

Appendix B: Schedule of Representations and the Council's Responses  
**Mill Road Depot Draft Planning and Development Brief SPD**  
*Summary of Representations and Council's Response*

1. Introduction and Background

1.1.2

**1. Introduction and Background**

**Paragraph 1.1.2**

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

*Summary:*

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

**Response**

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

**Action**

No action.

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

*Summary:*

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

**Response**

Comments duly noted.

**Action**

No action.

Figure 2: Ordnance survey of site boundary

## Paragraph Figure 2: Ordnance survey of site boundary

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31006</b> Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

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

*Response*

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

*Action*

No action.

## Paragraph 1.1.3

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

*Summary:*

Character and distinctive local community is under threat.

The multicultural diversity has been undermined by incoming nationally owned retail outlets making it hard for smaller family run shops.

These nationally owned retail outlets have put a huge strain on the vulnerable local economy. One outcome of this has been for enterprising people to come in with ideas, introducing a whole new range of possible goods and activities for sale on Mill Road. All of these are great, only one of them is multicultural. And we continue to see closures of older shops that can't compete.

All of them are adding to another change that is happening in and around Mill Road, and that is gentrification with fundamental effects on the whole of this community.

*Response*

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

*Action*

No action.

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

*Summary:*

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

*Response*

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

*Action*

No action.

**Paragraph 1.2.1**

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

*Summary:*

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

*Response*

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

*Action*

No action.

### Paragraph 1.2.2

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

*Summary:*

The need for continued Council ownership.

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

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

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

*Response*

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

*Action*

**No action.**

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

*Summary:*

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

*Response*

**Comments duly noted.**

*Action*

**No action.**

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

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31197</b> Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

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

Planning context (fig 3 and 1.4.2): fig 3 is misleading in that it uses a superseded version of the Local Plan fig 3.10, which claims to show Designated Heritage Assets, but completely omits the key Assets relevant to the SPD - the Conservation Area boundary and the former Library within the site. This misleading version of fig 3.10 has been corrected by the Council as part of the Local Plan process: failure to use the up-to-date correct version for the draft SPD is inexcusable.

*Response*

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

*Action*

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31005</b> Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

Figure 3 in the draft SPD needs updating to reflect the Council's version in its proposed changes.

*Response*

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

*Action*

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

**Paragraph 1.4.2**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31004</b> Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

The Local Plan Schedule of proposals mentions space for a district energy centre. Other than paragraph 1.4.2 no mention is made of it in the Draft SPD. Is this still a valid proposal for the site and if so where should it be located?

*Response*

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

*Action*

**No action.**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31177** Natural England (Janet Nuttall) [1009]

**Support Not Specified None**

*Summary:*

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

**Response**

**Comments duly noted.**

**Action**

**No action.**

**Paragraph 1.5.1**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31087** Mr Mark Boysen [4161]

**Support Not Specified None**

*Summary:*

It is welcome that the City Council has listened to view of local residents and confirms that ONLY pedestrian/cycle access will be allowed from Hooper Street and potentially access for emergency vehicles only. No general vehicle access will be allowed from Hooper Street.

The council has clearly recognised the strength of opposition to general vehicle access from Hooper Street and taken into account the damaging impact this would have on the existing conservation area, quality of life for local residents and the negative impact on property values.

**Response**

**Comments duly noted.**

**Action**

**No action.**

**Paragraph 1.6.1**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31025** Cambridge Association of Architects (Mr David Adams) [4949]

**Object Not Specified None**

*Summary:*

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

**Response**

**Noted. This paragraph will be updated.**

**Action**

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

**Representation(s)**

**Nature Appearance Soundness Tests**

**31158 National Grid [1053] Support Not Specified None**

*Agent: AMEC FOSTER WHEELER E&I UK (Mr Robert Deanwood) [5844]*

**Summary:**

We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.

**Response**

Comments duly noted.

**Action**

No action.

**Paragraph 1.6.2**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31026 Cambridge Association of Architects (Mr David Adams) [4949] Object Not Specified None**

**Summary:**

Without having a statutory status, this section should clarify exactly who should be considering this as a 'material consideration', and what means will be taken to enforce this recommendation.

