

Appendix B

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

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

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

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

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

Ridgeons site, Cromwell Road

Planning and Development Brief



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This publication has been produced by:

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Cambridge City Council

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Contents

1.	INTRODUCTION AND BACKGROUND	
1.1	Background	6
1.2	Aspirations	6
1.3	Purpose and scope	7
1.4	Structure of the document	7
1.5	Planning context	7
1.6	Process of preparation	8
1.7	Status of the document	10
2.	SITE AND SURROUNDING AREA	
2.1	Introduction	12
2.2	The Ridgeons site	12
2.2	The Ridgeons site within the local area and Cambridge	16
2.3	History and heritage	24
2.4	Land use	28
2.5	Transport and access	32
2.6	Open space	40
2.7	Building heights and types	44
2.8	Character and form	48
2.9	Key objectives	52
3.	VISION	
3.1	Vision for the site	57
3.2	Development principles	58
4.	PARAMETERS FOR CHANGE	
4.1	Introduction	64
4.2	Land use	66
4.3	Transport and access	66
4.4	Open space	72
4.5	Building heights and types	76
4.6	Character and form	78
4.7	Sustainability	80
4.8	Planning Obligations	82

APPENDICES

Appendix A - Glossary of terms

Appendix B - Relevant Cambridge Local Plan Policies

Appendix C - List of figures



Introduction and Background



1. Introduction and background

1.1. Background (Figure 1)

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

1.2. Aspirations

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

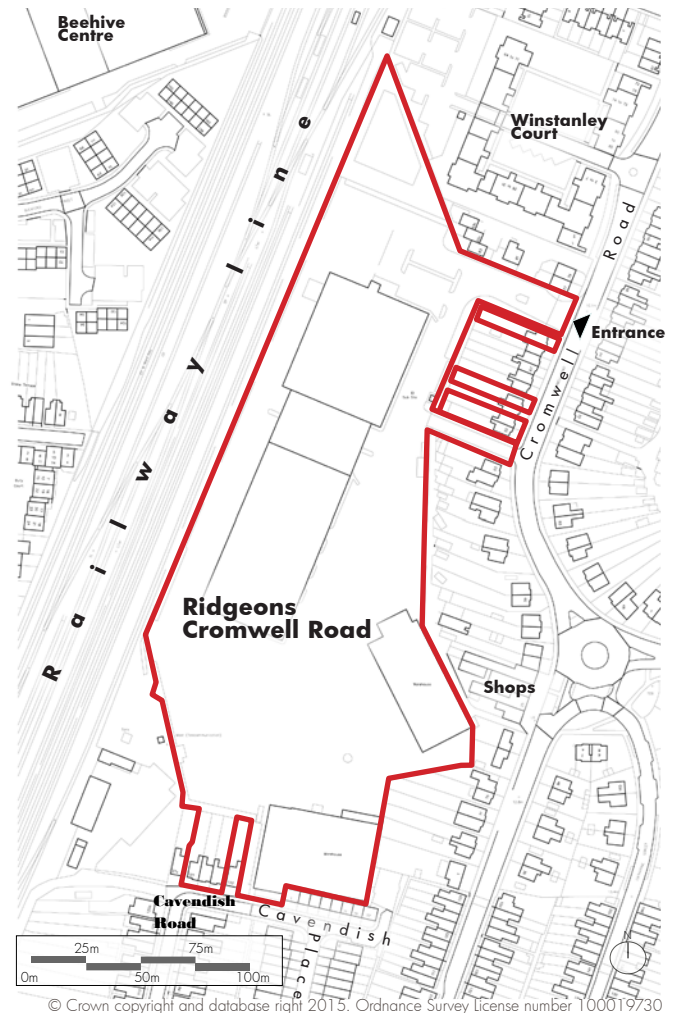


Figure 1: Ordnance Survey of Ridgeons site ownership

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

1.3. Purpose and scope

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

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

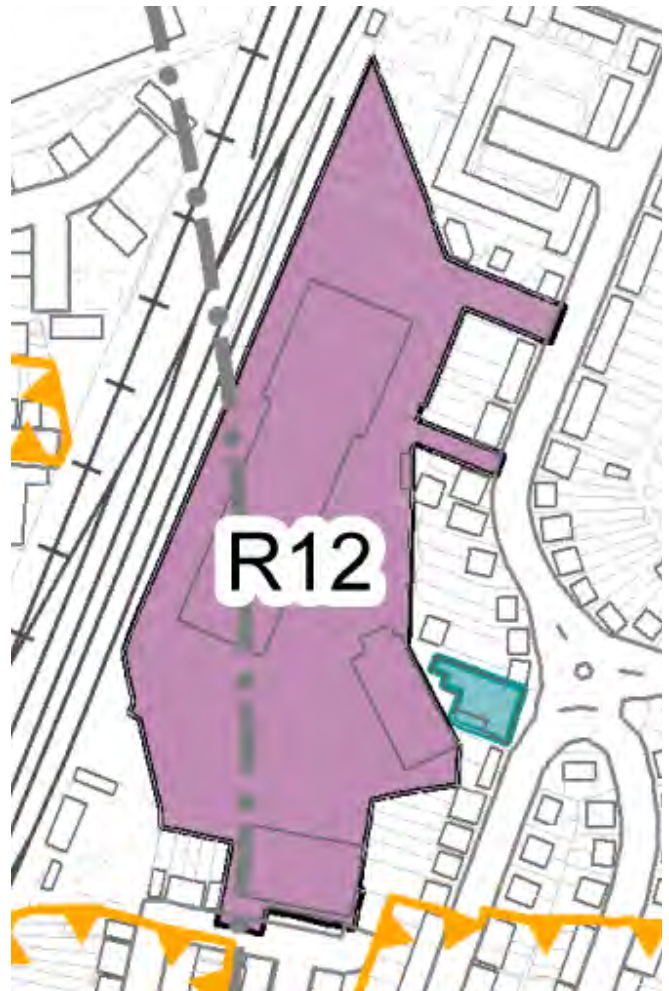
1.3.3. This SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.4. Structure of the document

(Figure 2)

1.4.1. The Ridgeons site SPD is structured in four chapters:

- Chapter 1 describes the background to the SPD including: the planning context, the process of preparing the Planning and Development Brief SPD and the status of the document.
- Chapter 2 illustrates and analyses the Ridgeons site and the surrounding area in a series of themes: history, land use, transport, open space, buildings and character. The chapter summarises the analysis with a description of the site opportunities and constraints.
- Chapter 3 presents a vision for the site and a series of development principles to achieve the vision.



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

- These have been informed by the analysis of Chapter 2 and public consultation.
- Chapter 4 provides guidance on how the Ridgeons site should be developed. The guidance is organised into the following themes: land use, transport, open space, buildings, character and sustainability. The guidance is summarised in a Framework Plan, which broadly illustrates how the routes, buildings and open space work together.

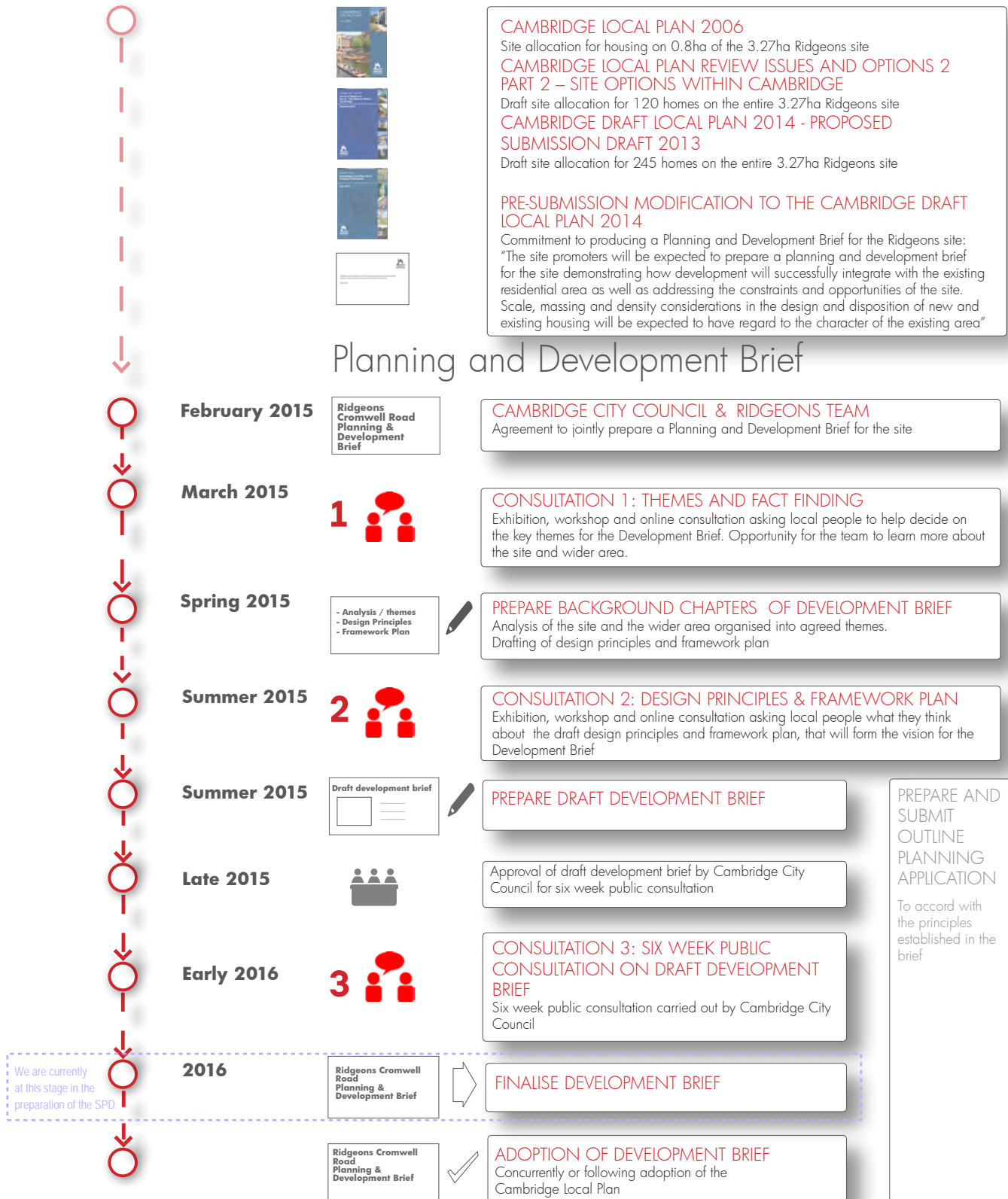
1.5. Planning context (Figure 2)

- 1.5.1. The adopted Cambridge Local Plan 2006 allocates the southern part of the Ridgeons site for housing (site allocation 5.14).
- 1.5.2. The Local Plan is currently being reviewed and a replacement plan was submitted for examination by an independent inspector in March 2014. The emerging Local Plan allocates the entire site for housing (site allocation R12 - Appendix B, Proposals Schedule). The site allocation states the approximate capacity of the site is 245 homes, which equates to a density of 75 homes per hectare.
- 1.5.3. The proposals schedule included in the emerging local plan states that 'the site promoters will be expected to prepare a Planning and Development Brief for the site demonstrating how development will successfully integrate with the existing residential area as well as addressing the constraints and opportunities of the site. Scale, massing and density considerations in the design and disposition of new and existing housing will be expected to have regard to the character of the existing area'.
- 1.5.4. This SPD represents the Planning and Development Brief and provides greater certainty and detail to support the delivery of the housing allocation in the coming years.

1.6. Process of preparation (Figure 3)

- 1.6.1. Cambridge City Council and Ridgeons have worked in partnership in the preparation of this Supplementary Planning Document (SPD) to ensure that any future redevelopment respects the surrounding area and takes full advantage of the opportunity for housing, public open space and new routes through the site.
- 1.6.2. The process of preparation for the SPD, including how the document fits into the Local Plan, is illustrated in Figure 3. The background preparation work for the SPD has been through two rounds of public and key stakeholder consultation in March 2015 and July 2015, which included exhibitions and workshops and online consultation through a dedicated project website. This consultation has shaped the key themes, development principles and the Framework Plan contained in this SPD.
- 1.6.3. From 18 January 2016 - 7 March 2016 the City Council carried out seven weeks of statutory consultation, including an exhibition. The SPD has been updated based on the comments received during the consultation.

Figure 3: Process of preparation
Background



1.7. Status of the document

- 1.7.1. Once adopted, the SPD will be a material consideration in the determination of relevant planning applications.
- 1.7.2. The SPD has been written to support the Cambridge Local Plan 2014: Proposed Submission. This SPD will be adopted at the same time as, or shortly after the local plan is adopted. It will not be adopted before the local plan is adopted.
- 1.7.3. In the interim, prior to the adoption of the SPD, the planning and development brief provides context and guidance as material consideration in the planning process.



2. Site and context



2. Site and surrounding area

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

2.2. The Ridgeons site (Figures 4 - 19)

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

Land ownership

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

- 127, 129 and 131 Cavendish Road
- 55, 57, 61 and 73 Cromwell Road

Vehicle access

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

Buildings on the site

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

2.2.5. The main Ridgeons building is the largest on the site – approximately 160m x 40m - and contains a showroom, offices and warehouse. It has a ridge line

which is 12m in height, equivalent to approximately 4 residential storeys. The sanitaryware warehouse is on the eastern boundary of the site and has a ridge line 9.5m in height, approximately equivalent to 3 residential storeys. The heating and sanitary warehouse on the southern boundary of the site has a ridge line of 8.5m.

