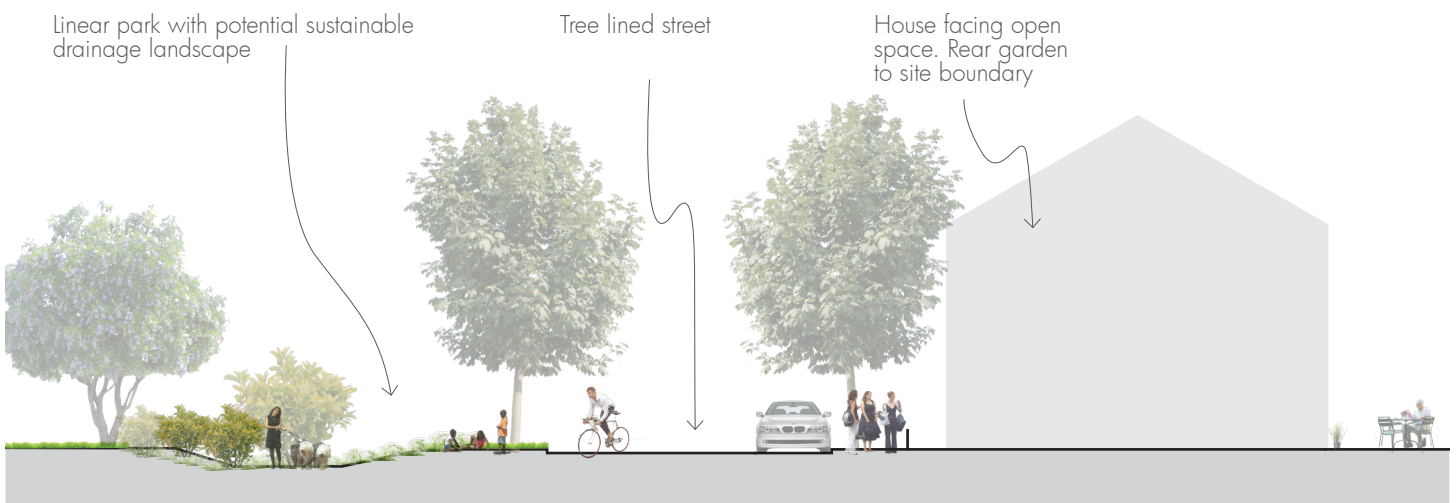
© Crown copyright and database right 2015. Ordnance Survey License number 100019730

**Figure 124: Street typology key plan**

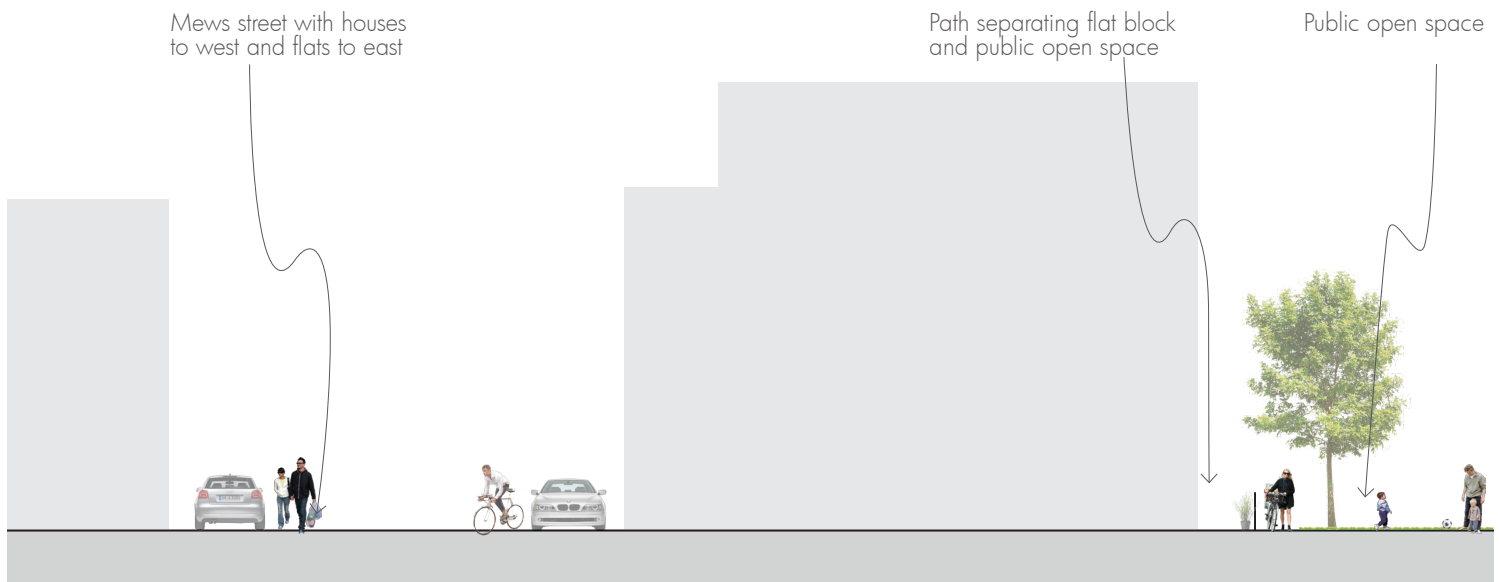
### 1. Indicative entrance street (Figure 125)