**Response**

The Planning and Development Brief will be adopted as a Supplementary Planning Document following the adoption of the Cambridge Local Plan and this will give the document formal support as a material consideration for future planning applications.

**Action**

No action.

## 2. Site and Context

### Paragraph 2.2.1 Land ownership

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31088</b> Mr Mark Boysen [4161]	Object	Not Specified	None

*Summary:*

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

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

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

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

*Response*

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

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31007</b> Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

Paragraph 2.2.1 The leases on the garages last to 2062.

*Response*

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

*Action*

No action.

### Paragraph 2.2.2 Historic development

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

*Summary:*

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

*Response*

Comments noted.

*Action*

No action.



**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31089 Mr Mark Boysen [4161]**

**Object**

**Not Specified**

**None**

**Summary:**

The comment the Old Library is "used as a community centre" is incorrect and misleading. In 1999 the City Council allowed it to be leased to the Indian Cultural and Community Association, ICCA.

This single group in our diverse community has sole use of this facility, excepting it can be hired by other groups from the ICCA.

**Response**

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

**Action**

No action.

**Paragraph 2.2.3 Buildings on site and surroundings**

**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31102 Ms Caroline Wilson [2440]**

**Object**

**Not Specified**

**None**

**Summary:**

I would welcome more detailed discussion about the future of the garages in Hooper Street. I am a leaseholder.

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31009 Mrs Ros Greensmith [1543]**

**Object**

**Not Specified**

**None**

**Summary:**

Paragraph 2.2.3 Private garages are located to the north west corner not north eastern corner.

**Response**

Agreed.

**Action**

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

### Paragraph 2.2.4

**Representation(s)**

*Nature    Appearance    Soundness Tests*

**31104** Ms Caroline Wilson [2440]

**Support    Not Specified    None**

*Summary:*

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

*Response*

**Comments duly noted.**

*Action*

**No action.**

**Representation(s)**

*Nature    Appearance    Soundness Tests*

**31090** Mr Mark Boysen [4161]

**Support    Not Specified    None**

*Summary:*

The Coachouses are ideal for renting to micro-businesses in Cambridge. They would require minimum work to convert them into units for light industrial, small companies or community space to be rented out for meetings.

The units of 11-21 Sturton Street and also the units off Mill Road (at the back of the Limoncello deli) show the demand for facilities such as this in Cambridge.

The Coachouses running along the line of the proposed pedestrian / cycle street (parallel to Kingston Street) there would be a large number of potential customers going past any small business established in the

*Response*

**Comments duly noted.**

*Action*

**No action.**

### Paragraph 2.2.5

**Representation(s)**

*Nature    Appearance    Soundness Tests*

**31144** Cambridgeshire County Council (Mr Stuart Clarke) [1032]

**Object    Not Specified    None**

*Summary:*

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

*Response*

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

*Action*

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

Figure 10: Existing site photographs

### Paragraph Figure 10: Existing site photographs

**Representation(s)**

**Nature Appearance Soundness Tests**

**31008 Mrs Ros Greensmith [1543] Object Not Specified None**

**Summary:**

Figure 10 - the Council leases on the private garages prevents leaseholders painting their garage doors. The Council's Property Services have not maintained their part of the lease in terms of regular maintenance. The terms of the lease give leaseholders responsibility for replacing the door structure in the event of any damage but the Council has not undertaken reciprocal repainting resulting in a disjointed and uncared for appearance. A uniform repainting programme should be undertaken if they judged to be having a negative townscape impact fig 20 and para 2.2.31.

**Response**

**Concern noted, however this issue is outside the remit of the Planning and Development Brief as it is related to the terms of the tenancy of the garages.**

**Action**

**No action.**

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### Paragraph Figure 11: Vehicular access

**Representation(s)**

**Nature Appearance Soundness Tests**

**31098 Ms Vanessa Clarke [5839] Object Not Specified None**

**Summary:**

The junction of Kingston Street and Mill Road is already extremely dangerous and there are many misses with traffic coming from five directions, including bikes freewheeling off the bridge much too fast. Traffic flow at peak times will still be heavy, despite fewer heavy vehicles. We need a proper pedestrian crossing or better still traffic lights - the many (and soon to be more) commuters rushing across to Devonshire Road will not traipse along to Gwydir Street and back.