Landscape

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

Ecology

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

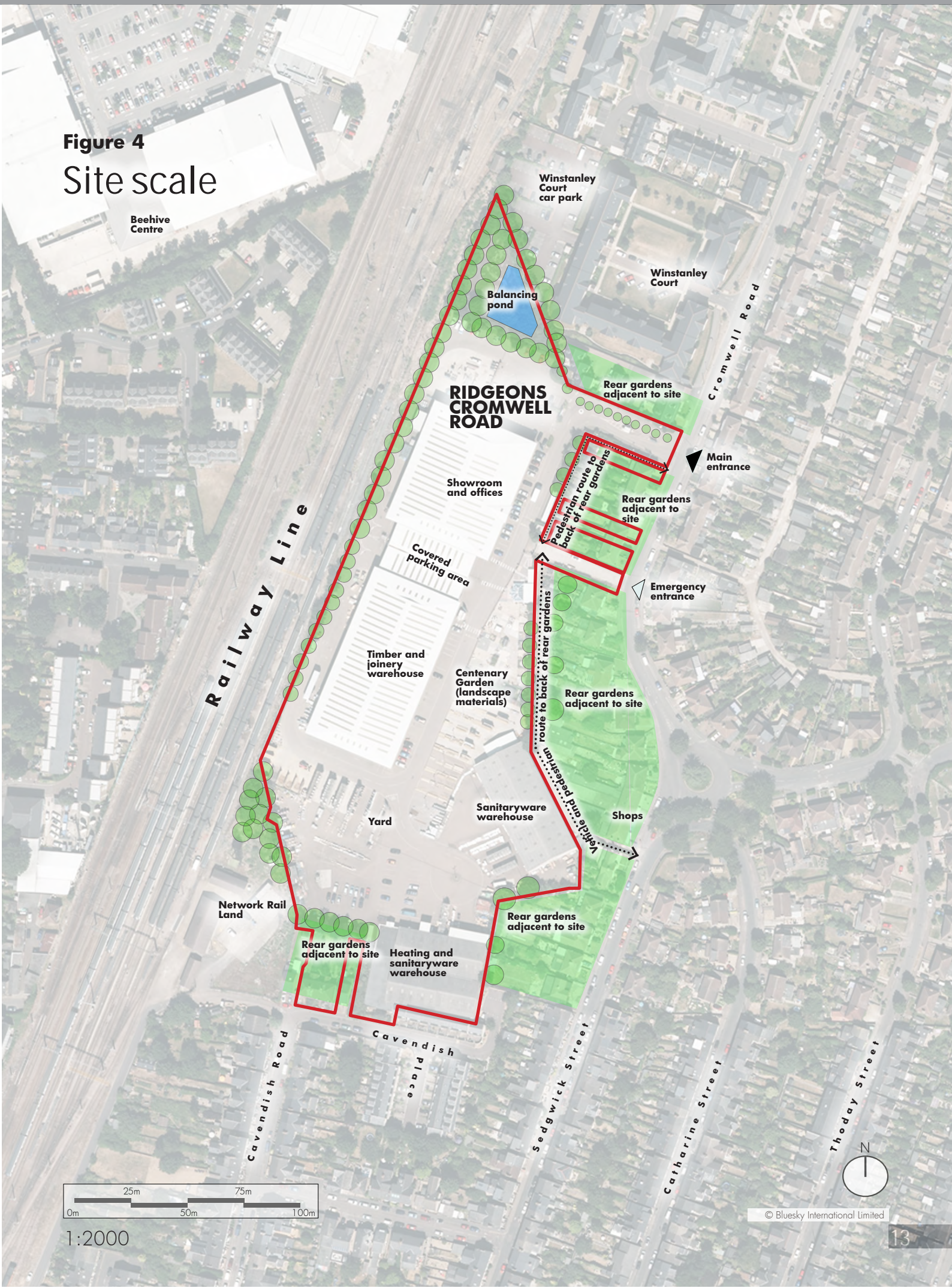
Topography

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

Drainage and flooding

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

Figure 4
Site scale



Site and surrounds - photos



Figure 5: Photo ① Main entrance to Ridgeons on Cromwell Road



Figure 6: Photo ② Looking north on east side of showroom

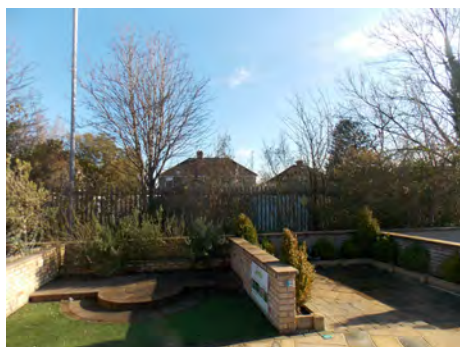


Figure 7: Photo ③ Looking east from centenary garden to site boundary



Figure 8: Photo ④ Looking south-west across yard towards Network Rail land

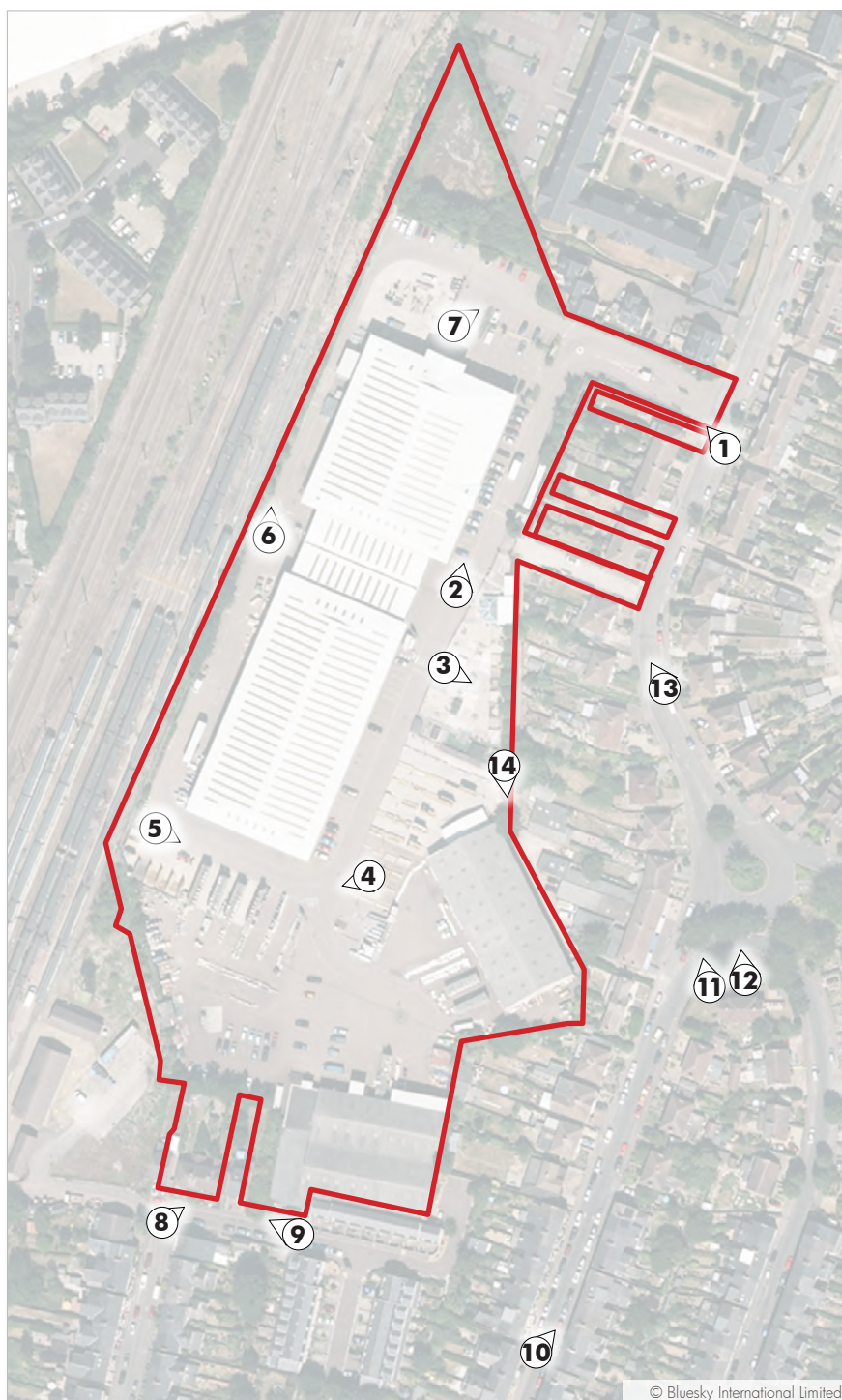


Figure 10: Plan of site and surround photos



Figure 9: Photo ⑤ Looking east to south of timber and joinery warehouse



Figure 11: Photo ⑥ Looking north along site boundary with rail land



Figure 12: Photo ⑦ Looking north towards Winstanley Court from customer car park



Figure 13: Photo ⑧ Houses on Cavendish Place to south of Ridgeons site



Figure 14: Photo ⑨ Cavendish Place, illustrating the southern boundary of the Ridgeons site



Figure 15: Photos ⑩ Houses on Sedgwick Street in Mill Road Conservation Area



Figure 16: Photo ⑪ Shops on Cromwell Road



Figure 17: Photo ⑫ Restricted vehicle width barrier on Cromwell Road



Figure 18: Photo ⑬ Houses on Cromwell Road



Figure 19: Photo ⑭ Alley between rear gardens of houses on Cromwell Road and site

Archaeology

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

Noise

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

Properties and routes around the site

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

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

2.3. The Ridgeons site within the local area and Cambridge

(Figures 20 - 37)

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

Figure 20
Site in the locality

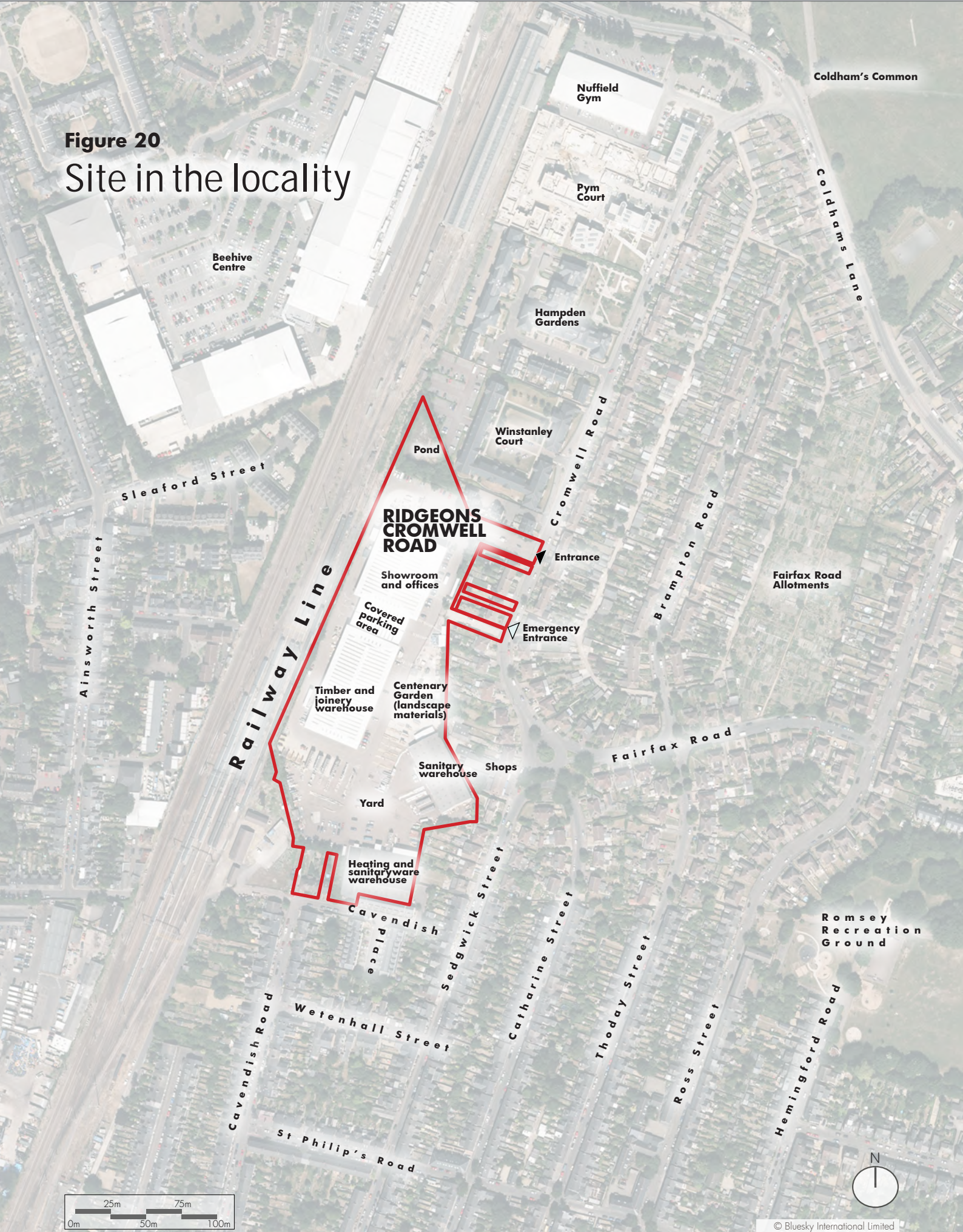
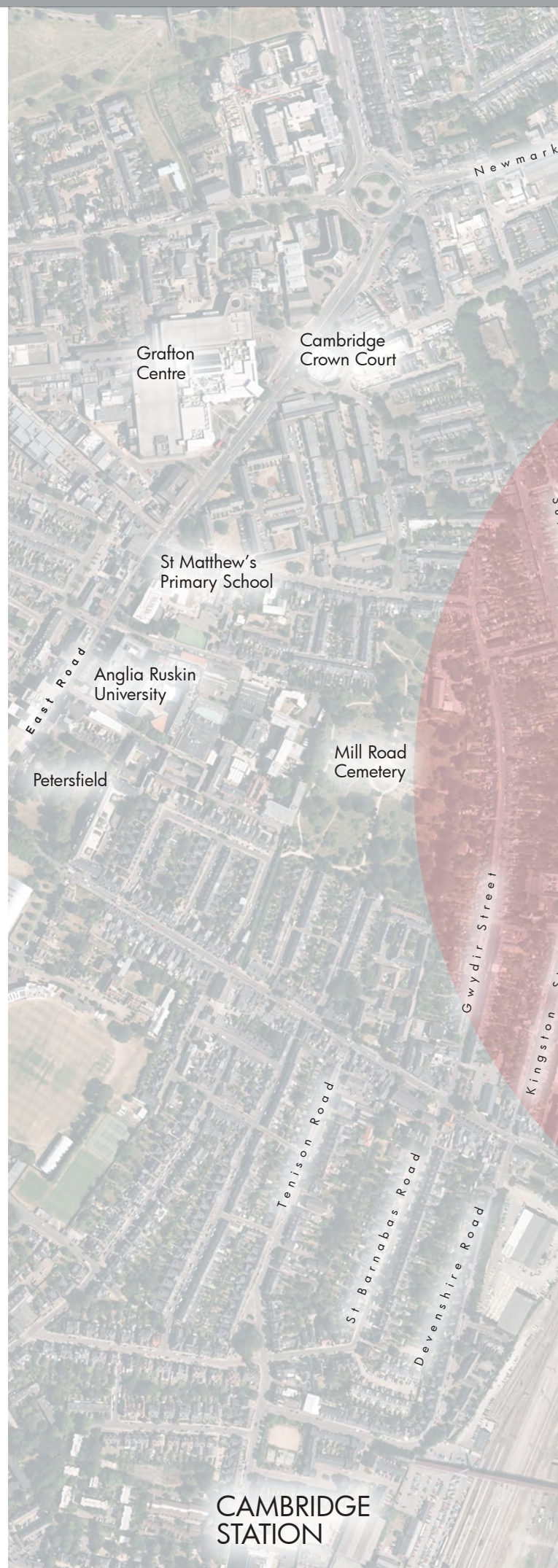