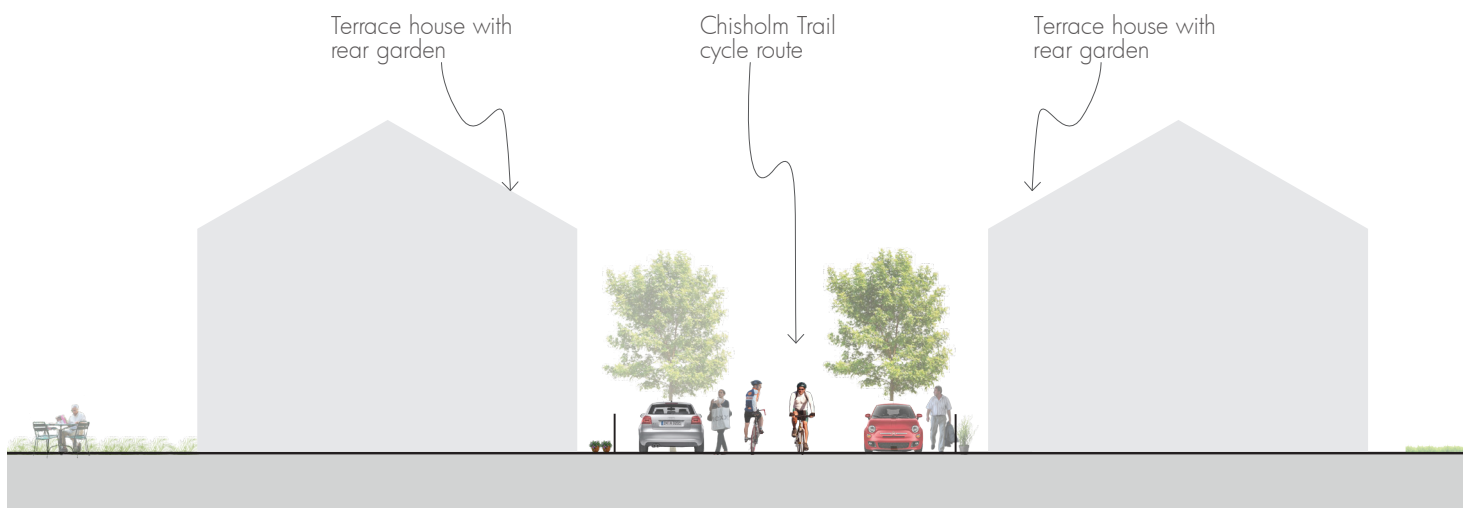
### 2. Indicative park boulevard (Figure 126)



### 3. Indicative park frontage (Figure 127)



### 4. Indicative Chisholm Trail street (Figure 128)





## 4.4. Open Space

**4.4.1.** Public open space should be provided on the Ridgeons site. Through consultation, local people said that the open space should be welcoming and be capable of fulfilling a range of activities for different age groups. These activities include: children's play (for a range of ages), informal ball games, picnics, places to rest and community events.

**4.4.2.** An open space should be provided in the heart of the new development, allowing views and accessibility for new and existing residents.

**4.4.3.** Street trees should be provided on the primary street to the east of the open space. Street trees could also be used to pick-out key routes, such as the Chisholm Trail and Cromwell Road entrance.