**Response**

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

**Action**

**No action.**

### Paragraph 2.2.8

#### Representation(s)

**31145** Cambridgeshire County Council (Mr Stuart Clarke) [1032]

*Nature Appearance Soundness Tests*

**Object Not Specified None**

*Summary:*

Needs to be clarified. Kingston Street is currently a 1-way street. In this context, unclear about the reference to 2-way passing and conflict? Possible cycle/car - but this is largely linked to parking arrangements and lack of effective enforcement

*Response*

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

*Action*

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

*Representation(s)*

**31091** Mr Mark Boysen [4161]

*Nature Appearance Soundness Tests*

**Object Not Specified None**

*Summary:*

The block between Kingston Street and Hooper Street is there for good reason and must remain. It is highly permeable to cyclists and pedestrians. There is a huge amount of pedestrian/cycle commuter traffic transiting this block every morning / evening on the way to the Railway Station.

*Response*

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

*Action*

**No action.**

*Representation(s)*

**31010** Mrs Ros Greensmith [1543]

*Nature Appearance Soundness Tests*

**Object Not Specified None**

*Summary:*

This paragraph gives completely the wrong impression of traffic management measures. They are not important vehicular routes linking Mill Road with Newmarket Road. The paragraph should be amended to read "the residential streets to the west and north of the Depot are narrow and are heavily parked in the day and in the evenings". Two road closures on Gwydir Street and Hooper St are designed to prevent through traffic from Mill Road reaching Newmarket Road/East Road." These traffic management measures have been in place for many years and were introduced as part of the first Local Plan for the area.

*Response*

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

*Action*

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

### Paragraph 2.2.9 Parking

**Representation(s)**

*Nature Appearance Soundness Tests*

	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31011</b> Mrs Ros Greensmith [1543]	<b>Object</b>	<b>Not Specified</b>	<b>None</b>

*Summary:*

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

*Response*

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

*Action*

**No action.**

**Representation(s)**

*Nature Appearance Soundness Tests*

	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30995</b> The Yard 23a Hooper Street (Stephen Hall) [5825]	<b>Object</b>	<b>Not Specified</b>	<b>None</b>

*Summary:*

Concern that residents of new development will use surrounding side roads i.e. Hooper and Sturton Streets etc

*Response*

**Noted and accepted that there may be impact on these streets. A traffic impact study will be required of any future development and potential mitigation measures may be needed to address potential impact on these streets.**

*Action*

**No action.**

## Paragraph 2.2.12

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

*Summary:*

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

*Response*

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

*Action*

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

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

*Summary:*

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

*Response*

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

*Action*

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

**Representation(s)**

**Nature Appearance Soundness Tests**

**31156** Cambridgeshire County Council (Mr Ian Dyer) [1128] **Object Not Specified None**

*Summary:*

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

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

**Response**

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

**Action**

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

**Paragraph 2.2.14**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31092** Mr Mark Boysen [4161] **Object Not Specified None**

*Summary:*

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

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

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

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

This needs careful thought.

**Response**

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

**Action**

No action.

Figure 14: Existing land uses

**Paragraph Figure 14: Existing land uses**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31198</b> Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

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

Land uses (fig 14 and 2.2.15): fig 14 is misleading in that it shows 'community and education' as a single block. What this actually comprises is: the Bharat Bhavan (the former Library, which is now in very limited community use); Council offices (not at all in community use); and the Regent Language school (in private commercial hands not in community use).

The existing land uses need to be clearly and fully distinguished; this is vital for properly assessing the SPD's scope for influence and change.

*Response*

**Comments noted. The land uses described in this text are generic terms which are typically used in such documents. The descriptions in no way invalidate the fact that they are community and education uses.**

*Action*

**No action.**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31067</b> Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

*Summary:*

Figure 14 - We would suggest that the orange garages are added to the legend.