Figure 21
Study area around the site





Cambridge
Retail Park

Abbey Pool

Coldham's Common
sports pitches

Nuffield
Gym

Coldham's Common

Pym Court

Playground

Beehive
Centre

Hampden
Gardens

Winstanley
Court

Fairfax Road
allotments

Stourbridge Grove
allotments

**RIDGEONS
CROMWELL
ROAD**

Fairfax Road
Cromwell Road
Shops

St Philip's
Primary School

Romsey
Recreation
Ground

Vinery Road
allotments

Sainsbury's

Mill Road
Baptist
Church

Mill Road Shops

St Philip's
Church and
Community
Centre

The Mill
Community
Centre

Brookfields
Hospital



Study area - photos

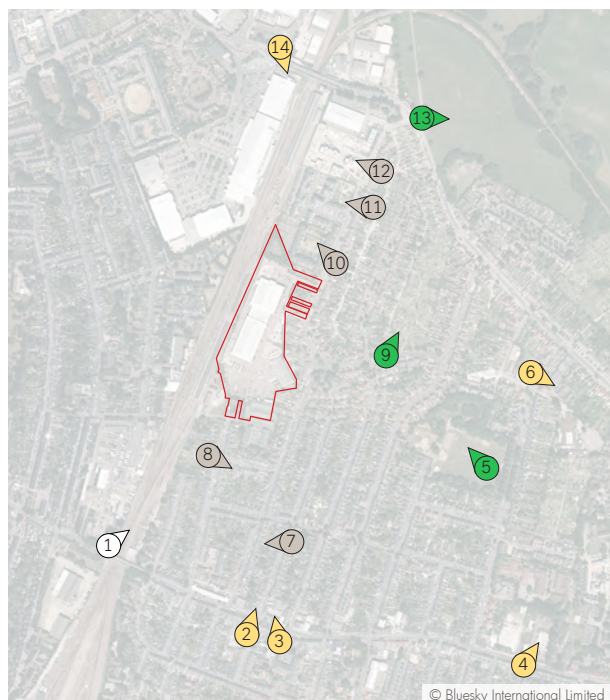


Figure 22: Plan of Study area photos

Key




-  Shops and services
-  Open space
-  Housing



Figure 29: Photos (7) Terrace house on Catharine Street - no front boundary



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



Figure 26: Photo (4) Brookfields Hospital, Mill Road



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



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



Figure 34: Photo (12) Pym Court on Cromwell Road



Figure 24: Photo (2) Shops on Mill Road



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



Figure 27: Photo (5) Romsey Recreation Ground



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



Figure 31: Photo (9) Fairfax Road allotments



Figure 32: Photo (10) Winstanley Court on Cromwell Road

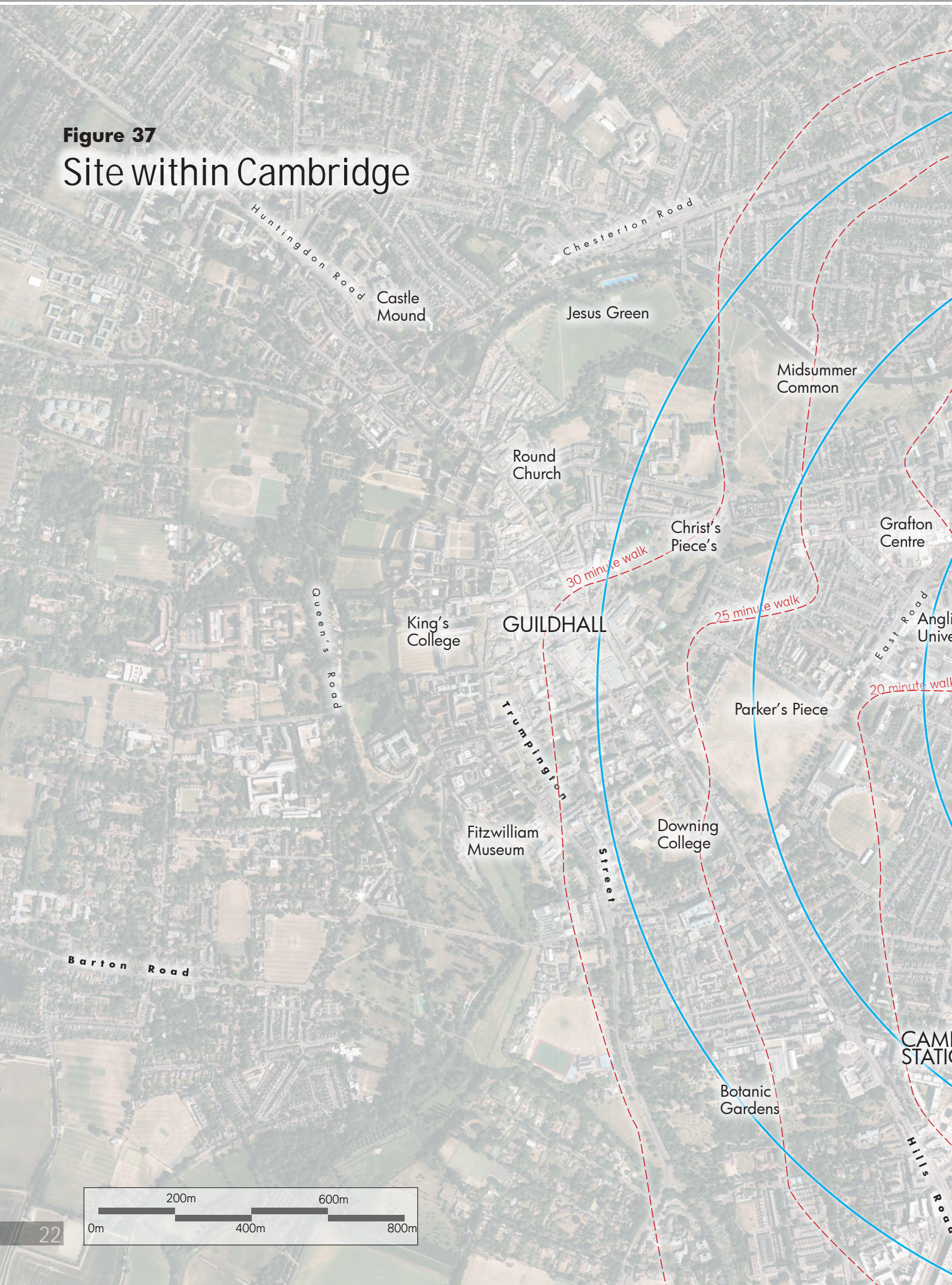


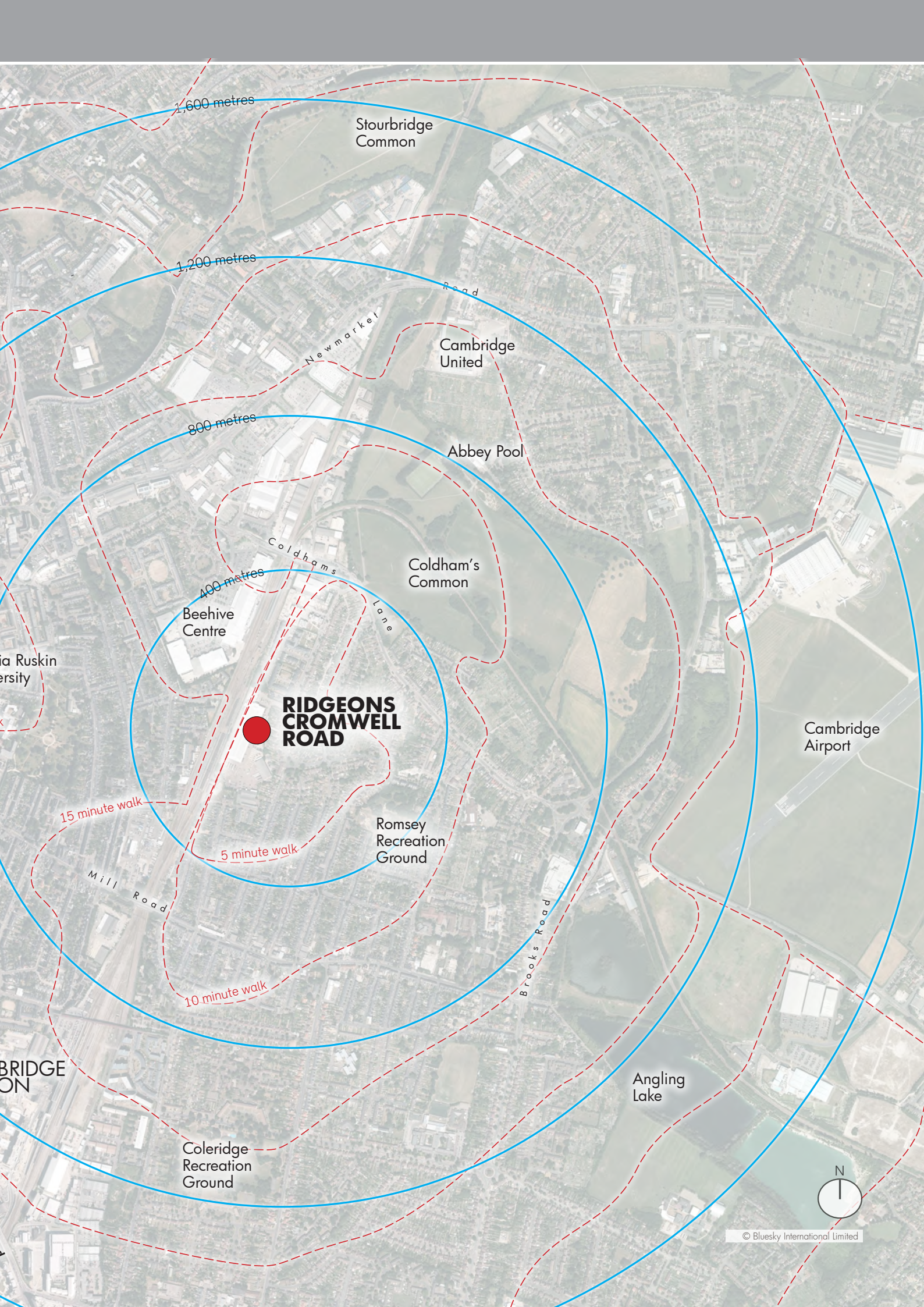
Figure 35: Photo (13) Coldham's Common open space



Figure 36: Photo (14) Beehive Centre retail shed and car parking

Figure 37
Site within Cambridge





**RIDGEONS
CROMWELL
ROAD**

2.4. History and heritage

(Figures 38 - 52)

Heritage assets

2.4.1. The Mill Road Conservation Area is located south and west of the site and comprises two character areas:

- Character Area 1: Mill Road and St Matthews Area
- Character Area 2: Romsey Town Area

2.4.2. The entire Ridgeons site is located outside of this Conservation Area. The northern boundary of Character Area 2: Romsey Town Area is adjacent to the southern boundary of site.

2.4.3. There are three listed buildings within the study area:

- St Matthew's Church, Grade II Listed
- Mill Road Cemetery, Grade II Listed
- Mill Road Library, Grade II Listed

1



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

2



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

3



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

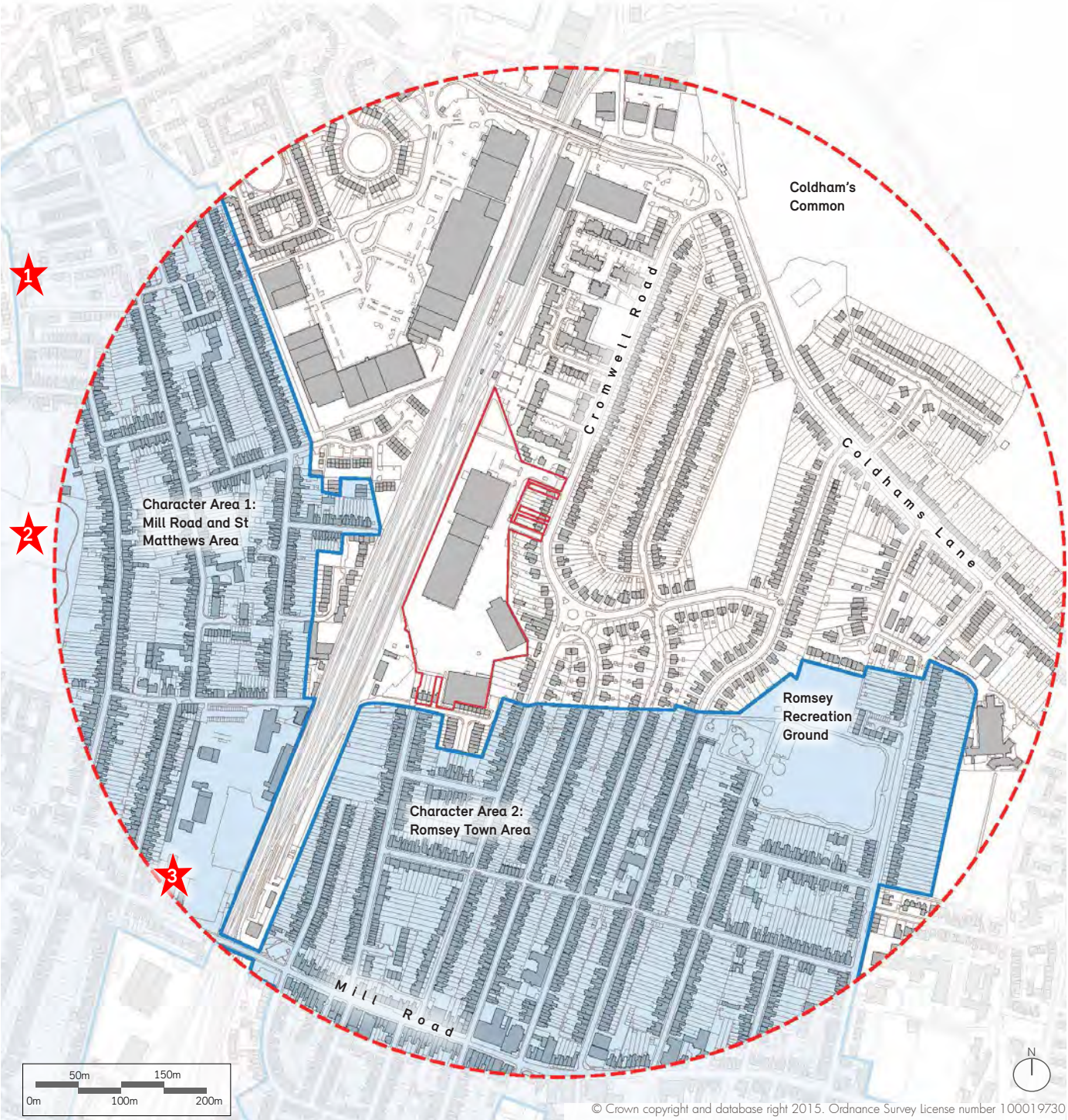


Figure 41: Existing heritage designations

Key

- Study area
- Mill Road Conservation Area
- Listed building

The development of Romsey Town and the Ridgeons site

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

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

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



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



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



Figure 44: Typical late Victorian Romsey Town terrace



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



Figure 46: More recent development from the 2010s



Figure 47: 1902
By 1902 much of Romsey Town has been built. The Ridgeons site is open land, adjacent to the Coldhams Lane railway junction.



Figure 48: 1926-28
Romsey Town terraces extended to the north and east. Romsey Recreation Ground is created. The Ridgeons site is shown as open land. However, Ridgeons timber yard starts operating on the site in 1928.



Figure 49: 1938-52
Streets and houses are laid out for a northern expansion of Romsey Town. Ridgeons timber yard buildings can now be seen on the site.



Figure 50: 1959-60
The Ridgeons timber yard buildings increase in number. The sites to the north of Ridgeons remain open land.



Figure 51: 1972-74
Allotments are shown at Fairfax Road, Stourbridge Grove and Vinery Road. The land to the north of the Ridgeons site develops into light industrial uses with a depot, factory and engine shed.



Figure 52: 2015
In 1996 the Ridgeons store opens for business. In the 2000s the more industrial and manufacturing land uses to the north of the Ridgeons site are replaced with housing, with a gym on the junction of Coldhams Lane.

2.5. Land use (Figures 53 - 60)

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

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

- City Centre / Market Square
- Midsummer Common

Key

















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



Figure 53: Ground floor land use plan

Medical practice provision

- 2.5.7. There are four medical practices in the NHS catchment area of the site - three of these are within the study area. There are also three dental practices and one hospital. Brookfields Community Hospital offers a range of services, including speech therapy, rehabilitation, physiotherapy and palliative care.
- 2.5.8. As part of the preparation of the SPD, discussions have been held with the NHS. The NHS has said that its preference would be to seek improvements to the existing local practices rather than provide new facilities on the Ridgeons site. On site provision may however be required.

School provision

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

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

Local housing

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



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



Figure 55: Shops on Mill Road



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



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



Figure 58: Shops on Cromwell Road



Figure 59: Mill Road Baptist Church



Figure 60: Nuffield Gym on Cromwell Road



Figure 61: Romsey Town Post Office

2.6. Transport and access

(Figures 62 - 74)

Streets

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

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

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

Buses

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

Rail

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

Parking

2.6.6. The streets around the Ridgeons site do not have a controlled parking zone (CPZ). Parking pressures already exist in nearby streets.



