

Appendix A

Ridgeons, Cromwell Road: Supplementary Planning Document

Summary of Representations & Council's Initial Response

1. Introduction and background

Figure 1: Ordinance Survey of Ridgeons Site Ownership

1. Introduction and background

Paragraph Figure 1: Ordinance Survey of Ridgeons Site Ownership

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

Summary:

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

Response

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

Action

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

Paragraph 1.2.1

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

Summary:

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

Response

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

Action

None

Representation(s)**30891** allan Brigham [1376]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

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

Representation(s)**30755** Pat White [3691]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

None.

Representation(s)**30903** allan Brigham [1376]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

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

Paragraph 1.3.1

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

Summary:

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

Response

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

Action

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

Paragraph 1.6.4

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

Summary:

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

Response

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

Action

None.

Paragraph 1.6.6

Representation(s)

30854 Chris Smith [5272]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

Response

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

The draft Ridgeons site, Cromwell Road Planning and Development Brief SPD does not give rise to significant social and economic effects beyond those already identified as part of the appraisal of the parent policy and site allocation contained within the Cambridge Local Plan 2014. As such it is not considered necessary to undertake a separate SA for this SPD.

Action

None.

Paragraph 1.7.1

Representation(s)

30985 Dr Dave Baigent [5107]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

Creep

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

Response

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

Action

None.

2. Site and Surrounding Area

Paragraph 2.2 The Ridgeons Site, Figure 4

Representation(s)

30978 Dr Dave Baigent [5107]

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

Summary:

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

Response

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

Action

None.

Representation(s)

30786 Mr Leonard FREEMAN [5205]

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

Summary:

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

Response

Comments noted. The spelling mistake will be corrected.

Action

Amend Spelling Mistake "Catharine Street".

Paragraph 2.2 The Ridgeons Site, Figures 11 to 19

Representation(s)

30770 Dr Dave Baigent [5107]

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

Summary:

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

Response

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

Action

Replace Figure 14.

Paragraph 2.2 The Ridgeons Site, 2.2.6 - Landscape

Representation(s)

Nature

Appearance

Soundness Tests

30929 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]

Object

Not Specified

None

Summary:

there is an opportunity for enhancement

Response

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

Action

None.

Paragraph 2.2 The Ridgeons Site, 2.2.7 - Ecology

Representation(s)

Nature

Appearance

Soundness Tests

30855 Chris Smith [5272]

Object

Not Specified

None

Summary:

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

Response

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

Action

None.

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

Summary:

there is an opportunity for enhancement

Response

Comments noted.

Action

None.

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

Summary:

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

Response

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

Action

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

Paragraph 2.2 The Ridgeons Site, 2.2.9 - Drainage and flooding

Representation(s)

30856 Chris Smith [5272]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)

30793 Anglian Water (Sue Bull) [1288]

Nature

Support

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

None.

Paragraph 2.2 The Ridgeons Site, 2.2.11 - Noise

Representation(s)

30931 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

ensure mitigation against noise and air pollution

Response

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

Action

None.

Paragraph Figure 20

Representation(s)

30768 Dr Dave Baigent [5107]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

Response

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

Action

None.

Paragraph Figures 38 to 41

Representation(s)

30769 Dr Dave Baigent [5107]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

Response

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

Action

None.

Paragraph 2.5.1

Representation(s)

30757 Pat White [3691]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

Response

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

Action

None.

Paragraph 2.5.4

Representation(s)

30808 Pat White [3691]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

Doctors locally are over subscribed.

Response

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

Action

None.

Paragraph 2.5.7 - Medical practice provision

Representation(s)

Nature Appearance Soundness Tests

30932	Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None
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Summary:

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

Response

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

Action

None.

Representation(s)

Nature Appearance Soundness Tests

30821	Dr Anke Friedrich [3320]	Support	Not Specified	None
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Summary:

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

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

Response

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

Action

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

Paragraph 2.5.8

Representation(s)

Nature Appearance Soundness Tests

30857 Chris Smith [5272]

Object

Not Specified

None

Summary:

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

Response

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

Action

None.

Paragraph 2.5.9 - School provision

Representation(s)

Nature Appearance Soundness Tests

30785 Mr Leonard FREEMAN [5205]

Object

Not Specified

None

Summary:

When will [the] County Council deliver this strategic plan for improved school provision? Last year over 30 children failed to get places at St. Philip's School - a whole class full. Children from Cavendish Road are having to take a 50 minute round journey walk to Abbey Meadow School. Or a 2 mile car journey. This development will increase already unacceptable pressure on school places in Romsey - County say it'll increase need for 'earlyyears' places says 2.5.9. Schools have already burst.

Response

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

Action

None.

Representation(s)**30858** Chris Smith [5272]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action**None.****Representation(s)****30892** allan Brigham [1376]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action**None.**

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

Summary:

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

Response

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

Action

None.

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

Summary:

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

Response

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

Action

None.

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

Summary:

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

Response

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

Action

None.

Paragraph 2.6.1 - Streets

Representation(s)

30773 Dr Dave Baigent [5107]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

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

Response

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

Action

None.

Representation(s)

30801 Pat White [3691]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

Response

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

Action

None.