*Response*

**Agreed.**

*Action*

**Add an orange box to the legend of Figure 14 with the text, 'Private Leased Garages'.**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31027</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Key missing 'orange' for garages

*Response*

**Agreed.**

*Action*

**Add an orange box to the legend of Figure 14 with the text, 'Private Leased Garages'.**



### Paragraph 2.2.18

**Representation(s)**

**Nature Appearance Soundness Tests**

<b>31100</b>	<b>Ms Caroline Wilson [2440]</b>	<b>Object</b>	<b>Not Specified</b>	<b>None</b>
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*Summary:*

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

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

<b>31093</b>	<b>Mr Mark Boysen [4161]</b>	<b>Object</b>	<b>Not Specified</b>	<b>None</b>
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*Summary:*

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

**Response**

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

**Action**

No action.

### Paragraph 2.2.20 Existing building heights

**Representation(s)**

**Nature Appearance Soundness Tests**

<b>31146</b>	<b>Cambridgeshire County Council (Mr Stuart Clarke) [1032]</b>	<b>Object</b>	<b>Not Specified</b>	<b>None</b>
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*Summary:*

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

**Response**

Comments noted.

**Action**

Addressed through changes to figure 16.

**Paragraph 2.2.21**

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

*Summary:*

Should be added that currently there are predominantly garages and service buildings along the railway lines, north of the site. The noise conditions are key in inhabiting this area.  
Also, this is the place to mention the future development of the site immediately south of Mill Road.

*Response*

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

*Action*

No action.

**Paragraph Figure 16: Existing building heights**

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

*Summary:*

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

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

- (i) The text fails to mention that almost all buildings in the area are of traditional form with pitched roof construction. What is key to the character of the area is not just total building height (i.e. to the ridge), but the height to the eaves. In the street scene, attic storeys (dormers and gables) within traditional pitched roofs are subsidiary to eaves heights (as is demonstrated by the photos in fig 21). Yet the text in 2.2.20-21 overlooks this.
- (ii) Fig 16 compounds this problem by falsely claiming that the context includes a significant number of 3 and 4 storey buildings.

*Response*

Comments noted. Figure 16 will be amended.

*Action*

- Amend Figure 16 as follows:
- Old Library building to be 'Tall single storey'
  - Adjacent building to be '3 storey'
  - Next door but one buildings to be '2 storey'

Figure 16: Existing building heights

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31068</b> Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

*Summary:*

Figure 16 Why is the library shown as four storey when, according to paragraph 2.2.20 and also the photograph at figure 6, it should be shown as tall single storey?

*Response*

Comments noted.

*Action*

Amend the following:

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31097</b> Ms Vera Schuster Beesley [5838]	Support	Not Specified	None

*Summary:*

No taller development please than 2-3 storeys and 3-4 storeys.

*Response*

Comments duly noted.

*Action*

No action.

**Paragraph 2.2.22 - Heritage assets - Conservation Area**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31143</b> Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

*Summary:*

2.2.22 to 2.2.29 Although archaeology is not listed as a constraint, officers would seek to secure the implementation of archaeological work through an appropriately worded condition placed on any planning consent. The setting of Listed Buildings in the Conservation Area, and undesignated historic stock, is best covered by advice from the City Council Conservation Team and Historic England.

*Response*

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

*Action*

No action.

**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31069** Historic England (Mrs Debbie Mack) [5828]

Object

Not Specified

None

**Summary:**

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

**Response**

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

**Action**

No action.

**Paragraph 2.2.26**

**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31200** Mill Road Society (Jannie Brightman) [2624]

Object

Not Specified

None

**Summary:**

(i) para 2.2.26 fails to mention the Mill Road Conservation Area Appraisal's identification (p55) of the former Library as a Building at Risk. This is a key issue directly relevant to the Depot site. Why is it not even mentioned, let alone addressed, anywhere in the draft SPD? The unsubstantiated claims by Council officers in a recent Local Plan Hearing that the former Library is no longer at risk, are contrary to all evidence: see Appendices 1 and 2.

(ii) para 2.2.26 does not mention the "Overlarge advertising hoarding on the side elevation of 'Emporium' No. 117 Mill Road, opposite the Free Library" (Mill Road Conservation Area Appraisal, "positive negative and neutral issues" p44). This hoarding disfigures the entrance to the whole site.