**4.4.4.** Sustainable urban drainage (SUDs) landscape features will be required in the open space. More details can be found in 4.7 Sustainability on pages 80-81.

### 4.4.5. Open space character areas

- ① Retained vegetation. A more wild and planted public space in the north of the site which retains the existing vegetation and also has the potential for sustainable drainage.
- ② Linear park. A long green space, with children's play, planting and the potential for landscape features for sustainable drainage.
- ③ Green area, big enough for active recreation, children's play, sitting and enjoying.



1. Indicative image of retained vegetation (Figure 129)



2. Indicative image of a linear park (Figure 130)



3. Indicative image of a green area which is big enough for active recreation (Figure 131)



# Open space

Figure 132



0m 25m 50m 75m 100m

1:2000



### Children's play space

**4.4.6.** Children's play space for a range of ages should be provided throughout the development. It is likely that several Local Areas for Play (LAPs) will be included on the site and one locally equipped/landscaped area for play (LEAP). Allotments and opportunities for communal growing could be provided on the site, depending on local demand.

### Outdoor sports pitches

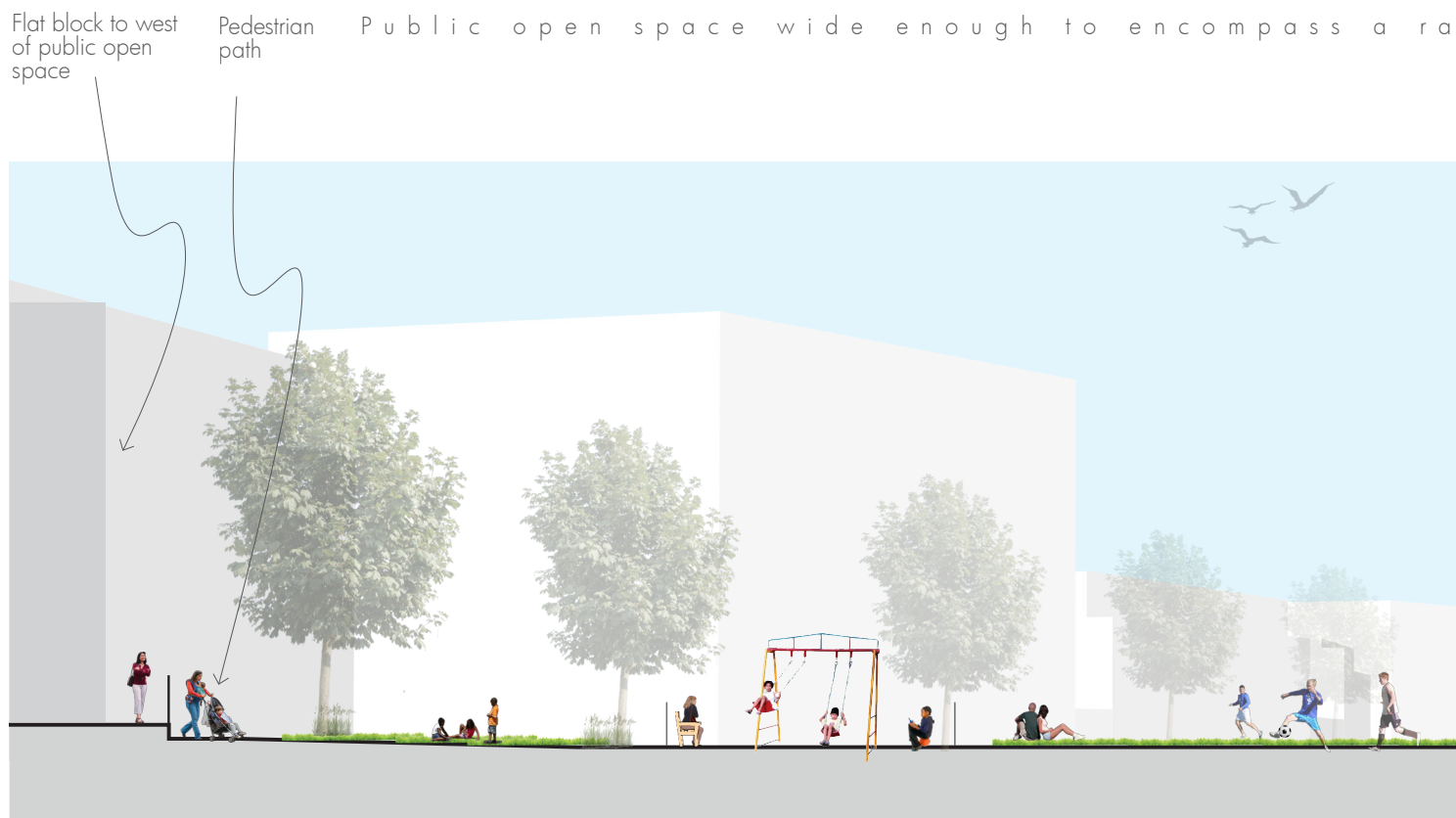
**4.4.7.** Outdoor sports pitches do not have to be provided on the site given the size of the site and the provision of three sports pitches at Romsey Recreation Ground