Paragraph Figures 62 to 64

Representation(s)

30934 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Paragraph Figure 65

Representation(s)

30777 Dr Dave Baigent [5107]

Nature

Support

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

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

Representation(s)**30790** R. B. Wilson [5805]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

Page 33 - exit of Chisholm Trail south shown across Network Rail land.
 Later exit for pedestrians is shown into Cavendish Place. I think this latter exit is dangerous because of the congested road for cars.
 I understand the County's preferred route is across Network Rail land and I think this is a much SAFER plan.

Response

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

Action

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

=====

Paragraph 2.6.6 - Parking**Representation(s)****30823** Dr Anke Friedrich [3320]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

None.

=====

Representation(s)**30859** Chris Smith [5272]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

Comments noted. The suggested text can be added.

Action

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

=====

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

Representation(s)

30776 Dr Dave Baigent [5107]

Nature	Appearance	Soundness Tests
Object	Not Specified	None

Summary:

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

Response

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

Action

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

Paragraph 2.6.8 - Cycle and pedestrian network

Representation(s)

30774 Dr Dave Baigent [5107]

Nature	Appearance	Soundness Tests
Object	Not Specified	None

Summary:

Page 32 refers to Cavendish Road as having two way traffic with only 3 metres being available for vehicles to travel on. Same for cyclists who either give way to cars or cars give way to them. This is managed because it is mostly local people using the roads and they understand the need to give way when another vehicle or cycle has taken the priority by entering a section of the road where two vehicles or a vehicle and a cycle cannot pass. This would become a problem if more cycles were to use Cavendish Road.

Response

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

Action

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

Representation(s)

30893 allan Brigham [1376]

Nature	Appearance	Soundness Tests
Object	Not Specified	None

Summary:

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

Response

Comments noted. Cromwell Road is referenced in paragraph 2.6.8.

Action

None.

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

Summary:

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

Response

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

Action

None.

Paragraph Figure 72

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

Summary:

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

Response

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

Action

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

Paragraph 2.6.9

Representation(s)

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

Summary:

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

Response

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

Action

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

Representation(s)

		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30750	Mr Tobias Gray [5794]	Support	Not Specified	None

Summary:

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

Response

Comments noted.

Action

None.

Representation(s)

		<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30824	Dr Anke Friedrich [3320]	Support	Not Specified	None

Summary:

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

Response

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

Action

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

Representation(s)**30894** allan Brigham [1376]**Nature**

Support

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

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

Paragraph 2.6.10 - Link accross the railway**Representation(s)****30762** Pat White [3691]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

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

Representation(s)**30791** John McGill [5801]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Other existing crossings are neither close by nor effective.

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

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

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

Response

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

Action

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

Representation(s)**30825** Dr Anke Friedrich [3320]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

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

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

Response

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

Action

None.

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

Summary:

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

Response

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

Action

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

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

Summary:

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

Response

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

Action

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

Representation(s)**30907** Cambridgeshire County Council - Transport Assessment Team
(Mr Mike Salter) [5812]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

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

Representation(s)**30936** Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

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

Representation(s)**30819** Mr Felix Sanchez Garcia [5806]**Nature**

Support

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

None.

Paragraph 2.6.11

Representation(s)

30792 John McGill [5801]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

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

Response

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

Action

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

Representation(s)

30908 Cambridgeshire County Council - Transport Assessment Team
(Mr Mike Salter) [5812]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

Response

Comments noted.

Action

None.

Paragraph Figure 74

Representation(s)

30909 Cambridgeshire County Council - Transport Assessment Team
(Mr Mike Salter) [5812]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

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

Paragraph 2.6.12

Representation(s)

30861 Chris Smith [5272]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

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

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

30910 Cambridgeshire County Council - Transport Assessment Team
(Mr Mike Salter) [5812]

Object

Not Specified

None

Summary:

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

Response

Comments noted.

Action

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

Paragraph 2.6.13**Representation(s)****Nature****Appearance****Soundness Tests**

30896 allan Brigham [1376]

Object

Not Specified

None

Summary:

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

Response

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

Action

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

Representation(s)**Nature****Appearance****Soundness Tests****30911** Cambridgeshire County Council - Transport Assessment Team
(Mr Mike Salter) [5812]

Object

Not Specified

None

Summary:

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

Response

Comments noted

Action

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

Paragraph 2.7.1**Representation(s)****Nature****Appearance****Soundness Tests****30761** Pat White [3691]

Object

Not Specified

None

Summary:

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

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

Response

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

Action

None.

Representation(s)**Nature****Appearance****Soundness Tests****30863** Chris Smith [5272]

Object

Not Specified

None

Summary:

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

Response

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

Action

None.

Representation(s)**30897** allan Brigham [1376]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

This fails to mention:

1. Romsey Rec is already fully used. The recent council consultation recognised this, and the danger of increasing useage destroying the character of the park.

2. Coldhams Common is inaccessible to children due to the dangerous road crossing.

Response

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

Action**None.****Representation(s)****30898** allan Brigham [1376]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action**None.****Paragraph Figure 75: Open space plan****Representation(s)****30937** Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response**Comments noted.****Action****None.**

Paragraph Figure 76 and 77 - Coldham's Common

Representation(s)

30862 Chris Smith [5272]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Paragraph Figure 80 - Winstanley Court

Representation(s)

30828 Dr Anke Friedrich [3320]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

None.

Paragraph Figure 81 - Hampden Gardens Park

Representation(s)

30826 Dr Anke Friedrich [3320]

Nature

Support

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

None.