**Response**

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

The hoarding at 115 Mill Road is outside the area of this Planning and Development Brief and is not within the Council's land ownership.

**Action**

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31029</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

This declaration is ignoring the character of the specific industrial site, if not wipes it out in favour of the generic residential and commercial uses. It is understood that residential and commercial uses attract revenue, however, the industrial character, as mentioned in section 2.2.2 should be acknowledged in this paragraph, otherwise it will be lost.  
As to the guidance of this document, it should recommend an interpretation of this character - both in townscape and architectural articulation (such as scale, materiality, rhythm etc)

*Response*

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

*Action*

**No action.**

**Paragraph 2.2.27 Listed buildings**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31203</b> Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

The draft SPD seeks to retain the former Library, a Grade II listed building, without consideration to the issues and challenges relating to the now Bharat Bhavan.

Its condition and future has been a concern since the Library closed. There have been unauthorised internal alterations and progressive deterioration of key architectural details. The building was independently noted as being "at risk", in the Mill Road Conservation Area Appraisal(p.55), and continued to deteriorate since then.

There is no evidence of efforts to repair the former Library which now requires potentially expensive specialist manufacture and repair works. Given this, the City Council's claim in a Local Plan hearing that the building is no longer at risk was untenable to the point of absurdity.

Retention of the listed building will depend not only on resourcing the major repairs, but also on providing a viable long-term beneficial use. These in turn depend on achieving;

- (a) secondary means of escape; and
- (b) adequate external functional space for servicing etc.

The draft SPD does not recognise the challenges, let alone offer solutions. Notably, the draft access layout impinges even more on the limited space adjoining the listed building. The consequence is that the difficult situation will be made worse.

*Response*

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

*Action*

**No action.**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31094** Mr Mark Boysen [4161]

**Support Not Specified None**

*Summary:*

Library must be retained and should be converted so that it is available for all local residents / community groups to use on an equal footing.

**Response**

**Comments duly noted.**

**Action**

**No action.**

**Paragraph 2.2.31**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31070** Historic England (Mrs Debbie Mack) [5828]

**Object Not Specified None**

*Summary:*

Paragraph 2.2.31 Please clarify if the 'negative buildings' were identified by the Council (as stated in paragraph 2.2.31) or by the consultant team (as stated in the legend for figure 20 on page 26).

**Response**

**The "negative" buildings on the depot site itself were identified by the consultant preparing the brief. The negative building on Mill Road between Kingston Street and Gwydir Street was identified on a plan within the Mill Road Conservation Area Appraisal.**

**Action**

**No action.**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31030** Cambridge Association of Architects (Mr David Adams) [4949]

**Object Not Specified None**

*Summary:*

Separate the original gatehouse from the later extension - in order to allow consideration of the extension's demolition for the purpose of improving access into site.

**Response**

**The gatehouse, its condition and future use needs to be reviewed and a decision made at some stage about how to adapt the building for future use, as noted in section 4.5.**

**Action**

**No action.**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31015 Mrs Ros Greensmith [1543] Object Not Specified None**

**Summary:**

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

**Response**

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

**Action**

No action.

**Paragraph 2.2.33 Trees and landscape**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31205 Mill Road Society (Jannie Brightman) [2624] Object Not Specified None**

**Summary:**

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

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

**Response**

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

**Action**

No action.

**Paragraph 2.2.34**

*Representation(s)*

*Nature*

*Appearance*

*Soundness Tests*

**31095** Mr Mark Boysen [4161]

**Support**

**Not Specified**

**None**

*Summary:*

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

*Response*

**Comments duly noted.**

*Action*

**No action.**

**Paragraph 2.2.36**

*Representation(s)*

*Nature*

*Appearance*

*Soundness Tests*

**31031** Cambridge Association of Architects (Mr David Adams) [4949]

**Object**

**Not Specified**

**None**

*Summary:*

A noise outline strategy should be given in this document, based on a desktop survey to provide the material base evidence.