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



Figure 63: Vehicle width restrictions on Cromwell Road



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

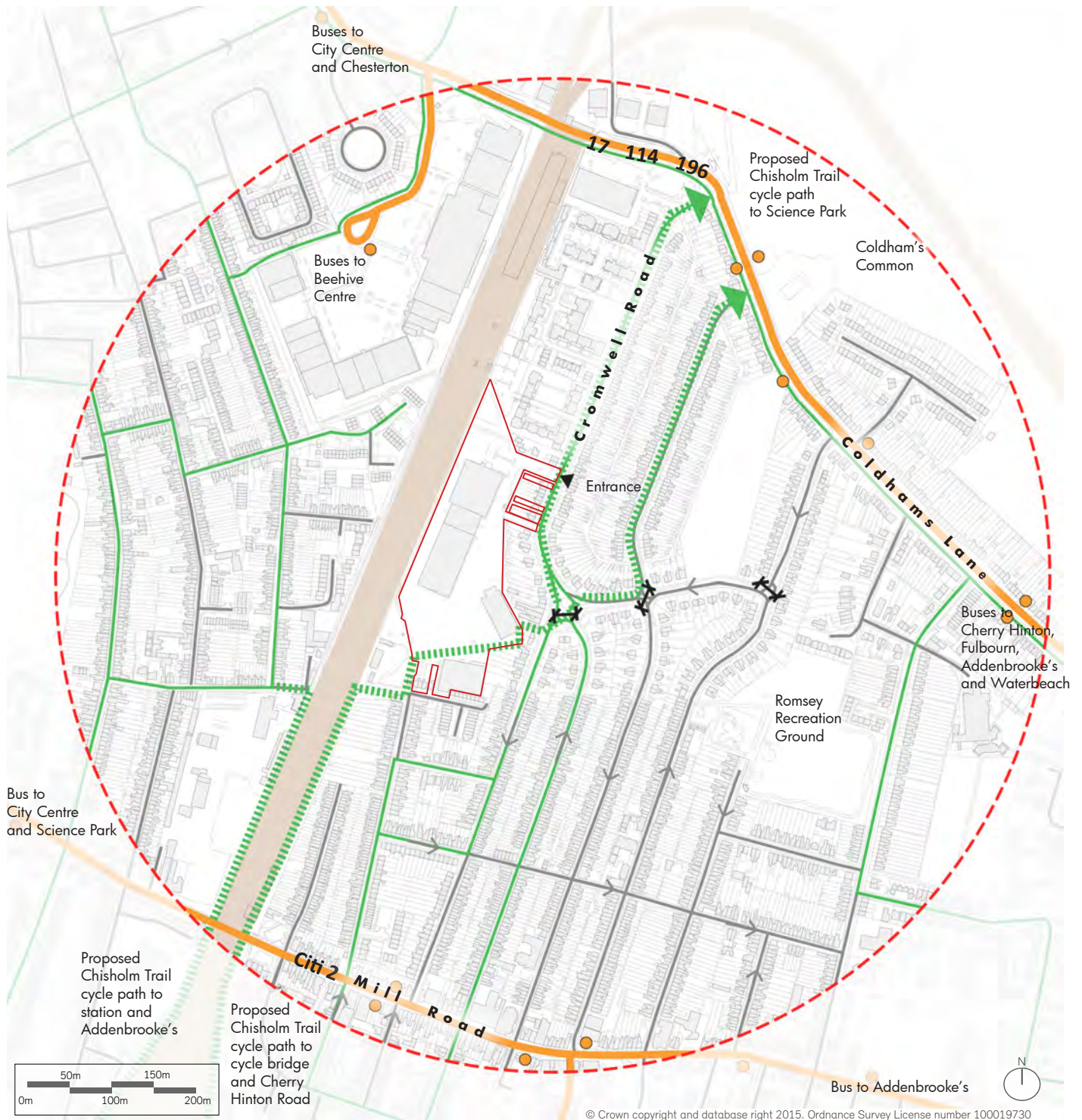


Figure 65: Roads, public transport, cycle path and access plan

Key

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

Existing streets

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

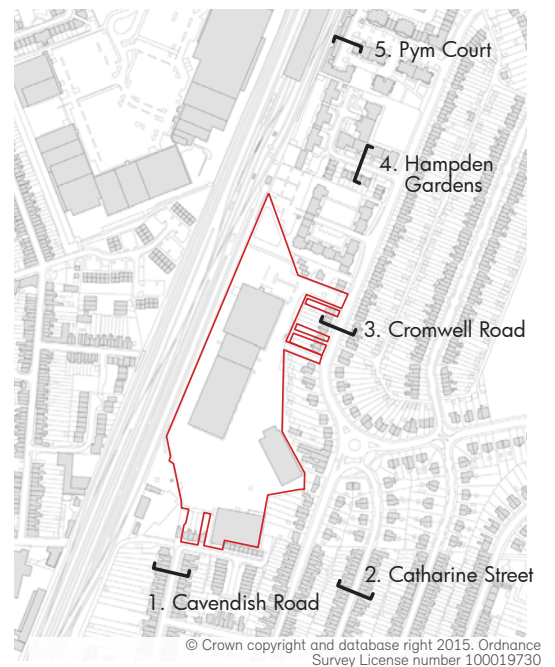


Figure 66: Plan of existing streets

Figure 67: Section 1 - Cavendish Road

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

Narrow road (two cars can't pass and vehicle and cycle passing is in places constrained).
Parking on-street and on pavement on one side

1.0m pavement



Figure 68: Section 2 - Catharine Street

2 storey houses with pitched roofs and no front garden

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

1.0m pavement



Figure 69: Section 3 - Cromwell Road

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

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

2.5m wide pavement



Figure 70: Section 4 - Hampden Gardens

4 storey flats with 2.5m front gardens

Allocated parking at 90 degrees

2.5m wide pavement

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



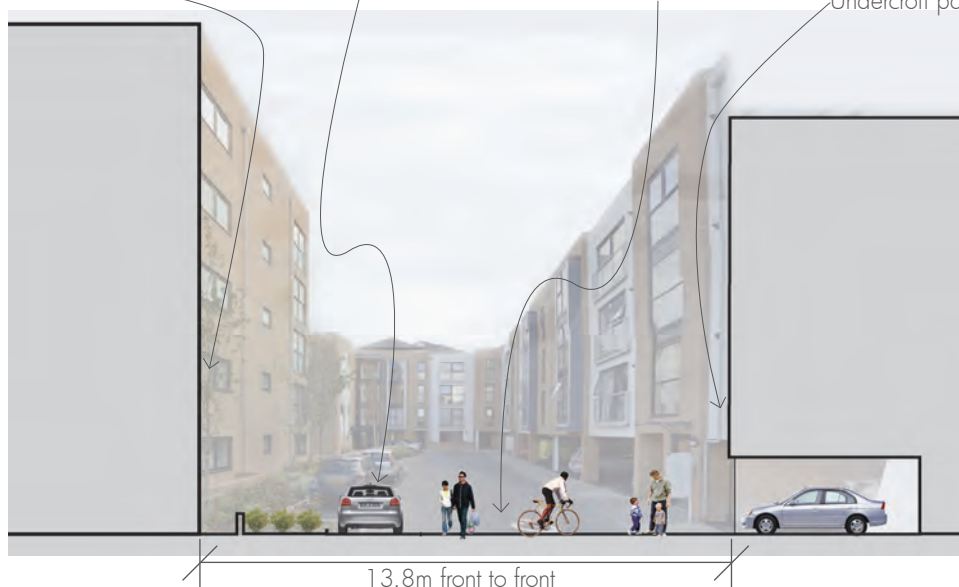
Figure 71: Section 5 - Pym Court

5 storey flats with 1.0m privacy strip

Allocated parallel parking

Shared surface

4 storey flats. Undercroft parking



Cycle and pedestrian network

- 2.6.8. There is a signed primary cycle network on several of the streets around the site, such as Cavendish Road, Cromwell Road, Sedgwick Street and Catharine Street (please see Figure 72)
- 2.6.9. The most up-to-date proposals for the Chisholm Trail from February 2016, illustrated in Figure 73, recommend a new north- south cycle route through Cambridge utilising land next to the railway. The proposed route is shown to run next to the railway behind the houses on Cavendish Road, across the adjacent Network Rail site, through the southern side of the Ridgeons site and through to the shops on the Cromwell Road mini-roundabout. The trail then splits with routes along Cromwell Road and Brampton Road to Coldhams Lane.



Figure 72: Existing primary cycle network around Cromwell Road



Figure 73: Extract from Chisholm Trail consultation summary report (February 2016)

Link across the railway

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

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

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

2.6.13. In light of the above it is considered that the provision of a new bridge, as shown in Figure 74, is not appropriate, necessary or deliverable. If a means of crossing the railway is able to be delivered as part of wider improvements being delivered by the Chisholm Trail, the future development of the Ridgeons site should make reasonable efforts to coordinate with such an initiative.

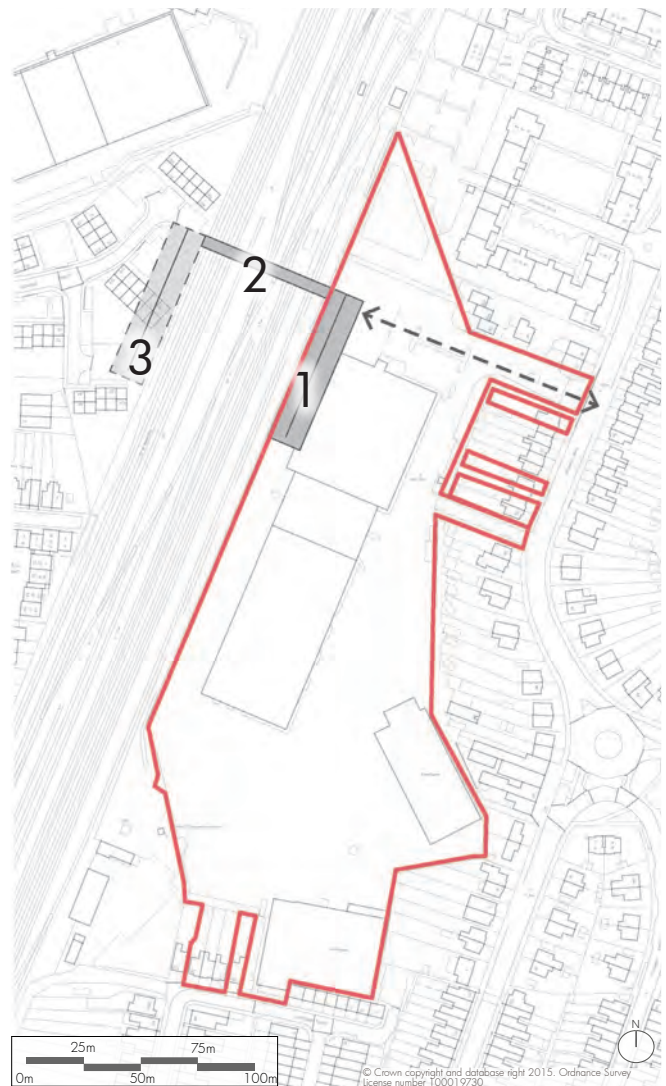


Figure 74: Challenges to delivering a bridge

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



2.7. Open space (Figures 75 - 83)

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

Coldham's Common

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

Romsey Recreation Ground

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

Winstanley Court

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

Hampden Gardens Park

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



Pym Court open space

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

Allotments

There are three allotments sites in the vicinity.

Key

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

Total: 48.39ha

Allotments

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

Total: 6.59ha

TOTAL OPEN SPACE LOCATED IN STUDY AREA: 54.98 ha



Figure 75: Open space plan

Coldham's Common

1. 39.60 hectares
2. Large green open space with mature trees, benches and grazing land
3. Classed as a Local Nature Reserve
4. Six full size football pitches, two junior football pitches, one Gaelic football pitch, one American football pitch, one basketball court and a skateboard halfpipe
5. Two large children's playgrounds



Figure 76: Coldham's Common



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

Romsey Recreation Ground

1. 2.81 hectares
2. Local park with a good range of facilities, green open space, mature trees and benches
3. Basketball court, football pitch, table tennis table
4. Two children's playgrounds
5. Public toilets



Figure 78: Romsey Recreation Ground



Figure 79: Play space at Romsey Recreation Ground

Winstanley Court

1. Raised green space which is not visible from the street
2. 0.17 hectares



Figure 80: Winstanley Court open space

Hampden Gardens Park

1. Planting, beds, trees, play areas, lighting and benches
2. 0.18 hectares



Figure 81: Hampden Gardens Park

Pym Court open space

1. Green space, planting and small children's playground
2. 0.15 hectares



Figure 82: Open space at Pym Court

Fairfax Road Allotments

- 1.64 hectares

Stourbridge Grove Allotments

- 3.47 hectares

Vinery Road Allotments

- 1.48 hectares



Figure 83: Fairfax Road allotments

2.8. Building heights and types

(Figures 84 - 96)

Residential building heights and types

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

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

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

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



Figure 84: Typical Romsey Town terrace houses



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



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



Figure 87: 3 storey houses in the Pym Court development on Cromwell Road



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

Key

	Study area
	1-2 storeys
	3-4 storeys
	5-6 storeys

Local residential building types (see figures 89-96)

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

Local residential building types

Figure 89: Building type ① Cromwell Road

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



Figure 90: Building type ② Houses next to Winstanley Court

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



Figure 91: Building type ③ Winstanley Court

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



Figure 92: Building type ④ Hampden Gardens

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



Figure 93: Building type ⑤ Pym Court

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



Figure 94: Building type ⑥ Cavendish Place

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



Figure 95: Building type ⑦ Cavendish Road

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



Figure 96: Building type ⑧ Thoday Street

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



2.9. Character and form

(Figures 97 - 106)

- 2.9.1. 'Character and form' is defined here as a combination of the layout of the buildings and streets, the height and appearance of the buildings, the amount and distribution of open space and the density (number of homes in a given area) of a development.
- 2.9.2. As a Supplementary Planning Document (SPD), this document is required to support policies and objectives in the Local Plan. The allocation in the emerging Local Plan for the Ridgeons site is for 75 homes per hectare.
- 2.9.3. Figure 97 broadly illustrates three different but basic diagrammatic approaches to character and form achieving 75 homes per hectare on identically sized sites. To achieve the density required and public space, a medium rise approach with houses and flats would appear to be most appropriate for the site and the context.
- 2.9.4. Illustrated on the following pages are eight character and form studies of the local area around the Ridgeons site. These show different approaches to character and form and the resulting density.
- 2.9.5. To deliver 245 dwellings and public open space, the studies imply that a combination of houses and flats will be required, as well as buildings of 4 or more storeys on parts of the site.
- 2.9.6. Car parking will be dealt with in a range of solutions, including: on street parallel parking, head-on parking (90 degree), undercroft and parking courts.