Paragraph Figure 82 - Pym Court open space

Representation(s)

30827 Dr Anke Friedrich [3320]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

None.

Paragraph 2.8.1 - Residential building heights and types

Representation(s)

30767 Pat White [3691]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)

30938 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Paragraph 2.8.4

Representation(s)

30759 Pat White [3691]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

None.

Paragraph Figure 87

Representation(s)

30802 Pat White [3691]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Paragraph Figure 88

Representation(s)

30760 Pat White [3691]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Paragraph 2.9.2

Representation(s)

30864 Chris Smith [5272]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

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

Response

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

Action

None.

Paragraph 2.9.3

Representation(s)

30904 Eleanor Gray [5810]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

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

Response

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

Action

None.

Representation(s)

30939 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

Response

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

Action

None.

Paragraph 2.9.5

Representation(s)

Nature Appearance Soundness Tests

30866 Chris Smith [5272]

Object

Not Specified

None

Summary:

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

Response

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

Action

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

Paragraph Figure 98

Representation(s)

Nature Appearance Soundness Tests

30865 Chris Smith [5272]

Object

Not Specified

None

Summary:

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

Response

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

Action

None.

Paragraph 2.10.1

Representation(s)

Nature Appearance Soundness Tests

30820 Mr Felix Sanchez Garcia [5806]

Object

Not Specified

None

Summary:

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

Response

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

Action

None.

Representation(s)**30867** Chris Smith [5272]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

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

Response

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

Action

None.

=====

Representation(s)**30868** Chris Smith [5272]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

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

Response

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

Action

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

=====

Representation(s)**30869** Chris Smith [5272]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

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

=====

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

Summary:

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

Response

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

Action

None.

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

Summary:

Medical Practice and Early years Facility

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

Response

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

Action

None.

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

Summary:

Medical Practice and Early years Facility

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

Retirement properties

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

Response

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

Action

None.

Representation(s)**Nature****Appearance****Soundness Tests****30956** Miss Victoria Gaillard [3060]**Object****Not Specified****None****Summary:**

Medical Practice and Early years Facility

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

Retirement properties

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

Response

Comments noted. The text has been drafted to reflect that the provision of local medical and education infrastructure would need to be supported by either the NHS or Local Education Authority, respectively. This level of flexibility within the text should therefore be retained.

The Council does not consider that the need for retirement housing outweighs the general need for homes, whether affordable or market.

The Council is seeking a balanced and mixed development of good quality housing suitable for people as they age.

Action

None.

Representation(s)**Nature****Appearance****Soundness Tests****30923** CRRA (Cromwell Road Residents Assoc. CRRA) [5274]**Object****Not Specified****None****Summary:**

Medical Practice and Early years Facility

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

Retirement properties

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

Response

Comments noted. The text has been drafted to reflect that the provision of local medical and education infrastructure would need to be supported by either the NHS or Local Education Authority, respectively. This level of flexibility within the text should therefore be retained.

The Council does not consider that the need for retirement housing outweighs the general need for homes, whether affordable or market.

The Council is seeking a balanced and mixed development of good quality housing suitable for people as they age.

Action

None.

Representation(s)**30912** Cambridgeshire County Council - Transport Assessment Team
(Mr Mike Salter) [5812]**Nature**

Support

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

Comments noted.

Action

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

Paragraph Figure 107**Representation(s)****30873** Chris Smith [5272]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

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

Representation(s)**30979** Dr Dave Baigent [5107]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

Add road name annotation for Cavendish Road.

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

Summary:

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

(5) Respect the Mill Road conservation area.

To

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

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

Response

Comments noted.

Action

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

=====

3. Vision

Paragraph 3.2.1

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

Summary:

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

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

Response

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

Action

None.

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

Summary:

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

Response

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

Action

None.

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

Summary:

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

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

Response

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

Action

None.

Representation(s)**30976** Ms Dodie Carter [2663]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

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

Response

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

Action**None.****Paragraph Figure 108: Site and surrounds****Representation(s)****30738** Dr Roger Sewell [5506]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action**None.****Representation(s)****30874** Chris Smith [5272]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

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

Figure 108: Site and surrounds

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30913 Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>-Figure 108 shows a number of design principles for the site of which 4, 5, and 9 are transport-related. The County Council supports these but considers that the development should not only incorporate the Chisholm Trail (no 5) but should either deliver these directly or provide a contribution to cover the cost of delivery by the County Council.</p>			

Response

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

Action

None.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30739 Dr Roger Sewell [5506]	Support	Not Specified	None
<p><i>Summary:</i></p> <p>Figure 108 subfigure 9: Indeed, ENOUGH car parking needs to be provided. Car parking is becoming an increasingly acrimonious issue in Cambridge, in part due to excessive prices for parking in central car parks, and in part due to charging at park and ride sites. Where people live, they are bound to want to park, and modern couples often find themselves both with jobs and both needing to drive to work as the only option. Providing only one car parking space per property is just inviting car parking wars.</p>			

Response

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

Action

None.

Paragraph Figure 109: Wider area

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
30758 Pat White [3691]	Object	Not Specified	None
<p><i>Summary:</i></p> <p>There is no point in saying "investigate" possibility of a new bridge over the railway to supplement Mill Road bridge as we all know Ridgeons/council will not do it. saying "protect the amenity of locals" is ridiculous as we all know that locals will be ignored in favour of blocks of flats. There will be no decent green space. Any animal life on the site should be properly assessed and allowed for. The present trees etc that support wildlife should be kept although we all know they won't.</p>			

Response

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

Action

None.