and eleven sports pitches at Coldham's Common. Commuted sums for off site provision or improvements in lieu of on site provision will be sought.

### Shadow studies

**4.4.8.** All proposals for the site should use shadow studies at different times of the day and year to demonstrate that the public open space receives a reasonable amount of sunlight.

### Indicative section through public open space (Figure 133)



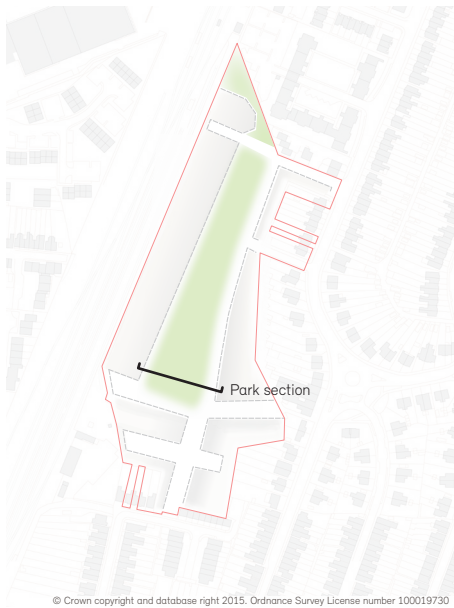


Figure 134: Key - park section line

range of outdoor recreation activities

Street trees

Street to east of public open space

House to east of public open space





## 4.5. Building heights and types

### Building and housing types

- 4.5.1.** A range of building and housing types should be provided across the site in a mixture of houses and flats. This range of typologies will help create an integrated community, with homes suitable for singles, couples, families, empty nesters and older people.
- 4.5.2.** All new homes should optimise solar orientation and outlook, while also providing a robust street and block layout. Dual aspect homes should be maximised and single aspect north facing homes avoided.
- 4.5.3.** New homes should generally be set-back from the street, with small front gardens or privacy strips. Where possible, ground floor properties should have rear gardens or patios and flats should have a balcony or terrace.

### Building heights

- 4.5.4.** A range of building heights should be provided across the site. This will help create visual interest and character within the development, while also allowing a contextual response to the character in the surrounding streets.
- 4.5.5.** Generally, houses of 2-3 storeys should be located nearer the south and east of the site, which is closer to the boundaries with existing properties and the Mill Road Conservation Area. It is suggested that these properties should generally be laid out on streets similar in width to those in the conservation area.