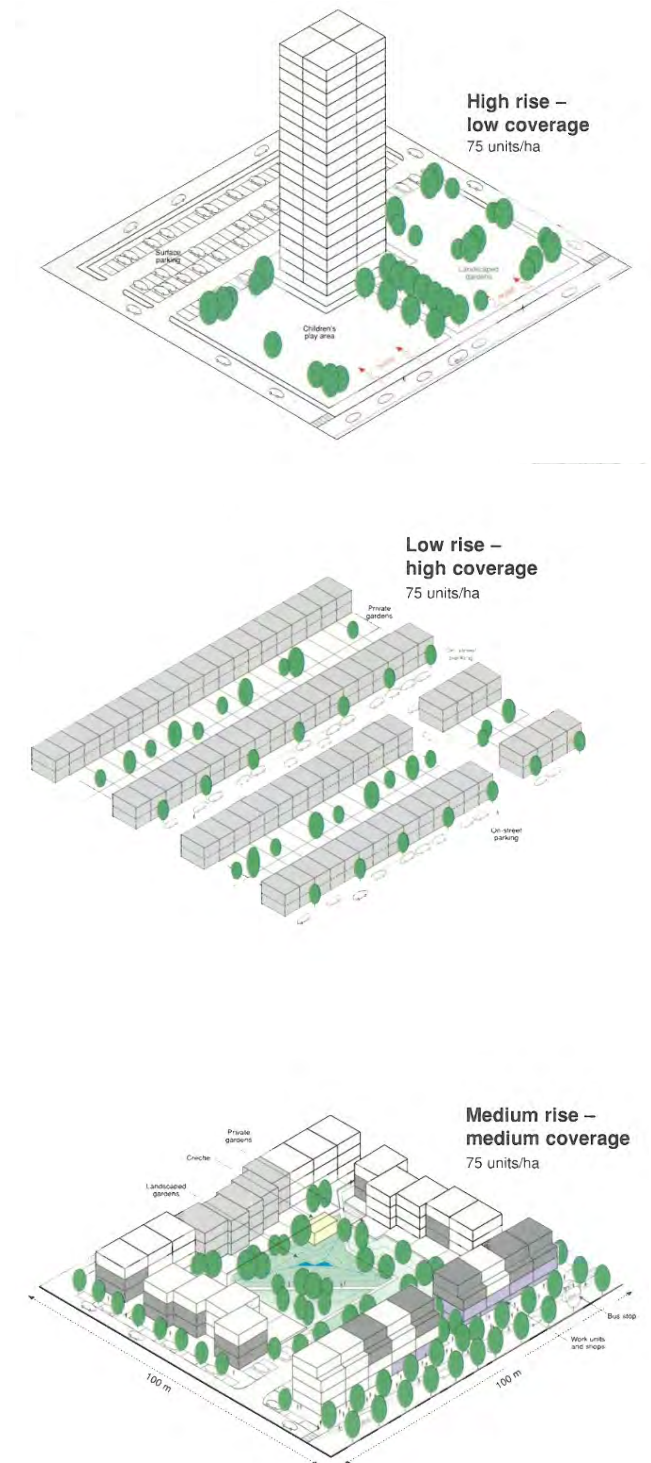


Figure 97: Diagram illustrating three different methods of designing housing at 75 homes per hectare (source Towards and Urban Renaissance, UTF 1999)

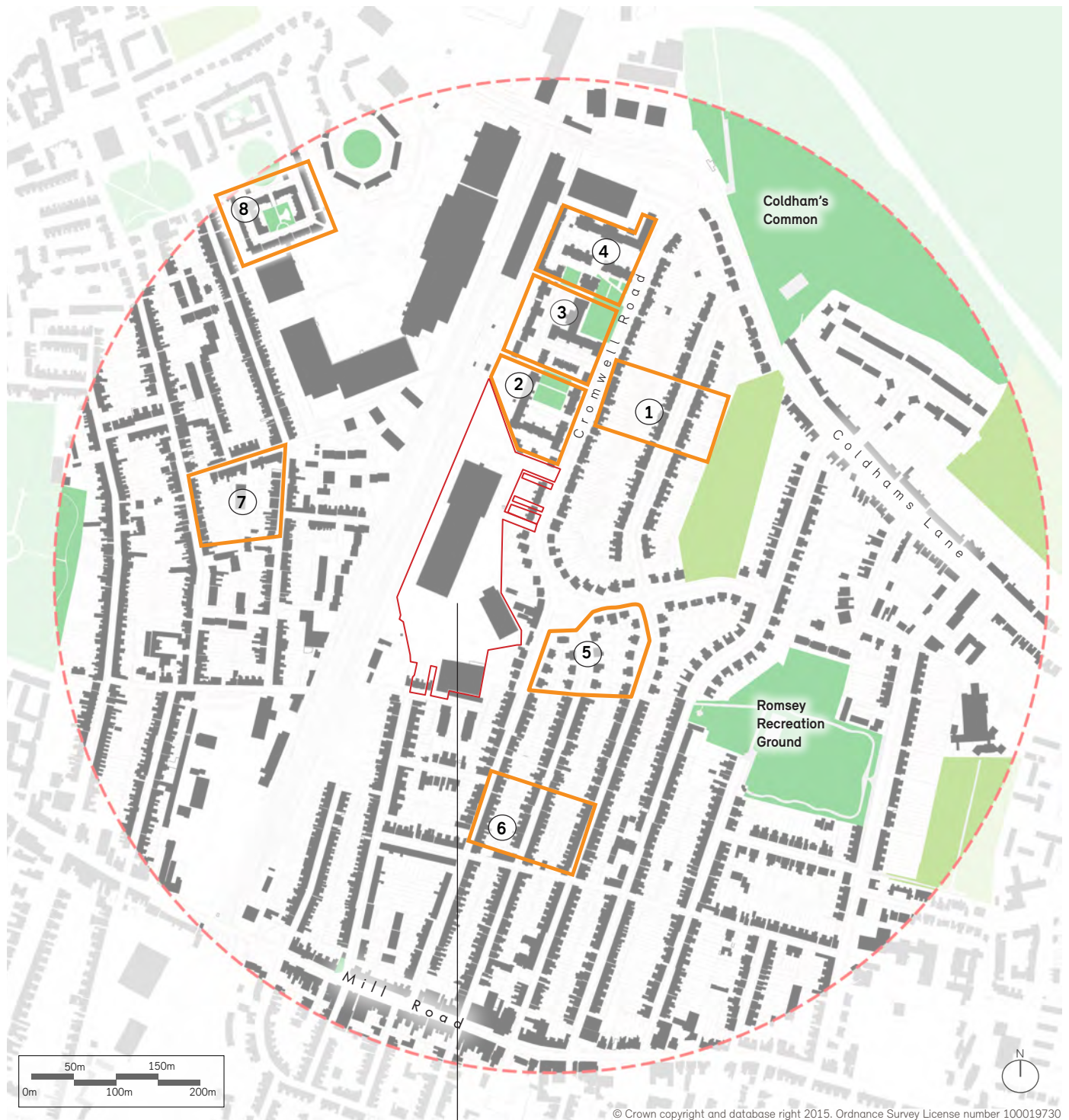


Figure 98: Figure ground plan identifying character areas

Study area

- ① Cromwell Road
- ② Winstanley Court
- ③ Hampden Gardens
- ④ Pym Court
- ⑤ Fairfax Road
- ⑥ Catharine Street
- ⑦ Ainsworth Street
- ⑧ St Matthew's Gardens

DRAFT SITE ALLOCATION FOR RIDGEONS SITE:

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

Local Character Areas

Figure 99: Character Area ① Cromwell Road

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



Figure 100: Character Area ② Winstanley Court

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

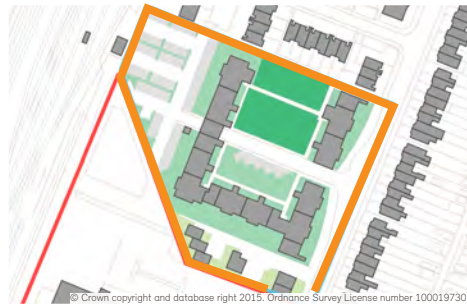


Figure 101: Character Area ③ Hampden Gardens

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

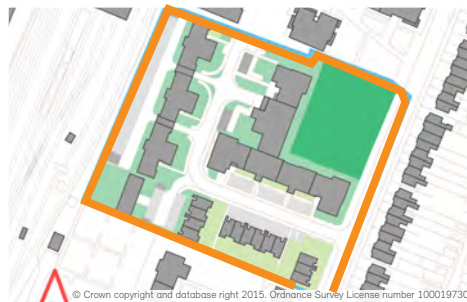


Figure 102: Character Area ④ Pym Court

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



Figure 103: Character Area ⑤ Fairfax Road

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



Figure 104: Character Area ⑥ Catharine Street

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



Figure 105: Character Area ⑦ Ainsworth Street

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



Figure 106: Character Area ⑧ St Matthew's Gardens

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

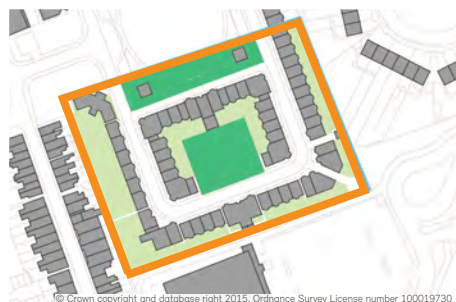
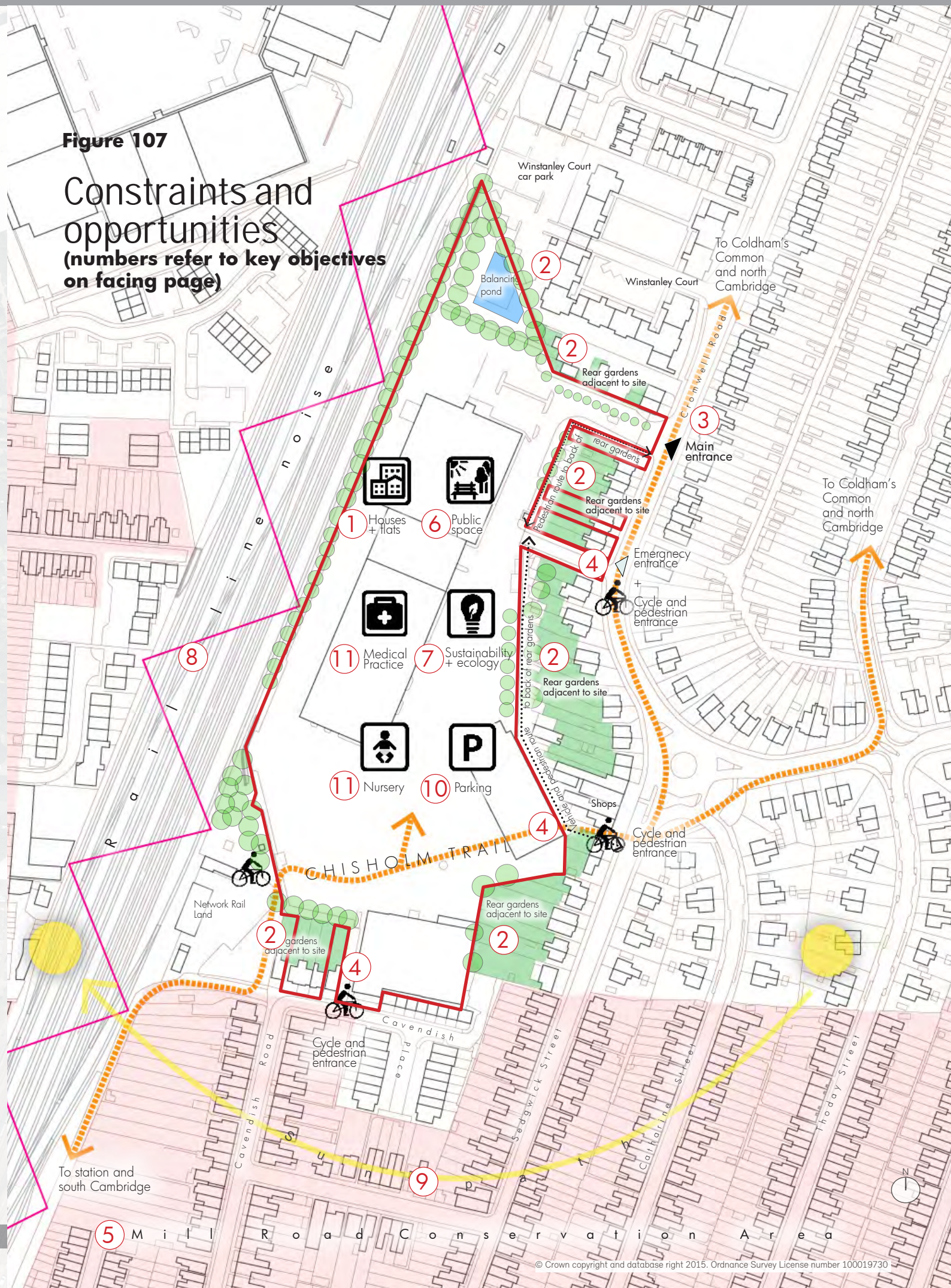


Figure 107

Constraints and opportunities (numbers refer to key objectives on facing page)



2.10. Key objectives (Figure 107)

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

- ① Provide a mix of flats and houses at 75 dwelling units per hectare
- ② Protect the amenity and access rights of existing neighbouring properties
- ③ Utilise the existing access roads into the site
- ④ Create pedestrian and cycle routes through the site, including the Chisholm Trail
- ⑤ Respect the adjacent Mill Road Conservation Area, located to the south and west of the site, and its setting
- ⑥ Provide a large, welcoming and accessible public open space
- ⑦ Preserve and enhance the sustainability and biodiversity value of the site
- ⑧ Ensure existing and new homes are protected from the noise of the rail line
- ⑨ Provide new homes that maximise daylight and sunlight
- ⑩ Provide adequate car and cycle parking in a variety of typologies
- ⑪ Accommodate the potential for a medical practice and/or an early years facility if needed
- ⑫ Deliver a high quality form of development that responds positively to the site's context



3. Vision

3



Illustrative image

3.1. Vision for the site

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

3.2. Development principles

(Figures 108 - 109)

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

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

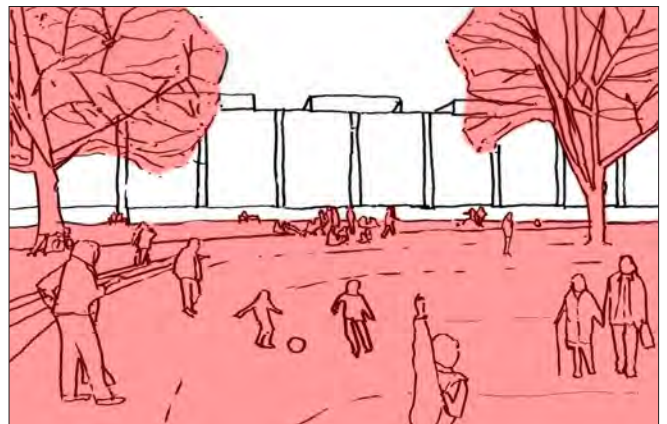
1

Create an integrated community – mixing tenure and sizes of homes



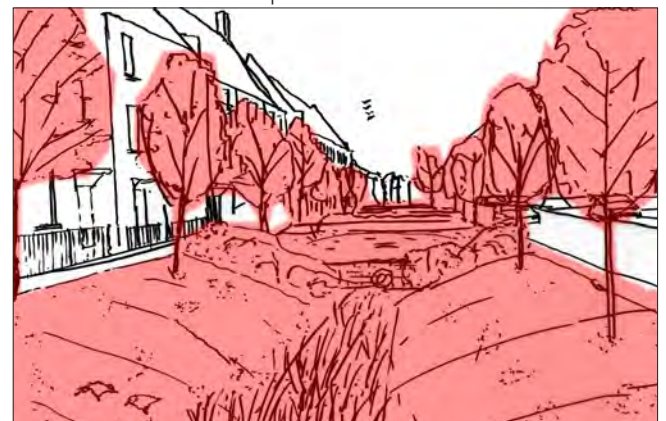
2

Provide accessible and usable open space



3

Protect and enhance the biodiversity of the site and deliver a sustainable form of development