Figure 109: Wider area

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

Summary:

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

Response

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

Action

None.

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

Summary:

Cromwell Road

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

Response

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

Action

None.

4. Parameters for Change

Paragraph 4.1.3

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

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

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

Action
None.

Paragraph Figure 111: Framework Plan

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

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

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

Action
None.

Representation(s)**30980** Dr Dave Baigent [5107]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action**None.****Paragraph 4.2.1****Representation(s)****30829** Dr Anke Friedrich [3320]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response**Comments noted.****Action****None.****Representation(s)****30942** Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action**None.**

Representation(s)		Nature	Appearance	Soundness Tests
30743	Dr Roger Sewell [5506]	Support	Not Specified	None
<i>Summary:</i> It is vitally important that the land is used for housing rather than employment as currently the ratio of housing to employment in Cambridge is way too low. It is correspondingly vitally important that any available steps to REDUCE the number of jobs in Cambridge are taken.				
<i>Response</i> Comments noted.				
<i>Action</i> None.				
=====				

Representation(s)		Nature	Appearance	Soundness Tests
30745	Dr Roger Sewell [5506]	Support	Not Specified	None
<i>Summary:</i> I specifically support enforcing the fraction of housing that is affordable to be 40% irrespective of whether the developers like this or find it financially unattractive.				
<i>Response</i> Comments noted.				
<i>Action</i> None.				
=====				

Paragraph 4.2.2

Representation(s)		Nature	Appearance	Soundness Tests
30800	Pat White [3691]	Object	Not Specified	None
<i>Summary:</i> It is infants and junior school places that are needed as local schools are over subscribed.The local doctors are also full. More low scale housing for the elderly would keep them in the community and free larger houses for families. Someone needs to setup a meeting with the county council re more schools on the site-if there is ANY intention to explore the option. Which I doubt.				
<i>Response</i> Comments noted. Discussions have been held with the Local Education Authority (LEA). It is agreed that a nursery should be provided on site. The LEA has advised that a financial contribution for the provision of extra primary school spaces off site will also be sought as part of any planning approval granted. The NHS has confirmed that a new health care facility is unlikely to be required on site but that financial contributions are also likely to be sought to fund off site improvements.				
<i>Action</i> None.				
=====				

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

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

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

Action
None.

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

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

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

Action
None.

Representation(s)**30962** Dr Catriona Crombie [5070]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

School Provision

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

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

Response

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

Action**None.****Representation(s)****30975** Ms Dodie Carter [2663]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

School Provision

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

Response

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

Action**None.**

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

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

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

Action
None.

Paragraph 4.2.3

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

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

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

Action
None.

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

Summary:
how and where is this within the site?

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

Action
None.

Representation(s)**30831** Dr Anke Friedrich [3320]**Nature****Support****Appearance****Not Specified****Soundness Tests****None***Summary:*

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

Response**Comments noted.****Action****None.****Representation(s)****30899** allan Brigham [1376]**Nature****Support****Appearance****Not Specified****Soundness Tests****None***Summary:*

support

Response**Comments noted.****Action****None.****Paragraph 4.2.4****Representation(s)****30871** Chris Smith [5272]**Nature****Object****Appearance****Not Specified****Soundness Tests****None***Summary:*

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

Response**Comments noted. This level of demand and capacity analysis is best done at the planning application stage when (a) the scope and impacts of the proposed development are known and (b) when the development of the land is imminent and therefore any assessment of capacity is up to date and relevant. If detailed assessments are provided here it is likely that such data would soon be out of date.****Action****None.**

Representation(s)		Nature	Appearance	Soundness Tests
30832	Dr Anke Friedrich [3320]	Support	Not Specified	None
Summary:				
support				

Response

Comments noted.

Action

None.

Paragraph 4.3.1 - Pedestrian and cycle connectivity and principles

Representation(s)		Nature	Appearance	Soundness Tests
30783	Dr Dave Baigent [5107]	Object	Not Specified	None
Summary:				
<p>The opening onto Cavendish Road/Place</p> <p>Figure 115 indicates the opening onto Cavendish Road/Place and this is a little clearer on page 77 Figure 135. However, I am also concerned that since the ownership of 133 Cavendish Road has been recognised as not being part of the site, the 'Indicative character and form' shown on page 79 Figure 136 is unclear. More detail is needed about how the junction with Cavendish Road/Place is proposed. Real consideration is needed with this junction to both safety and the aesthetics of how it will affect my property at 96 Cavendish Road and surrounding properties.</p> <p>I would ask when this is done that consideration is given to that this exit being opposite my property as it is now, and not as it is on the plan.</p> <p>I would ask that consideration be given to how this exit will impinge on my home (some of which has windows looking directly into the proposed exit from Ridgeons. The detail is very unclear and in particular I would ask that the possibility of houses being built close to the exit be at two storeys and be pushed back so as to allow a considerable green space at this point.</p> <p>I do recognise that my house has been developed in a somewhat eclectic way. The face is still in character with the rest of the conservation area and as this ends the side of my house, as it has been extended, provides a phased move from Victorian to modern design that eases towards the modern houses on Cavendish Place.</p>				

Response

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

Action

None.