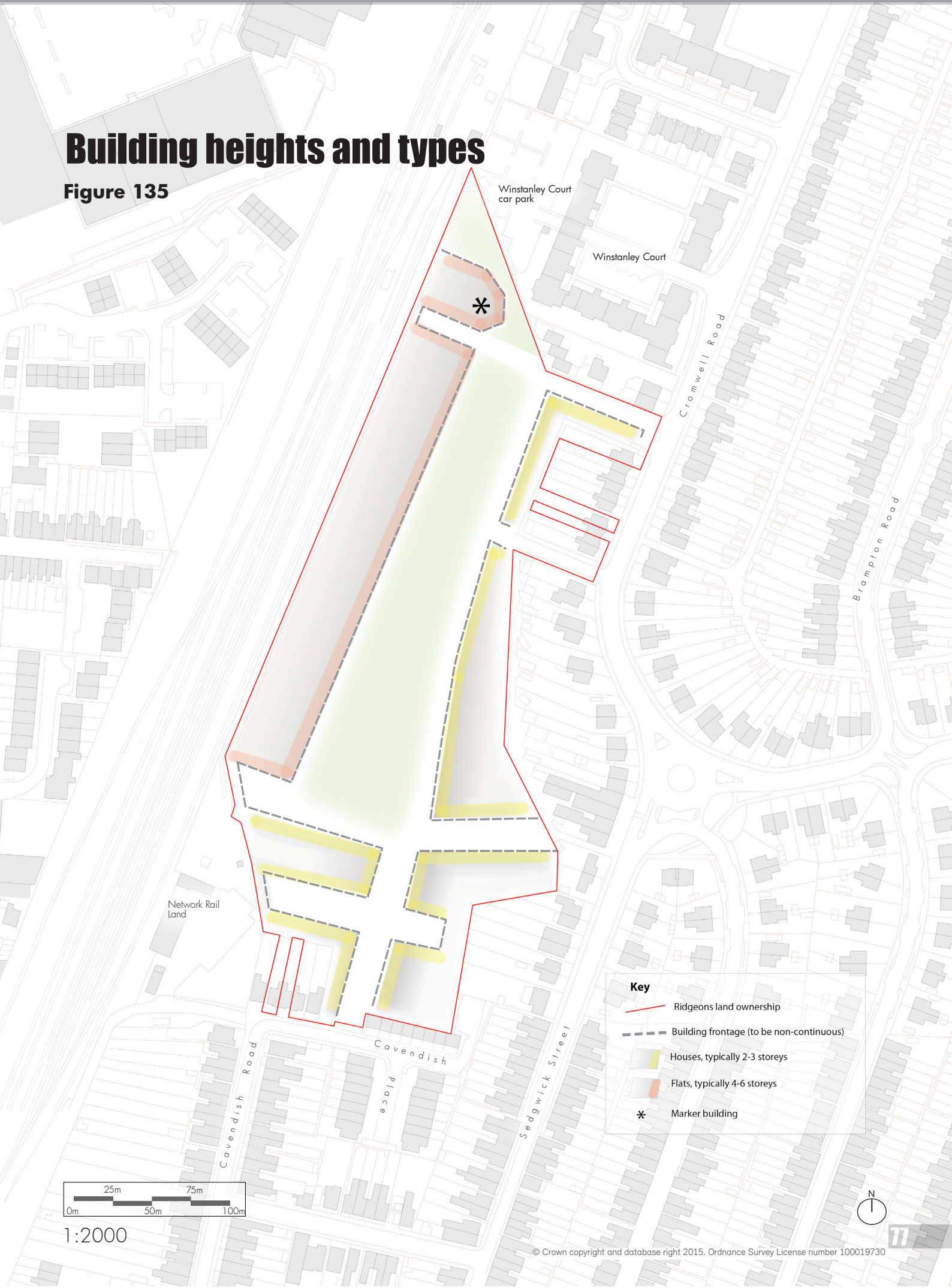
- 4.5.6.** Flats in taller blocks (typically 4-6 storeys) should be located to the north and west of the site, away from existing properties and the conservation area. While this area is designated for taller flat blocks, there could also be the potential for lower rise houses to be mixed in. There is the opportunity for a marker building in the northern most part of the site.

### Boundaries

- 4.5.7.** All new buildings should respect the amenity of surrounding existing properties and maintain a reasonable back-to-back distance between directly facing windows of habitable rooms in existing surrounding properties. Existing vegetation within the boundary should be retained where possible.

# Building heights and types

Figure 135



0m 25m 50m 75m 100m

1:2000



## 4.6. Character and form

**4.6.1.** The street and block layout for the Ridgeons site should be legible and respond to the surrounding area. New streets and blocks should be stitched into the existing urban fabric. Buildings should be orientated to overlook public spaces and streets, with layouts planned to follow the principles of Secure By Design.

### Character areas

**4.6.2.** The character in the south of the site should reflect the character of the adjacent Mill Road Conservation Area. Typically, this should be 2-3 storey houses, with rear gardens, set out on a grid of streets.

**4.6.3.** The character of the rest of the site should be based around a new accessible public open space. The open space should be large enough for active recreation and be welcoming for all of the community.

**4.6.4.** The buildings to the west of the open space should typically be 4-6 storey flat blocks, with the potential for houses to be mixed in. The northern most part of the site has the potential for a marker building.

**4.6.5.** The buildings to the east of the open space should typically be 2-3 storey houses with rear gardens. Street trees should be considered for the entrance to the site from Cromwell Road and on the east side of the open space.