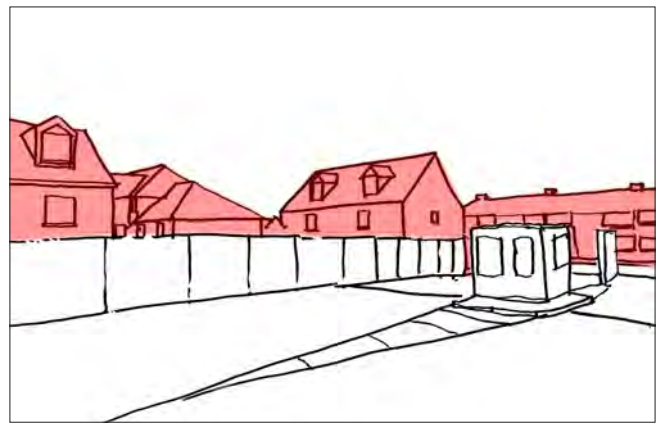
4

Create a connected and permeable street network for pedestrians and cyclists



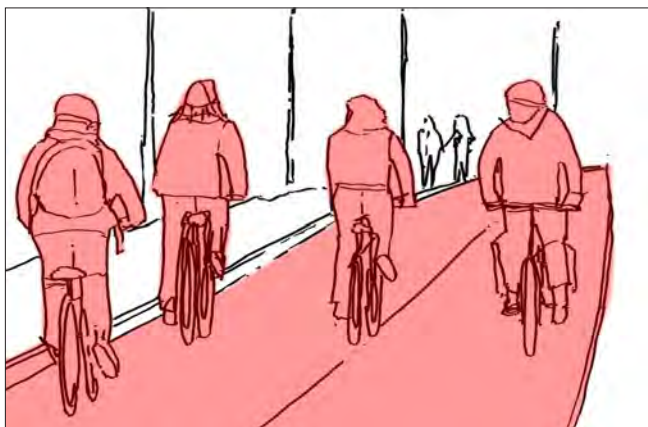
7

Protect the amenity of surrounding properties



5

Incorporate the Chisholm Trail cycle route



8

Respond positively to the character of the Mill Road Conservation Area



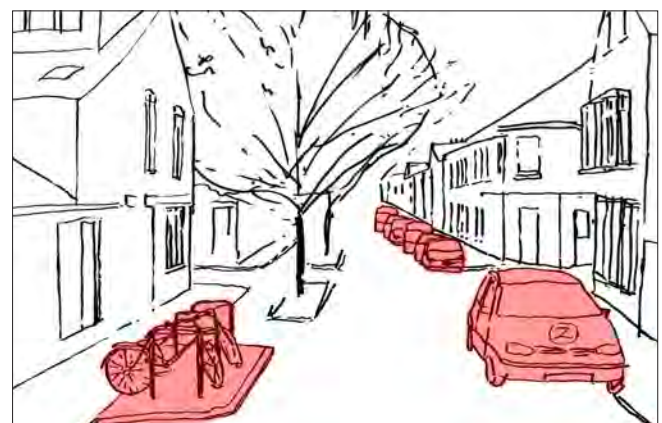
6

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



9

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





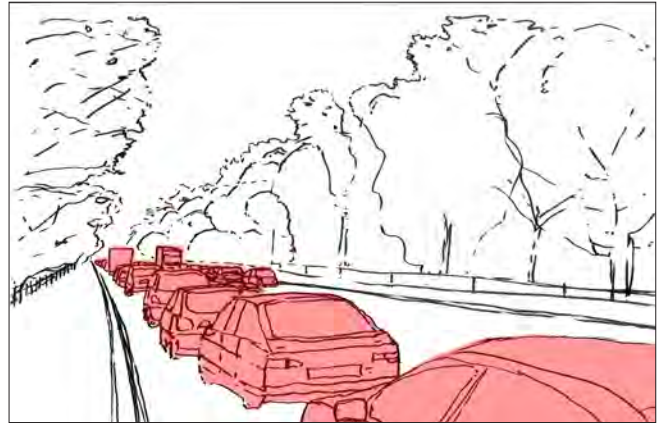
Illustrative image

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

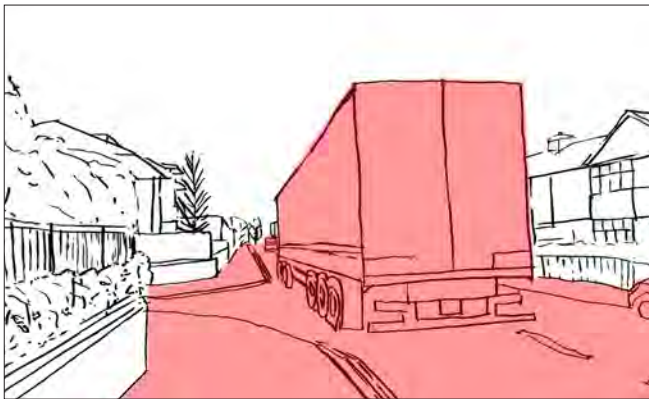
- 10** Consider the provision of education and health care facilities in the local area



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



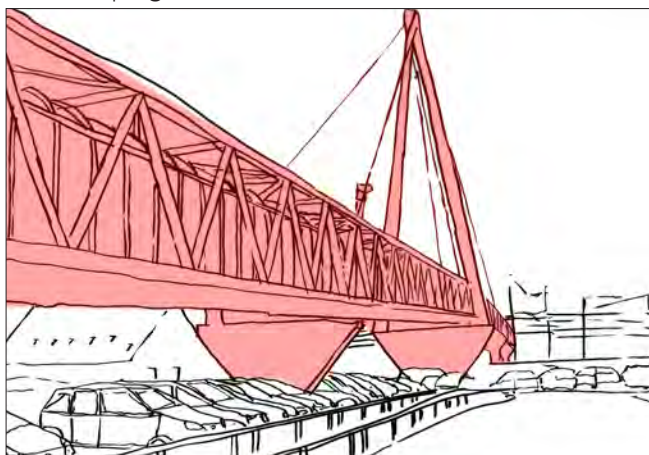
- 11** Look for opportunities to improve the public realm on Cromwell Road



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



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





Illustrative image

Parameters for change

4

4.1. Introduction (Figures 110 - 111)

- 4.1.1. This chapter of the SPD provides planning and design guidance on how the development principles will be used to guide future planning application(s). In some cases the guidance is more prescriptive, and this is reflected in the language with words such as will and should. In other cases the guidance is more discretionary and illustrative, providing a vision and aspirations for future development.
- 4.1.2. As well as complying with the planning and design guidance in this SPD, any future planning application(s) will have to comply with the policies in the Cambridge Local Plan 2014. **A list of relevant policies is provided in Appendix B.**
- 4.1.3. This chapter is structured under six themes:
- Land use
 - Transport and access
 - Building heights and types
 - Open space
 - Character and form
 - Sustainability
- 4.1.4. The themes have been used to create a Framework Plan (please see figure 111), which broadly illustrates how the routes, buildings and open space should work together. The remainder of this chapter illustrates how the Framework Plan has been built-up and provides guidance on each of the six themes.

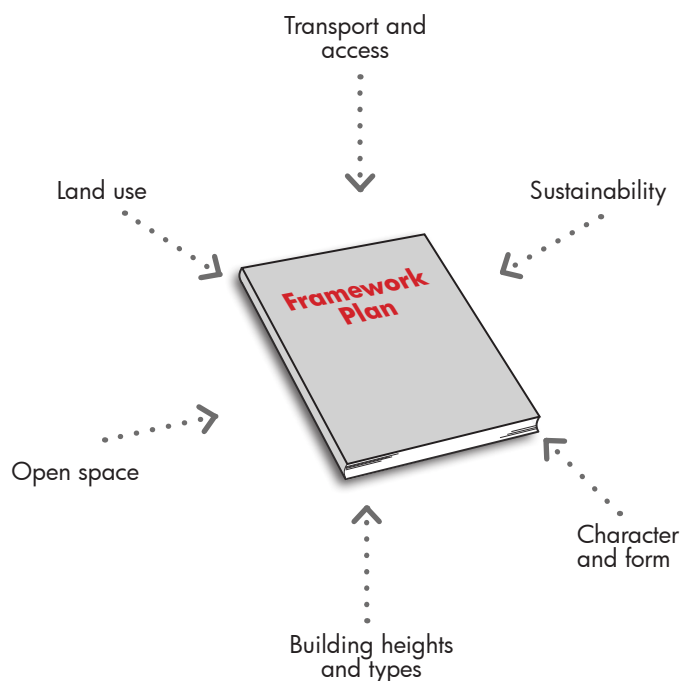
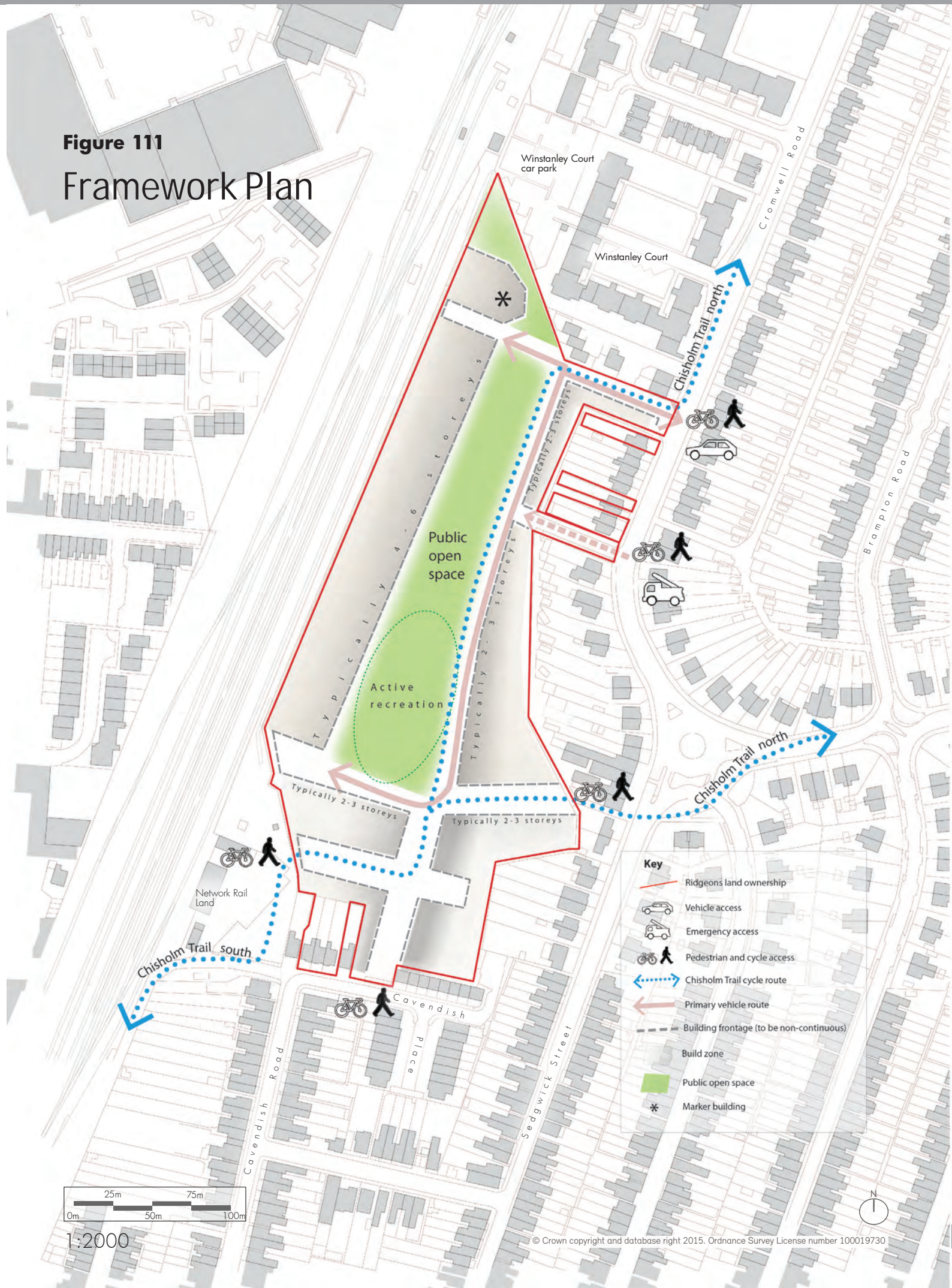


Figure 110: The six themes that together make-up the Framework Plan

Figure 111
Framework Plan



4.2. Land use (Figures 112 - 113)

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

4.3. Transport and access

Pedestrian and cycle connectivity and principles (Figures 114 - 128)

- 4.3.1. The Ridgeons site offers an excellent opportunity to open-up a currently closed site and make connections with the wider existing street network and future Chisholm Cycle Trail. As such, access and routes through the site will be provided for pedestrians and cyclists around the site.
- 4.3.2. To accommodate the Chisholm Trail and to aid pedestrian connectivity, cycle and pedestrian access to the site should be provided on the track behind the shops on the mini roundabout on Cromwell Road and adjacent to the green space linking through to Cromwell Road further north. The preferred southern connection for the Chisholm Trail is via the Network Rail land to the west of the site.



Figure 112: Nursery



Figure 113: Medical practice

- 4.3.3. The new streets within the development should accommodate, where possible, generous pavements and shared surfaces to encourage cycling and pedestrian activity, and slowing down vehicle speed.

Vehicle access, routes and hierarchy

- 4.3.4. Vehicle access to the site should continue to be through the existing Ridgeons site entrance on Cromwell Road. However, given the width of the entrance, it is suggested that the entrance road is narrowed. This will be the only vehicle entrance into the site and will also serve pedestrians and cyclists.
- 4.3.5. The existing, currently closed, vehicle access route to the south of the main entrance should be retained as an emergency vehicle access route. There is the possibility this could also be used for a pedestrian and cycle access.
- 4.3.6. There should be a hierarchy of vehicle routes through the site, with a primary street serving the spine of the development to the east of the public open space. All secondary routes should be shared surfaces where possible. Shared surfaces are streets where kerbs and traffic signs are reduced to help create equal priority between pedestrians, cyclists and vehicles. A Transport Assessment will be required at planning application stage.



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



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



Figure 114: Shared surface



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

Car Parking

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

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

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

Cycle parking

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



Figure 118: Parallel on-street bays



Figure 119: Perpendicular bays



Figure 120: On plot



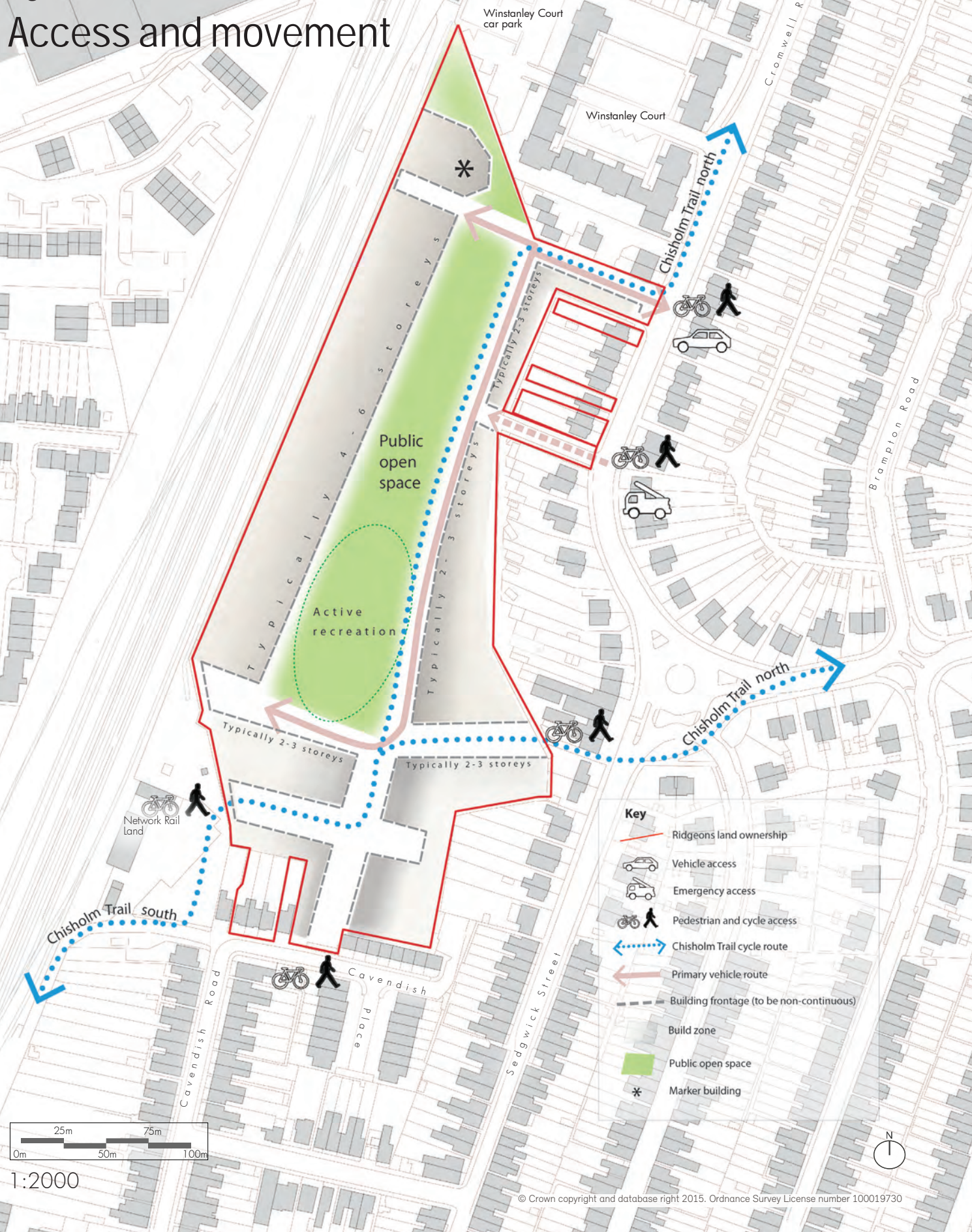
Figure 121: Parking court



Figure 122: Cycle parking

Figure 123

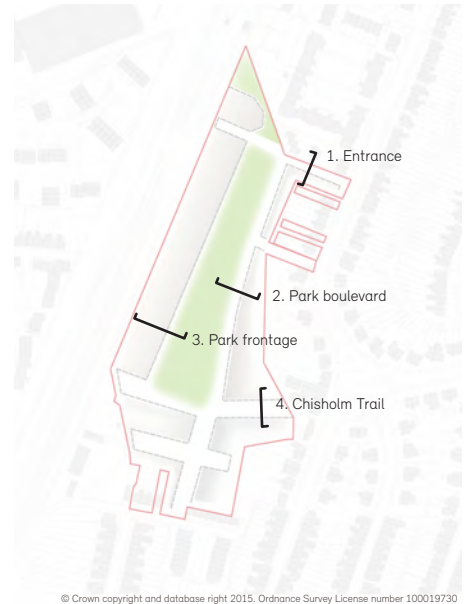
Access and movement



Indicative Street typologies

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

4.3.12. The four street types (figures 125-128) illustrate indicative street typologies that could be developed at planning application stage.