Representation(s)**30925** CRRA (Cromwell Road Residents Assoc. CRRA) [5274]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

Cycle bridge

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

Response

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

Action

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

Representation(s)**30958** Miss Victoria Gaillard [3060]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

Cycle bridge

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

Response

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

Action

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

Representation(s)**30967** Dr Catriona Crombie [5070]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

Cycle bridge

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

Response

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

Action

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

Representation(s)**30973** Ms Dodie Carter [2663]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

Cycle bridge

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

Response

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

Action

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

Representation(s)**30833** Dr Anke Friedrich [3320]**Nature****Support****Appearance****Not Specified****Soundness Tests****None***Summary:*

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

Response

Comments noted.

Action

None.

Representation(s)**30884** Natural England (Janet Nuttall) [1009]**Nature****Support****Appearance****Not Specified****Soundness Tests****None***Summary:*

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

Response

Comments noted.

Action

None.

Paragraph 4.3.2**Representation(s)****30766** Pat White [3691]**Nature****Object****Appearance****Not Specified****Soundness Tests****None***Summary:*

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

Response

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

Action

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

Representation(s)**30781** Dr Dave Baigent [5107]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

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

Response

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

Action

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

Representation(s)**30836** Dr Anke Friedrich [3320]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

None.

Representation(s)**30915** Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

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

Paragraph 4.3.3

Representation(s)		Nature	Appearance	Soundness Tests
30916	Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]	Object	Not Specified	None
Summary:				
-Similarly 4.3.3 (and 4.3.4 and 4.3.5 discusses street design / access and again the details of this will need to be agreed with the County Council.				

Response

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

Action

None.



Representation(s)		Nature	Appearance	Soundness Tests
30834	Dr Anke Friedrich [3320]	Support	Not Specified	None
Summary:				
support				

Response

Comments noted.

Action

None.



Representation(s)		Nature	Appearance	Soundness Tests
30835	Dr Anke Friedrich [3320]	Support	Not Specified	None
Summary:				
Make sure that the generous pavements are not used for parking though.				

Response

Comments noted.

Action

None.



Paragraph 4.3.4 - Vehicle access, routes and hierarchy

Representation(s)

30740 Dr Roger Sewell [5506]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)

30811 Mrs Yulin Ginns [3423]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)

30917 Cambridgeshire County Council - Transport Assessment Team
(Mr Mike Salter) [5812]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)**30944** Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Paragraph 4.3.5**Representation(s)****30810** Mrs Yulin Ginns [3423]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)**30812** Mrs Yulin Ginns [3423]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)**30918** Cambridgeshire County Council - Transport Assessment Team (Mr Mike Salter) [5812]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

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

Representation(s)**30837** Dr Anke Friedrich [3320]**Nature**

Support

Appearance

Not Specified

Soundness Tests

None

Summary:

Please open for pedestrians and cyclists.

Response

Comments noted.

Action

None.

Paragraph 4.3.6**Representation(s)****30922** CRRA (Cromwell Road Residents Assoc. CRRA) [5274]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

Road design

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

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

Response

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

Action

None.

Representation(s)**30955** Miss Victoria Gaillard [3060]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

Road design

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

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

Response

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

Action**None.****Representation(s)****30964** Dr Catriona Crombie [5070]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

Road design

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

Response

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

Action**None.**

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

Summary:
Road design
Shared usage roads please see that attached report. Given the current levels of maintenance on Romsey's roads we do not feel this is a good idea that should be taken forward - especially as the development forms part of the Chisholm trail route.
<http://www.theihe.org/wp-content/uploads/2013/08/Holmes-Report-on-Shared-Space-.pdf>

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

Action
None.
=====

Paragraph Figures 114 to 117

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

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

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

Action
None.
=====

Paragraph 4.3.7 - Car Parking

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

Summary:

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

Response

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

Action

None

=====

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

Summary:

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

Response

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

Action

None.

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

Summary:

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

Response

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

Action

None.

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

Summary:

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

Response

Comments noted.

Action

None.

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

Summary:

Parking

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

Response

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

Action

None.

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

Summary:

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

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

Response

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

Action

None.



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

Summary:

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

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

Response

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

Action

None.



Representation(s)**30959 Miss Victoria Gaillard [3060]****Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

Parking

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

Response

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

Action**None****Representation(s)****30968 Dr Catriona Crombie [5070]****Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

Parking

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

Parking need much more thought. People will have cars and the life style that the council is forcing us to live demands that a car is necessary. I do not want to drive my children to school but the lack of a local school means this is necessary (a bus up Mill Road into town to change buses to go back out again is not a realistic commute for any parent that has to get to work in the morning nor should it be expected of our children).

Response

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

Action**None.****Representation(s)****30974 Ms Dodie Carter [2663]****Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

Parking

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

Response

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

Action**None.**

Representation(s)**30838** Dr Anke Friedrich [3320]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

None.

Paragraph 4.3.8**Representation(s)****30839** Dr Anke Friedrich [3320]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

None.

Representation(s)**30945** Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

None.

Paragraph Figure 118 to 121

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

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

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

Action
None.

=====

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

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

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

Action
None.

Paragraph 4.3.10 - Cycle Parking

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

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

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

Action
None.