# Indicative character and form

Figure 136





## 4.7. Sustainability

### Site-wide sustainability

**4.7.1.** Creating a sustainable development should be a priority underpinning the redevelopment of the Ridgeons site. A site wide approach should be employed to address environmental, social and economic issues. Development should comply with the Cambridge Sustainable Design and Construction SPD and propose strategies for the following relevant issues:

- i. Health and well-being of future residents
- ii. Energy efficiency of new buildings
- iii. Design for climate change
- iv. Water use
- v. Flood mitigation – SUDs
- vi. Use of materials and resources
- vii. Waste and recycling
- viii. Employment opportunities
- ix. Pollution
- x. Transport and mobility

**4.7.2.** Specific strategies that could be considered for the site include:

- i. Mitigation of overheating in flats and taking measures to improve internal thermal comfort.
- ii. Water sensitive urban design such as sustainable drainage features like swales, rain gardens, ponds and rills could be designed into the open space and landscape.

**4.7.3.** Other sections of this document are also relevant to the wider agenda of sustainability.



**Figure 137: Sustainable drainage**



**Figure 138: Cycle store**



**Figure 139: Solar panels**

## Ecology

**4.7.4.** There are many opportunities for enhancing the ecology and biodiversity of the site which currently has a very low ecological value. Initiatives should be developed in the context of wider plans for improvements to ecology and biodiversity.

Initiatives that could be considered are:

- i. Tree and other planting where appropriate
- ii. Water resources in association with SUDs and landscape features where possible
- iii. Nesting opportunities for a variety of bird and bat species
- iv. Habitats for insects

**4.7.5.** Flat and low pitched roofs could provide an opportunity to improve the ecology of the site and contribute to the general increase in biodiversity. Both green and brown roofs with local species of flora might be desirable. The installation of photovoltaics over green roofs is also possible as the shade will add variety to the environmental conditions.

**4.7.6.** Opportunities for the creation of green walls comprising climbing plants could be explored in north and east facing walls to provide nectar sources for invertebrates and cover and night roosting sites for birds. Initiatives that link the provision of ecological enhancements with the public art strategy could also be explored.



**Figure 140: Existing vegetation on the site**



**Figure 141: Green roof**



**Figure 142: Bat box**



## 4.8. Planning Obligations

- 4.8.1.** The development is likely to result in increased demands for community infrastructure such as public open space, sports, health and community facilities and additional school and nursery places. Some of these demands will be met on site and others via commuted sums to provide new or enhanced infrastructure off site. It is also possible that in addition to the provision of the Chisholm Trail through the site, other transport improvements will be needed off site. Waste and Recycling facilities may also need to be secured. Planning Obligations via a Section 106 agreement will be needed to deliver this infrastructure. The full list and scope of these Planning Obligations will be defined through the consideration of the planning application(s).

# Appendix A: Glossary of terms



## Appendix A - Glossary of terms

### **Biodiversity**

The number and variety of plants and animals.

### **Built form**

Buildings and their structures.

### **Cambridge Local Plan 2006**

This is the currently adopted Local Plan which sets out the policies and proposals for developments within Cambridge up until 2016. It includes a number of detailed policies and allocations where the Council would like new development to occur. Allocation 5.14 identifies the southern part of the Ridgeons site (0.8 hectares in area) as being land suitable for housing.

### **Cambridge Local Plan 2014 Proposed Submission**

Provides the policies and proposals for accommodating future developments within Cambridge up until 2031. The Plan is currently the subject of an independent examination. If found sound, the Plan will be adopted and will at that point replace the 2006 Local Plan. At this stage, this emerging document is in draft form only. It includes a number of detailed policies and draft allocations setting out how and where the Council would like future development to occur. One such draft allocation is the Ridgeons site on Cromwell Road (Site R12).

### **Consultation 1: Themes and fact-finding**

Exhibition, workshop and online consultation which asked local people to help decide on the key themes for the Planning and Development Brief.

### **Consultation 2: Design Principles & Framework Plan**

Exhibition, workshop and online consultation which reviewed the key themes from consultation 1 and asked local people what they thought about the draft design principles and framework plan.

### **Character and Form**

A combination of: the layout of buildings and streets; the height and appearance of the buildings; the amount and distribution of open space; and the density of a development.