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Figure 125: Street typology 1- Indicative entrance street

Figure 124: Street typology key plan



Figure 126: Street typology 2 - Indicative park boulevard

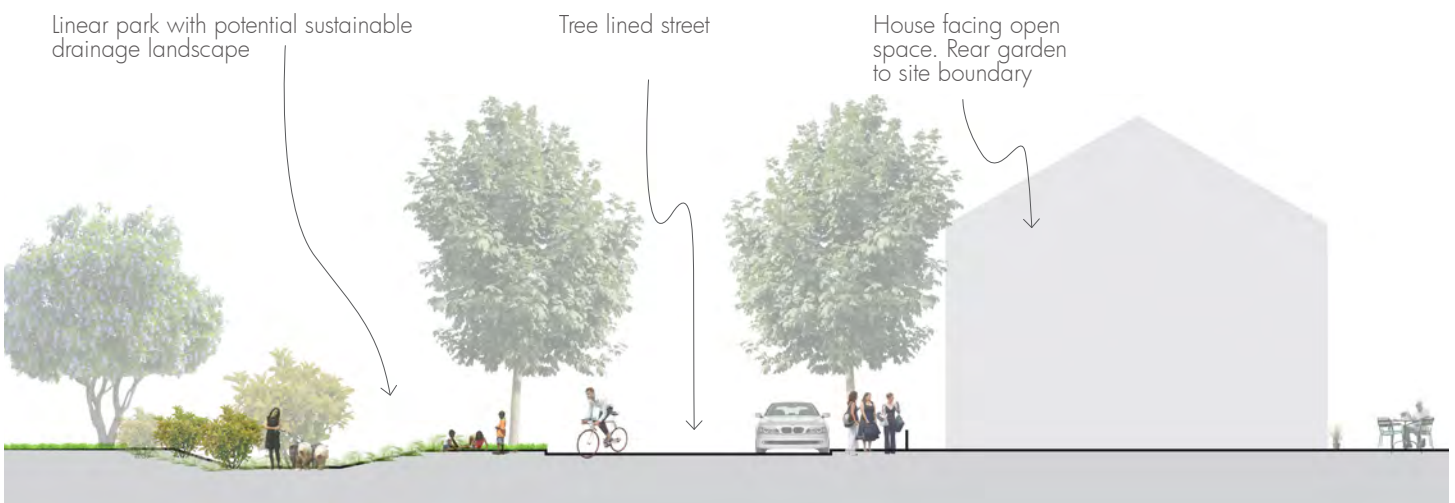


Figure 127: Street typology 3 - Indicative park frontage

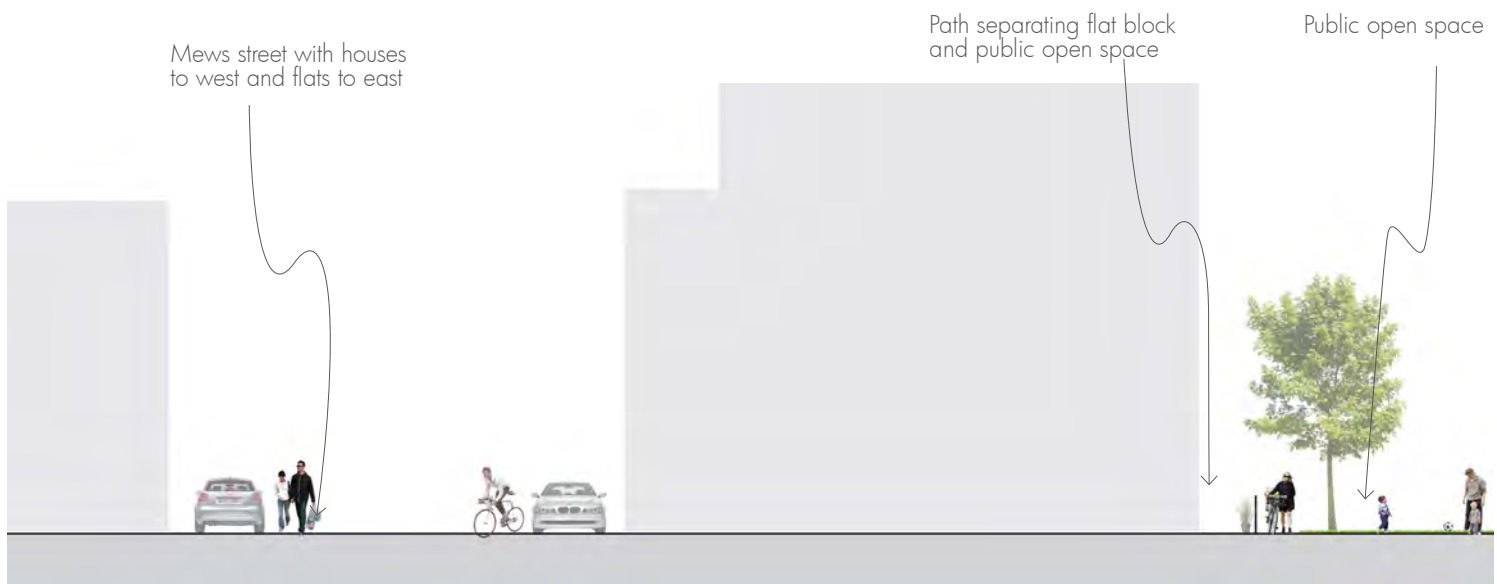
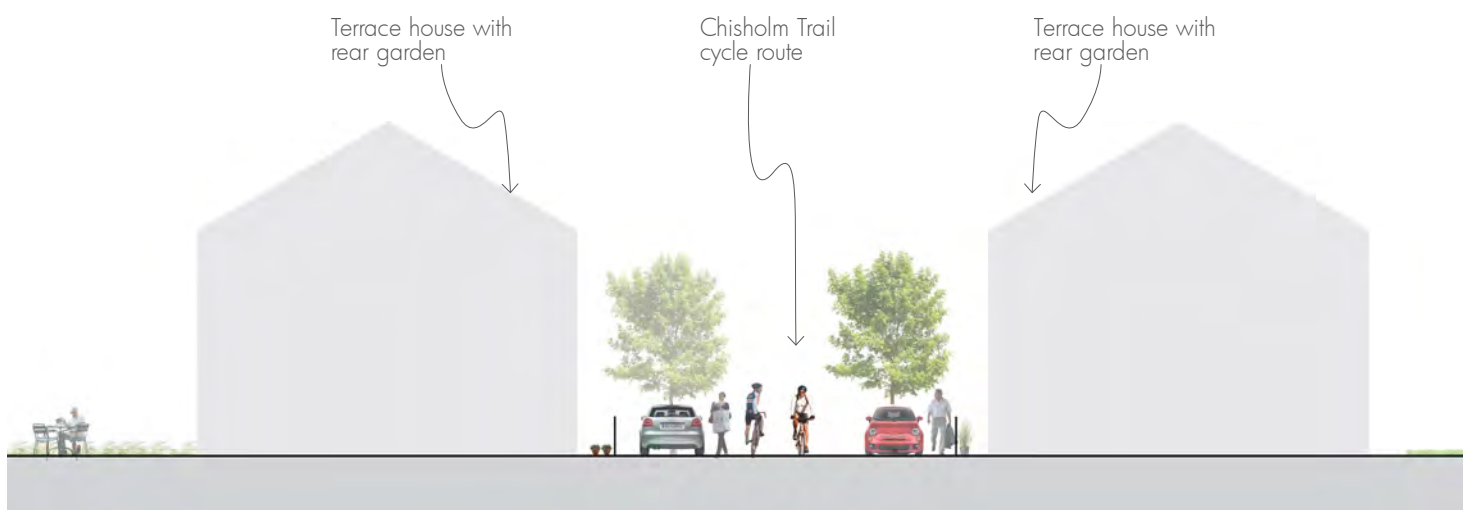


Figure 128: Street typology 4 - Indicative Chisholm Trail street



4.4. Open Space (Figures 129 - 135)

- 4.4.1. Public open space should be provided on the Ridgeons site. Through consultation, local people said that the open space should be welcoming and be capable of fulfilling a range of activities for different age groups. These activities include: children's play (for a range of ages), informal ball games, picnics, places to rest and community events.
- 4.4.2. An open space should be provided in the heart of the new development, allowing views and accessibility for new and existing residents.
- 4.4.3. Street trees should be provided on the primary street to the east of the open space. Street trees could also be used to pick-out key routes, such as the Chisholm Trail and Cromwell Road entrance.
- 4.4.4. Sustainable urban drainage (SUDs) landscape features will be required in the open space. More details can be found in 4.7 Sustainability on pages 80-81.

4.4.5. Open space character areas

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



Figure 129: ① Indicative image of retained vegetation



Figure 130: ② Indicative image of a linear park



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

Figure 132
Open space



Children's play space

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

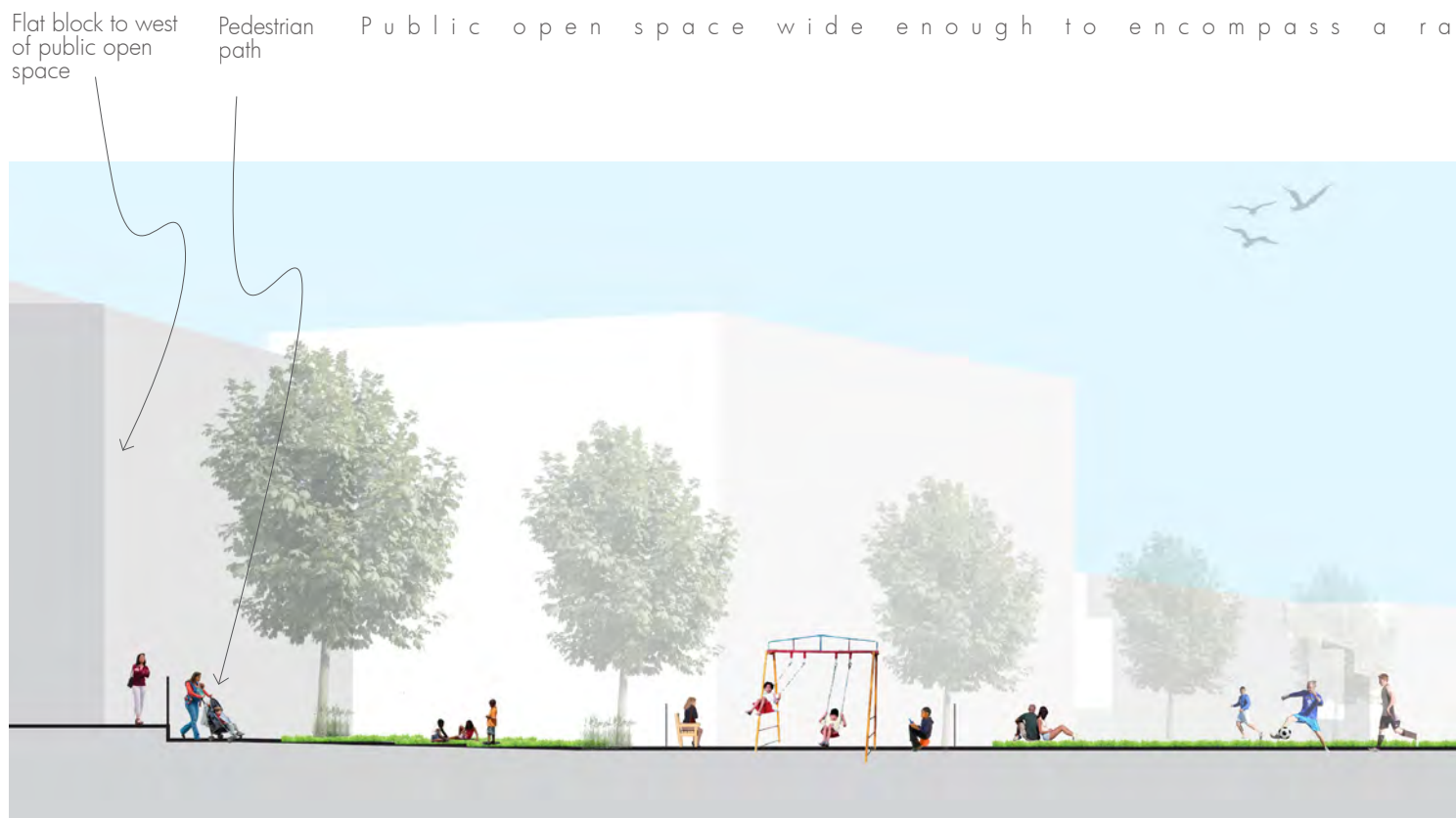
Outdoor sports pitches

4.4.7. Outdoor sports pitches do not have to be provided on the site given the size of the site and the provision of three sports pitches at Romsey Recreation Ground and eleven sports pitches at Coldham's Common. Commuted sums for off site provision or improvements in lieu of on site provision will be sought.

Shadow studies

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

Figure 133: Indicative section through public open space



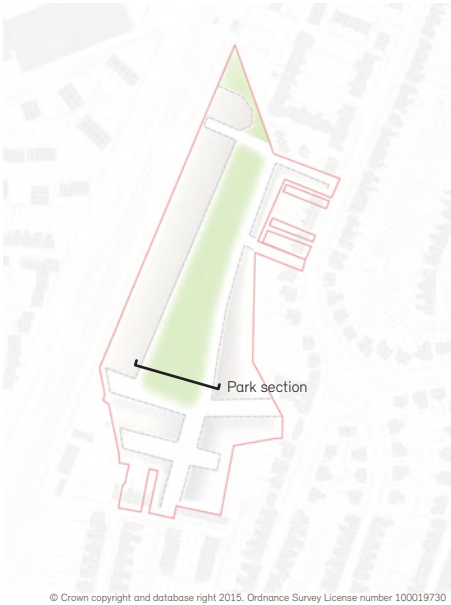


Figure 134: Key - park section line

n g e o f o u t d o o r r e c r e a t i o n a c t i v i t i e s



4.5. Building heights and types

(Figure 135)

Building and housing types

- 4.5.1. A range of building and housing types should be provided across the site in a mixture of houses and flats. This range of typologies will help create an integrated community, with homes suitable for singles, couples, families, empty nesters and older people.
- 4.5.2. All new homes should optimise solar orientation and outlook, while also providing a robust street and block layout. Dual aspect homes should be maximised and single aspect north facing homes avoided.
- 4.5.3. New homes should generally be set-back from the street, with small front gardens or privacy strips. Where possible, ground floor properties should have rear gardens or patios and flats should have a balcony or terrace.
- 4.5.6. Flats in taller blocks (typically 4-6 storeys) should be located to the north and west of the site, away from existing properties and the conservation area. While this area is designated for taller flat blocks, there could also be the potential for lower rise houses to be mixed in. There is the opportunity for a marker building in the northern most part of the site.