Representation(s)**30742** Dr Roger Sewell [5506]**Nature**

Support

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None

Paragraph Figure 123 - Access and movement**Representation(s)****30751** Mrs Yulin Ginns [3423]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)**30953** Dr Jake Grimmett [5124]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Figure 123 - Access and movement

Representation(s)		Nature	Appearance	Soundness Tests
30981	Dr Dave Baigent [5107]	Object	Not Specified	None
<i>Summary:</i>				
Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.				
Neither support/object. The use by the Chisholm trail of Cavendish Road will increase this complication, and a lack of local knowledge is likely to lead to a friction between vehicles and what could be at peak time be an almost endless stream of cycles.				
Object The suggestion on pages 36 Figure 72, on page 52, Figure 107, and again on page 65, Figure 111 all suggest a primary network would allow cycles to enter Cavendish Road with an expectation I suspect that they access Mill Road. This is a move away from the plan on page 33 and raises concerns if allowed to happen without a rethink of the arrangements on Cavendish Road.				
Object Cycling, vehicles and Cavendish Road: a two way street that cannot accommodate two vehicles or a vehicle and a bike passing each other without the use of passing places.				

Response

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

Action

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



Paragraph 4.3.11 - Indicative street typologies

Representation(s)

30815 Mrs Yulin Ginns [3423]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)

30946 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Paragraph Figure 124 to 128

Representation(s)

30744 Dr Roger Sewell [5506]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)**30753** Mrs Yulin Ginns [3423]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

increase noise level for existing houses.

Response

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

Action

None.

Representation(s)**30924** CRRA (Cromwell Road Residents Assoc. CRRA) [5274]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

Road Network

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

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

Response

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

Action

None.

Representation(s)**30957 Miss Victoria Gaillard [3060]****Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

Road Network

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

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

Response

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

Action**None.****Representation(s)****30966 Dr Catriona Crombie [5070]****Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

Road Network

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

Response

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

Action**None.**

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

Summary:

Road Network

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

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

Response

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

Action

None.

Paragraph 4.4.1

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

Summary:

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

Response

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

Action

None.

Representation(s)		Nature	Appearance	Soundness Tests			
30841	Dr Anke Friedrich [3320]	Support	Not Specified	None			
Summary:							
strongly support.							

Response							
Comments noted.							
Action							
None.							
=====							

Paragraph 4.4.3

Representation(s)		Nature	Appearance	Soundness Tests			
30842	Dr Anke Friedrich [3320]	Support	Not Specified	None			
Summary:							
Strongly support.							

Response							
Comments noted.							
Action							
None.							
=====							

Paragraph 4.4.4

Representation(s)		Nature	Appearance	Soundness Tests
30794	Anglian Water (Sue Bull) [1288]	Support	Not Specified	None
Summary:				
We are pleased to see the proposed use of sustainable drainage. Anglian Water's surface water policy follows the SUDs hierarchy outlined in Part H of the Building Regulations.				

Response				
Comments noted.				
Action				
None.				
=====				

Representation(s)		Nature	Appearance	Soundness Tests
30883	Natural England (Janet Nuttall) [1009]	Support	Not Specified	None
<i>Summary:</i> Natural England welcomes proposals to include significant areas of multi-functional green infrastructure, incorporating informal open space and sustainable drainage (SuDS).				
<i>Response</i> Comments noted.				
<i>Action</i> None.				
=====				

Paragraph 4.4.5 - Open space character areas

Representation(s)		Nature	Appearance	Soundness Tests
30877	Chris Smith [5272]	Object	Not Specified	None
<i>Summary:</i> Insufficient greenspace of a poor design and not meeting local plan standards for allotments and sports.				
<i>Response</i> Comments noted. Given the site's location and size it is more appropriate to spend money on existing allotment sites than trying to provide allotments on-site. However, there is an opportunity to provide food bearing plants onsite to support local food production. The recently approved Playing Pitch Strategy and Indoor Sports Facility Strategy outlines respective action plans to increase sports capacity and the opportunity for sport in Cambridge. These strategies take account of the quantum of growth planned for in the emerging Local Plan including the Ridgeon's site.				
<i>Action</i> None.				
=====				
Representation(s)		Nature	Appearance	Soundness Tests
30900	allan Brigham [1376]	Object	Not Specified	None
<i>Summary:</i> The open space is too narrow - it looks more like a verge than an open space. Where is the area for ball games or play areas that do not disturb neighbours ? Where are the allotments ? The informal wild area is appears to be in an overshadowed corner over looked by the proposed marque building.				
<i>Response</i> Comments noted. These are schematic drawings only but the open space areas shown are of a significant in area. The southern most parcel of the opens space is likely to measure 35m+ in width. It is envisaged that Area 3 will be where the main active recreation occurs. The dimensions of this area are sufficient to enable this to occur. Allotments could be provided as part of the final design. This will be set out within the landscaping scheme of any planning application that is lodged.				
<i>Action</i> None.				
=====				

Representation(s)**30905** Eleanor Gray [5810]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Paragraph Figures 129 to 132**Representation(s)****30816** Mrs Yulin Ginns [3423]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

the open space could also be extended to entrance.

Response

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

Action

None.

Representation(s)**30921** CRRA (Cromwell Road Residents Assoc. CRRA) [5274]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

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

Summary:

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

Response

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

Action

None.