Although means of noise mitigation are available, in this location, so close to the railway and road - it is the council's obligation to provide an initial working assumption for the future development (and not pass it to future developers responsibility)

*Response*

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

*Action*

**No action.**

**Paragraph 2.2.37 Land contamination**

*Representation(s)*

*Nature*

*Appearance*

*Soundness Tests*

**31032** Cambridge Association of Architects (Mr David Adams) [4949]

**Object**

**Not Specified**

**None**

*Summary:*

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

*Response*

**Comments Noted.**

*Action*

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



<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31159</b> Environment Agency (Mr Tony Waddams) [1273]	Support	Not Specified	None

*Summary:*

2.2.37-38. In my opinion any redevelopment of this area should give special attention to ground contamination. Notwithstanding the above I attach a copy of the Agency's 'Planning Application Guidance' document for your assistance.

*Response*

Comments duly noted.

*Action*

No action.

**Paragraph 2.3.2 Constraints**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31016</b> Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

The long leases on the garages are a constraint in that there is no "reasonable prospect" of their development taking place in this plan period. I have made representations on the Submission Local Plan that on this basis this part of the site should not be allocated in this Local Plan. Given the timescales if it is to be introduced to Site R10 this should be done as part of Plan Review after 2031. The SPD must be guided by the Local Plan context not the other way around.

*Response*

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

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31096</b> Mr Mark Boysen [4161]	Support	Not Specified	None

*Summary:*

The Devonshire Road/Mill Road/Kingston Street 4 way junction needs to be made safe for pedestrians/cyclists transiting to the station across the flow of vehicle/cycle traffic going along Mill Road.

*Response*

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

*Action*

No action.

### Paragraph 2.3.3 Opportunities

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31033</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Please add to 'Integrate existing landscape and trees' the potential of integrating existing trees into enhanced new open public space in benefit of the whole area.

*Response*

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

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31017</b> Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

Third bullet point - the existing garages are not an opportunity and should not be integrated in the short term given the uncertainty as to whether they should be allocated in this Local Plan bearing in mind there is "no reasonable prospect" of them coming forward until after 2031.

*Response*

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

*Action*

No action.

### 3. Vision and Key Principles

#### Paragraph 3.1 Vision

**Representation(s)**

**Nature Appearance Soundness Tests**

**30989 Mr Peter Joseph [5819]**

**Object**

**Not Specified**

**None**

**Summary:**

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

**Response**

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

**Action**

**No action.**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31189 Mill Road Society (Jannie Brightman) [2624]**

**Object**

**Not Specified**

**None**

**Summary:**

Scope for an exemplary development.

The difficulties to be found in this wider local area can be turned into an opportunity. If the council retains ownership of the site there is the possibility for council and community to make an exemplar site for this area and Cambridge.

We support an exemplar site that reflects and enhances the local distinctiveness and character of the Mill Road conservation area, and combines this with what is needed for our future by addressing climate change. Some of these are reflected in the SPD. The council could appoint an architect to design energy efficient housing and reduces carbon usage.

Retention of the site by the Council also opens up the possibility of a development that is exemplary in being wholly or largely car-free. This would avoid many major access and traffic issues, and offer greater scope for meeting community aspirations for the site.

**Response**

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

**Action**

**No action.**

### Paragraph 3.2.1 Access and permeability

**Representation(s)**

**Nature Appearance Soundness Tests**

**31108** ms beverley carpenter [5183]

**Object Not Specified None**

*Summary:*

Vehicles on site not wanted. Now vehicle provision.

**Response**

**There will inevitably be some vehicles on site. The Planning and Development Brief seeks to manage the number to mitigate their impacts.**

**Action**

**No action.**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31164** Cllr Richard Robertson [5835]

**Support Not Specified None**

*Summary:*

Vehicle access to be entirely from Mill Rd apart from an emergency gate onto Hooper St

**Response**

**Comments duly noted.**

**Action**

**No action.**

### Paragraph 3.2.2 Housing-led mix of uses

**Representation(s)**

**Nature Appearance Soundness Tests**

**31109** ms beverley carpenter [5183]

**Object Not Specified None**

*Summary:*

Mixed uses? We need cooperative housing not private housing. Community use building demanded at consultation none proposed.