### **Development Principles:**

A set of 14 principles which underpin the redevelopment of the Ridgeons site.

### **Density**

Density is a method of measuring the intensity of development within a specified area. Density is calculated by dividing the number of homes by the site area in hectares. The site area includes roads and open spaces.

### **Framework Plan**

A plan used to illustrate how the open space, routes and building frontages work together on the Ridgeons site.

### **Habitats Regulation Assessment (HRA)**

Habitats Regulations Assessments (HRA) are required under European Directive 92/43/EEC on the "conservation of natural habitats and wild fauna and flora for plans" that may have an impact of European (Natura 2000) Sites.

A HRA is the assessment of the impacts of implementing a plan or policy on a Natura 2000 Site. Its purpose is to consider the impacts of a Local Plan document against the conservation objectives of a site.

### **Hectare**

An area of 10,000 square metres

### **Legibility/Legible**

The degree to which a place can be easily understood and navigated.

### **Listed Building**

A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations that would affect its character or its setting.

### **Local Plan**

Abbreviation used to describe the statutory plan adopted by the City Council.

### Marker building

A building that helps identify a location and is differentiated in design from its neighbours.

### Massing

The combined effect of the arrangement, volume and shape of a building or group of elements. This is also called bulk.

### Mitigation

The purpose of mitigation is to avoid, reduce and where possible remedy or offset any significant negative (adverse) effects on the environment etc. arising from the proposed development.

### Mill Road Conservation Area

There are 11 Conservation Areas within Cambridge, as defined by the City Council. These areas are considered to have 'special architectural or historic interest' and new developments within them must take this into consideration. The Cromwell Road site is located just outside of the Mill Road Conservation Area.

### Parking Standards

Document setting out maximum permissible levels of car parking for various land uses, along with minimum levels of cycle parking.

### Planning Applications

There are two possible approaches for the submission of a planning application. An 'outline' application establishes the broad principles of a development and sets development parameters, with more detailed matters submitted later as 'Reserved Matters' applications. Alternatively, a 'full application' would provide all details of the proposed development at the outset.

### Public Realm

The areas of city or town (whether publicly or privately owned) that are available, without charge for everyone to use or see, including streets, parks and open spaces.

### Planning and Development Brief

A planning policy document to help guide the preparation and assessment of future planning applications for specific sites coming forward for redevelopment.

### Sustainability Appraisal (SA)

Sustainability Appraisal (SA) is a compulsory requirement under the 2004 Planning and Compulsory Purchase Act and the 2001/42/EEC European Directive.

A process used to appraise planning policy documents in order to promote sustainable development. Social, environmental and economic aspects are all taken into consideration.

### Sustainable Development

Sustainable Development is a broad term that encompasses many different aspects and issues from global to local level. Sustainable development can be described as 'Development, which meets the needs of the present without compromising the ability for the future generations to meet their own needs' (after the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission).

### Sustainable Urban Drainage Strategy (SuDS)

Sustainable urban drainage systems control and slow down surface water run off by mimicking natural drainage process in built-up areas. These systems include: areas for surface water storage; areas for water to infiltrate the ground slowly; and systems for limiting water flow.

### Supplementary Planning Document (SPD)

SPDs were established as part of the Planning and Compulsory Purchase Act 2004 in United Kingdom law. They may cover a range of issues, be broadly thematic or site-specific. In the case of the Ridgeons site on Cromwell Road, the SPD is site specific and provides guidance on matters of design, land use and the amount of development appropriate for the site.





# **Appendix B: Relevant Cambridge Local Plan Policies**



The following list represents the most relevant policies but is not an exhaustive list.

<b>Cambridge Local Plan 2014 Policy</b>	<b>Title</b>
Policy 1	Presumption in favour of sustainable development
Policy 3	Spatial Strategy for the location of Residential Development
Policy 5	Strategic Transport Infrastructure
Policy 26	Site Specific Development Opportunities
Policy 27	Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 31	Integrated water management and the water cycle
Policy 32	Flood Risk
Policy 33	Contaminated Land
Policy 34	Light Pollution Control
Policy 35	Protection of human health from noise and vibration
Policy 36	Air quality, odour and dust
Policy 45	Affordable Housing and dwelling mix
Policy 50	Residential Space Standards
Policy 51	Lifetime Homes and Lifetime Neighbourhoods
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
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