=====

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

Summary:

Open Space

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

Response

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

Action

None.

=====

Representation(s)**30969** Ms Dodie Carter [2663]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

None.

Representation(s)**30982** Dr Dave Baigent [5107]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

None.

Representation(s)**30787** Mr D Johnson [1492]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action

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

Paragraph 4.4.6 - Children's play space

Representation(s)		Nature	Appearance	Soundness Tests
30878	Chris Smith [5272]	Object	Not Specified	None
<i>Summary:</i> There is high local demand for allotments, which has been repeatedly stated to the developer. As such the need for this provision should be made in this document.				
<i>Response</i> Comments noted.				
<i>Action</i> None.				

Paragraph 4.4.7 - Outdoor sports pitches

Representation(s)		Nature	Appearance	Soundness Tests
30879	Chris Smith [5272]	Object	Not Specified	None
<i>Summary:</i> Lack of local provision and free land means that sports facilities must be provided on site instead of a commuted sum.				
<i>Response</i> Comments noted. The position set out within the SPD is considered appropriate.				
<i>Action</i> None.				

Representation(s)		Nature	Appearance	Soundness Tests
30901	allan Brigham [1376]	Object	Not Specified	None
<i>Summary:</i> Committed sums are inadequate. Young children will want to informally kick balls around football etc without resorting to Coldhams Common or Romsey Rec. Weston Homes already have a big sign saying no ball games. The open space here should be for the use of everyone in Cromwell Road. That number of residents (600 people ?) merits an accessible for ball games.				
<i>Response</i> Comments noted. The position set out within the SPD is considered appropriate.				
<i>Action</i> None.				

Paragraph 4.4.8 - Shadow studies

Representation(s)

30947 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Paragraph Figure 135: Building heights and types

Representation(s)

30754 Mrs Yulin Ginns [3423]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)

30788 Mr D Johnson [1492]

Nature

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Figure 135: Building heights and types

Representation(s)		Nature	Appearance	Soundness Tests
30983	Dr Dave Baigent [5107]	Object	Not Specified	None
Summary:				
Location maps still wrongly indicate Cavendish Place as the road running to the South of the site (see page 17 for example). This road is actually a meeting point between Cavendish Road and Cavendish Place - the division occurring around the end of my property (96 Cavendish Road) - which in turn is not shown on the drawings in its properly extended form but as it was prior to an agreed and built extension.				
Object				
As number 133 Cavendish Road is now recognised as not being owned by Ridgeons, I believe there should be a greater mitigation to stop 133 Cavendish Road being dwarfed by the development.				

Response

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

Action

None.

Paragraph 4.5.2

Representation(s)		Nature	Appearance	Soundness Tests
30746	Dr Roger Sewell [5506]	Object	Not Specified	None
Summary:				
Single aspect North-facing homes should indeed be avoided, but if at all possible single aspect homes should be avoided completely.				
Response				
Comments noted.				
Action				
None.				

Paragraph 4.5.4 - Building heights

Representation(s)		Nature	Appearance	Soundness Tests
30885	Chris Smith [5272]	Object	Not Specified	None
<i>Summary:</i> No justification for text, especially no analysis of visual and character impacts. Justification should be provided and these issues recognised.				
<i>Response</i> Comments noted. A range of building heights is appropriate for such a large edge of railway location. The assessment of context is provided within Chapter 2. The broad principles provided here are setting out how the draft allocation of 245 dwellings could be accommodated on the site in a manner that responds to the character and context of the area.				

Action

None.

Representation(s)		Nature	Appearance	Soundness Tests
30948	Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None
<i>Summary:</i> it is appreciated that a mix of housing types and heights are required to accommodate the density and that the taller buildings be located adjacent to the railway. However, every effort should be made to minimise the maximum height to accord with the adjacent residential area.				

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

None.

Paragraph 4.5.5

Representation(s)		Nature	Appearance	Soundness Tests
30817	Mrs Yulin Ginns [3423]	Object	Not Specified	None
<i>Summary:</i> houses of 2-3 storeys porpoises near entrance will block the light of my house and overlooked my house/ bedrooms.				

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

Action

None.

Paragraph 4.5.6

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

Summary:

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

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

Response

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

Action

None.

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

Summary:

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

Response

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

Action

None.

Paragraph 4.5.7 - Boundaries

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

Summary:

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

Response

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

Action

None.

Figure 136: Indicative form and character

Paragraph Figure 136: Indicative form and character

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

Summary:

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

Response

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

Action

None.

Paragraph 4.6.1

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

Summary:

There needs to be more detail about how the junction with Cavendish Road/Place is proposed given that this exit is opposite my property and not as it is on the plan. Please give consideration as to how this exit will impinge on my home (some of which has windows looking directly into the proposed exit from Ridgeons. The detail is very unclear and in particular I would ask that the possibility of houses being built close to the exit be at two storeys and be pushed back so as to allow a considerable green space at this point.

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

Response

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

Action

None.