Boundaries

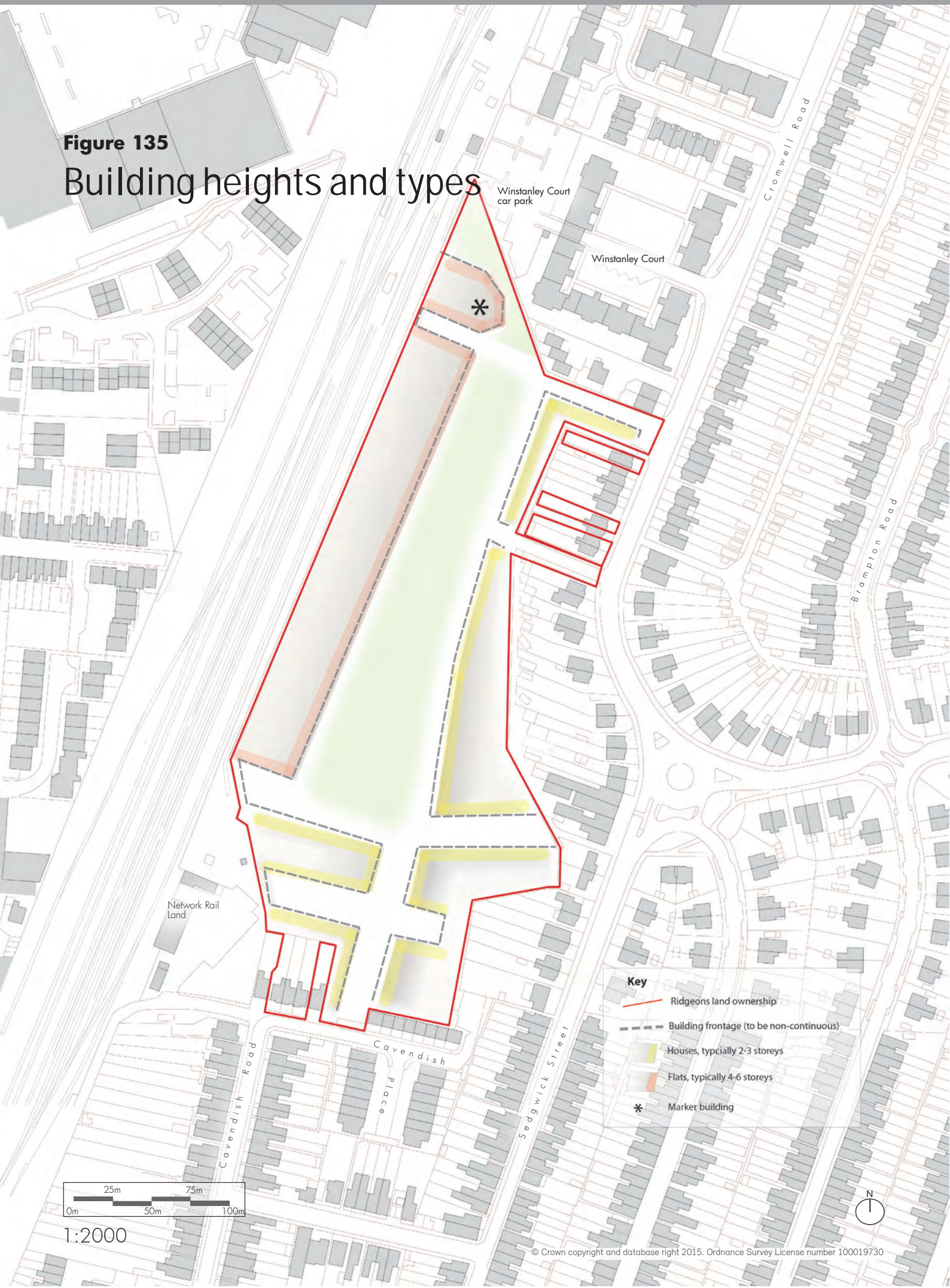
- 4.5.7. All new buildings should respect the amenity of surrounding existing properties and maintain a reasonable back-to-back distance between directly facing windows of habitable rooms in existing surrounding properties. Existing vegetation within the boundary should be retained where possible.

Building heights

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

Figure 135

Building heights and types



4.6. Character and form (Figure 136)

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

Character areas

- 4.6.2. The character in the south of the site should reflect the character of the adjacent Mill Road Conservation Area. Typically, this should be 2-3 storey houses, with rear gardens, set out on a grid of streets.
- 4.6.3. The character of the rest of the site should be based around a new accessible public open space. The open space should be large enough for active recreation and be welcoming for all of the community.
- 4.6.4. The buildings to the west of the open space should typically be 4-6 storey flat blocks, with the potential for houses to be mixed in. The northern most part of the site has the potential for a marker building.
- 4.6.5. The buildings to the east of the open space should typically be 2-3 storey houses with rear gardens. Street trees should be considered for the entrance to the site from Cromwell Road and on the east side of the open space.

Figure 136

Indicative character and form



4.7. Sustainability (Figures 137-142)

Site-wide sustainability

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

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

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

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

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



Figure 137: Sustainable drainage



Figure 138: Cycle parking



Figure 139: Solar panels

Ecology

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

Initiatives that could be considered are:

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

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

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



Figure 140: Existing vegetation on the site



Figure 141: Green roof



Figure 142: Bat box

4.8. Planning Obligations

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

Appendix A: Glossary of terms

Appendix A - Glossary of terms

Biodiversity

The number and variety of plants and animals.

Built form

Buildings and their structures.

Cambridge Local Plan 2006

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

Cambridge Local Plan 2014 Proposed Submission

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

Consultation 1: Themes and fact-finding

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

Consultation 2: Design Principles & Framework Plan

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

Character and Form

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

Development Principles:

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

Density

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

Framework Plan

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

Habitats Regulation Assessment (HRA)

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

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

Hectare

An area of 10,000 square metres

Legibility/Legible

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

Listed Building

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

Local Plan

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

Marker building

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

Massing

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

Mitigation

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

Mill Road Conservation Area

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

Parking Standards

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

Planning Applications

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

Public Realm

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

Planning and Development Brief

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

Sustainability Appraisal (SA)

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

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

Sustainable Development

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

Sustainable Urban Drainage Strategy (SuDS)

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

Supplementary Planning Document (SPD)

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

Appendix B: Relevant Cambridge Local Plan Policies

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

Cambridge Local Plan 2014 Policy	Title
Policy 1	Presumption in favour of sustainable development
Policy 3	Spatial Strategy for the location of Residential Development
Policy 5	Strategic Transport Infrastructure
Policy 26	Site Specific Development Opportunities
Policy 27	Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 31	Integrated water management and the water cycle
Policy 32	Flood Risk
Policy 33	Contaminated Land
Policy 34	Light Pollution Control
Policy 35	Protection of human health from noise and vibration
Policy 36	Air quality, odour and dust
Policy 45	Affordable Housing and dwelling mix
Policy 50	Residential Space Standards
Policy 51	Lifetime Homes and Lifetime Neighbourhoods
Policy 55	Responding to Context
Policy 56	Creating Successful Places
Policy 57	Designing new buildings
Policy 59	Designing Landscape and the Public Realm

Policy 60	Tall Buildings and the Skyline in Cambridge
Policy 61	Conservation and enhancement of Cambridge's historic environment
Policy 68	Open Space and recreation provision through new development
Policy 70	Protection of priority species and habitats
Policy 71	Trees
Policy 75	Healthcare facilities
Policy 80	Supporting Sustainable Access to Development
Policy 81	Mitigating the transport impact of development
Policy 82	Parking Management
Policy 85	Infrastructure delivery, planning obligations and the community infrastructure levy
Appendix B - Proposals Schedule	Site R12 - Ridgeons, 75 Cromwell Road

Appendix C:

List of figures

Figure 1, page 6: Ordinance Survey of Ridgeons site ownership.

Figure 2 Page 7: Cambridge City Council site allocation for the Ridgeons site in the draft Cambridge Local Plan 2014.

Figure 3, Page 9: Process of preparation.

Figure 4, Page 13: Site scale diagram.

Figures 5, 6, 7, 8, 9, Page 14: Site photographs illustrating site context relating to Figure 10.

Figure 10, Page 14: Site aerial/diagram relating to adjacent numbered photographs.

Figures 11, 12, 13, 14, 15, 16, 17, 18, 19, page 15: site photographs illustrating site context relating to Figure 10.

Figure 20, Page 17: Site in the locality.

Figure 21, Page 18 & 19: Study area around the site.

Figure 22, Page 20: Study Area, relating to adjacent photographs.

Figures 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36 Page 20 & 21: Site Context photographs in relation to Figure 22.

Figure 37, Page 22 & 23: Site within Cambridge.

Figure 38, Page 24: St Matthew's Church.

Figure 39 Page 24: Mill Road Cemetery, Grade II Listed.

Figure 40, Page 24: Mill Road Library Grade II Listed.

Figure 41, Page 25: Existing heritage designations.

Figure 42 Page 26: Looking south over the site in the 1930s when it was the Ridgeons timber yard. (Source The Story of Ridgeons A 100 year Journey, N Watson 2011).

Figure 43, Page 26: Photo of Mill Road in the late 19th century. (Source The Real Cambridge website)

Figure 44, Page 26: Typical late Victorian Romsey Town terrace.

Figure 45 Page 26: Houses from the Romsey Town northern extension in the 1930s.

Figure 46, Page 26: More recent development from the 2010s.

Figures 47, 48, 49, 50, 51, 52, Page 27: 1902-2015 Historical site maps.

Figure 53, Page 29: Ground Floor land use plan.

Figure 54, Page 30: St Philip's Primary School and Vinery Road Post Office.

Figure 55, Page 30: Shops on Mill Road.

Figure 56, Page 30: Brookfields Hospital, Mill Road.

Figure 57, Page 31: St Philip's Church and Community Centre, Mill Road.

Figure 58, Page 31: Shops on Cromwell Road.

Figure 59, Page 31: Mill Road Baptist Church.

Figure 60, Page 31: Nuffield Gym on Cromwell Road.

Figure 61, Page 31: Romsey Town Post Office.

Figure 62, Page 32: One way road system in Romsey Town north of Mill Road.

Figure 63, Page 32: Vehicle width restrictions on Cromwell Road.

Figure 64, Page 32: Cavendish Road, vehicle parking on pavement, which is allowed in marked out areas.

Figure 65, Page 33: Roads, public transport, cycle path and access plan.

Figure 66, Page 34: Existing street sections key map.

Figure 67, Page 34: Cavendish Road section.

Figure 68, Page 34: Catharine Street section.

Figure 69, Page 35: Cromwell Road section.

Figure 70, Page 35: Hampden Gardens section.

Figure 71, Page 35: Pym Court section.

Figure 72, Page 36: Existing primary cycle and pedestrian network around Cromwell Road.

Figure 73, Page 37: Chisholm Trail consultation summary report (February 2016)

Figure 74, Page 38: Challenges to delivering a bridge.

Figure 75, Page 41: Open space plan.

Figure 76, Page 42: Coldham's Common.

Figure 77, Page 42: Play space and sports pitches at Coldham's Common.

Figure 78, Page 42: Romsey Recreation Ground

Figure 79, Page 42: Play space at Romsey Recreation Ground.

Figure 80, Page 43: Winstanley Court open space.

Figure 81, Page 43: Hampden Gardens Park.

Figure 82, Page 43: Open space at Pym Court.

Figure 83, Page 43: Fairfax Road allotments.

Figure 84, Page 44: Typical Romsey Town terrace houses.

Figure 85, Page 44: Pair of semi-detached houses from 1930s Romsey Town extension.

Figure 86, Page 44: 3 Storey houses to the south of the site on Cavendish Place.

Figure 87, Page 44: 3 Storey houses in the Pym Court development on Cromwell Road.

Figure 88, Page 45: Building heights plan.

Figure 89, Page 46: Local residential building types, Cromwell Road.

Figure 90, Page 46: Local residential building types, houses next to Winstanley Court.

Figure 91, Page 46: Local residential building types, Winstanley Court.

Figure 92, Page 46: Local residential building types, Hampden Gardens.

Figure 93, Page 47: Local residential building types, Pym Court.

Figure 94, Page 47: Local residential building types, Cavendish Place.

Figure 95, Page 47: Local residential building types, Cavendish Road.

Figure 96, Page 47: Local residential building types, Thoday Street.

Figure 97 Page 48: Diagrams illustrating three different methods of designing housing at 75 homes per hectare (Source Towards and Urban Renaissance, Urban Task Force 1999).

Figure 98, Page 49: Figure ground plan identifying character areas.

Figure 99, Page 50: Character Area 1- Cromwell Road.

Figure 100, Page 50: Character Area 2 - Winstanley Court.

Figure 101, Page 50: Character Area 3 - Hampden Gardens.

Figure 102, Page 50: Character Area 4 - Pym Court.

Figure 103, Page 51: Character Area 5 - Fairfax Road.

Figure 104, Page 51: Character Area 6 - Catharine Street.

Figure 105, Page 51: Character Area 7 - Ainsworth Street.

Figure 106, Page 51: Character Area 8 - St Matthew's Gardens.

Figure 108, Page 58 & 59: Site & Surrounds Design Principles to be addressed in the SPD.

Figure 109, Page 61: Design Principles for the wider area.

Figure 110, Page 64: The six theses that together make-up the Framework Plan.

Figure 111, Page 65: Framework Plan.

Figure 112, Page 66: Weavers Nursery, Tower Hamlets (PTE scheme)

Figure 113, Page 66: Medical Practice.

Figure 114, Page 67: Shared Surface.

Figure 115, Page 67: Opening up the southern side of the site from Cavendish Place for pedestrians and cyclists only and incorporating the Chisholm Trail.

Figure 116, Page 67: Opening up the western side of the site for pedestrians and cyclists only and incorporating the Chisholm Trail.

Figure 117, Page 67: Retaining the existing vehicle route into the site as the only vehicle entry point into the new development.

Figure 118, Page 68: Parallel on-street bays.

Figure 119, Page 68: Perpendicular bays.

Figure 120, Page 68: On plot bays.

Figure 121, Page 68: Parking Court.

Figure 122, Page 68: Cycle Parking.

Figure 123, Page 69: Access and movement diagram

Figure 124, Page 70: Indicative Street typologies key plan.

Figure 125, Page 70: Indicative entrance street.

Figure 126, Page 70: Indicative park boulevard.

Figure 127, Page 71: Indicative park frontage.

Figure 128, Page 71: Indicative Chisholm Trail street.

Figure 129, Page 72: Indicative image of retained vegetation. (PTE scheme)

Figure 130, Page 72: Indicative image of a linear park. (PTE scheme, Angel Waterside).

Figure 131, Page 72: Indicative image of a green area which is big enough for active recreation. (PTE scheme, Arundel Square).

Figure 132, Page 73: Open space diagram.

Figure 133, Page 74: Indicative section through public open space.

Figure 134, Page 75: Key - Park section line.

Figure 135, Page 77: Building height & types diagram.

Figure 136, Page 79: Indicative character and form.

Figure 137, Page 80: Sustainable drainage.

Figure 138, Page 80: Cycle parking.

Figure 139, Page 80: Solar panels.

Figure 140, Page 81: Existing vegetation on site.

Figure 141, Page 81: Green roof.

Figure 142, Page 81: Bat box.