Representation(s)		Nature	Appearance	Soundness Tests
30847	Dr Anke Friedrich [3320]	Support	Not Specified	None
Summary: support				
<hr/>				
Response				
Comments noted.				
Action				
None.				
<hr/>				

Paragraph 4.6.2 - Character Areas

Representation(s)		Nature	Appearance	Soundness Tests
30848	Dr Anke Friedrich [3320]	Support	Not Specified	None
<i>Summary:</i> Make sure these houses provide enough space for a family to actually live in. If there is not storage space anywhere, they probably are not big enough. A child's room needs enough floor space for a grown up bed, a desk, a wardrobe, a shelf and still some available space on the floor to play on...				
<hr/>				
<i>Response</i> Comments noted. This is matter of detail that will be picked up at the planning application stage.				
<i>Action</i> None.				
<hr/>				

Paragraph 4.6.3

Representation(s)		Nature	Appearance	Soundness Tests
30887	Chris Smith [5272]	Object	Not Specified	None
<i>Summary:</i> Replace "large enough" with "sufficient dimensions for use by local community". Minimum dimensions and area should be specified as per local plan and national guidance.				
<hr/>				
<i>Response</i> Comments noted. These are schematic drawings only but the open space areas shown are of a significant in area. The southern most pancel of the opens space is likely to measure 35m+ in width. It is envisaged that Area 3 will be where the main active recreation occurs. The dimensions of this area are sufficent to enable this to occur. Allotments could be provided as part of the final design. This will be set out within the landscaping scheme of any planning application that is lodged.				
<i>Action</i> None.				
<hr/>				

Representation(s)**30849** Dr Anke Friedrich [3320]**Nature**

Support

Appearance

Not Specified

Soundness Tests

None

Summary:

support

Response

Comments noted.

Action

None.

Paragraph 4.6.4**Representation(s)****30748** Dr Roger Sewell [5506]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)**30805** Pat White [3691]**Nature**

Object

Appearance

Not Specified

Soundness Tests

None

Summary:

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

Response

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

Action

None.

Representation(s)**30846** Dr Anke Friedrich [3320]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

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

Response

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

Action**None.****Representation(s)****30902** allan Brigham [1376]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action**None.****Paragraph 4.6.5****Representation(s)****30888** Chris Smith [5272]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action**None.**

Paragraph 4.7.1 - Site-wide sustainability

Representation(s)

30749 Dr Roger Sewell [5506]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

Response

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

Action

None.

Representation(s)

30806 Pat White [3691]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

Response

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

Action

Add foul drainage to the list at new xi.

Representation(s)

30950 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]

Nature Appearance Soundness Tests

Object Not Specified None

Summary:

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

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

Response

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

Action

None.

Representation(s)**30795** Anglian Water (Sue Bull) [1288]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

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

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

Response

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

Action

Add foul drainage to the list at new xi.

Representation(s)**30845** Dr Anke Friedrich [3320]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

Comments noted.

Action

None.

Representation(s)**30882** Natural England (Janet Nuttall) [1009]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

Comments noted.

Action

None.

Paragraph 4.7.2

Representation(s)		Nature	Appearance	Soundness Tests
30796	Anglian Water (Sue Bull) [1288]	Support	Not Specified	None
<i>Summary:</i> 4.7.2(ii) We are pleased to see the proposed use of sustainable drainage. Anglian Water's surface water policy follows the SUDs hierarchy outlined in Part H of the Building Regulations.				

Response

Comments noted.

Action

None.

Paragraph 4.7.4 Ecology

Representation(s)		Nature	Appearance	Soundness Tests
30803	Pat White [3691]	Object	Not Specified	None
<i>Summary:</i> You need to hang on to any vegetation already there. Trees clean the polluted atmosphere and soak up water.				

Response

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

Action

None.

Representation(s)		Nature	Appearance	Soundness Tests
30804	Pat White [3691]	Object	Not Specified	None
<i>Summary:</i> I've no idea which site you are talking about as I know there is a wide variety of wild life on the Ridgons site. Presumably you don't want the site to be considered valuable to wildlife?				

Response

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

Action

None.

Representation(s)**30889** Chris Smith [5272]**Nature****Object****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response

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

Action**None.****Representation(s)****30880** Natural England (Janet Nuttall) [1009]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

Response**Comments noted.****Action****None.****Paragraph 4.7.5****Representation(s)****30843** Dr Anke Friedrich [3320]**Nature****Support****Appearance****Not Specified****Soundness Tests****None****Summary:**

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

This is all quite vague.

Response

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

Action**None.**

Representation(s)		Nature	Appearance	Soundness Tests
30850	Dr Anke Friedrich [3320]	Support	Not Specified	None
<i>Summary:</i> Green or brown roofs and solar panels are fine. Should flat roofs not be used for either of these, I strongly support pitched roofs (with solar panels). No more boxes in stead of houses.				
<i>Response</i> Comments noted. These are matters of details that will be dealt with in the context of any planning application that is lodged.				
<i>Action</i> None.				

Paragraph 4.7.6

Representation(s)		Nature	Appearance	Soundness Tests
30844	Dr Anke Friedrich [3320]	Support	Not Specified	None
<i>Summary:</i> Please go beyond vague intentions and make sure this happens.				
<i>Response</i> Comments noted. More definitive commitments will be made in the context of any planning application that is lodged.				
<i>Action</i> None.				

Representation(s)		Nature	Appearance	Soundness Tests
30851	Dr Anke Friedrich [3320]	Support	Not Specified	None
<i>Summary:</i> support.				
<i>Response</i> Comments noted.				
<i>Action</i> None.				

Paragraph 4.8.1

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

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

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

Action
None.



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

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

Response
Comments noted.

Action
None.