**Response**

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

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

**Action**

**No action.**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31099</b> Dr Edward Lloyd Jenkins [2090]	Object	Not Specified	None

*Summary:*

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

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

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

*Response*

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

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31034</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

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

*Response*

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

*Action*

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30987</b> Mr Peter Joseph [5819]	Object	Not Specified	None

*Summary:*

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

*Response*

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

*Action*

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31165</b> Cllr Richard Robertson [5835]	<b>Support</b>	<b>Not Specified</b>	<b>None</b>

*Summary:*

Housing as primary use for the site with a "significant proportion" affordable

*Response*

**Comments duly noted.**

*Action*

**No action.**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30991</b> Prof Sarah Brown [5820]	<b>Support</b>	<b>Not Specified</b>	<b>None</b>

*Summary:*

While I support this part of the document I hope that, given the extremely high cost of housing in this area, that still more than 40% of the new housing will be affordable.

*Response*

**Comments duly noted.**

*Action*

**No action.**

**Paragraph 3.2.3 Design**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31201</b> Mill Road Society (Jannie Brightman) [2624]	<b>Object</b>	<b>Not Specified</b>	<b>None</b>

*Summary:*

Design response to context: while para 3.2.3 proposes a "contextual approach to scale and massing" neither figs 42 and 45-53, nor the text in 4.6.6-8 acknowledge or tackle the disparity (clear in fig 53) between the scale of the traditional pitched roof forms in the area, and the bulk and height of what the SPD suggests for the Depot site.

*Response*

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

*Action*

**No action.**

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

*Summary:*

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

*Response*

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

*Action*

**No action.**

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

*Summary:*

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

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

*Response*

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

*Action*

**No action.**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31001</b> Mr Edward Leigh [5250]	Object	Not Specified	None

*Summary:*

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

*Response*

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

*Action*

**No action.**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31018 Mrs Ros Greensmith [1543]**

**Object Not Specified None**

*Summary:*

Paragraph 3.2.3 Design

The sentence 'the block of garages should be retained in the short-term...' should be deleted. The sentence should be amended to read "Should the Inspector at the Local Plan Inquiry determine that the garages should be part of the site any scheme should be capable of accommodating their phased future redevelopment should they become available after 2031"

**Response**

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

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

**Action**

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

**Representation(s)**

**Nature Appearance Soundness Tests**

**31166 Cllr Richard Robertson [5835]**

**Support Not Specified None**

*Summary:*

Retention and refurbishment of the row of coach houses on the west of the site

Building design to reflect that in the surrounding streets though allowing much higher buildings along the railway ie away from streets of existing, predominantly two storey, houses

**Response**

**Comments duly noted.**

**Action**

**No action.**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31071 Historic England (Mrs Debbie Mack) [5828]**

**Support Not Specified None**

*Summary:*

Paragraph 3.2.3 Historic England welcomes the proposed retention of the Listed former Free Library building, the language school and the gatehouse building to the south of the site. The NPPF makes it clear that the Government attaches 'great weight' to the conservation of designated heritage assets (paragraph 132). Any proposals for the site should consider the setting of the listed building and seek and preserve and enhance this. The NPPF confirms that the significance of heritage assets derives not only from a heritage asset's physical presence, but also from its setting (paragraph 132).

**Response**

**Comments duly noted.**

**Action**

**No action.**



### Paragraph 3.2.4 Open space / environment

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31036</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Please highlight the free access to the new open space.  
 Add the words 'public' and 'green' to express 'public green open space' and ensure legally it is not possible to become a gated private space in the future.  
 At the moment the space is only coloured in green on the plan, which ensures very little, if not defined as a priority.

*Response*

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

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31167</b> Cllr Richard Robertson [5835]	Support	Not Specified	None

*Summary:*

Provision of some open space and landscaping especially as this area of Cambridge has the least amount of these attributes.

*Response*

Comments duly noted.

*Action*

No action.

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## 4. Development Parameters

### Paragraph 4.1.2

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

*Summary:*

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

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*Response*

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

*Action*

No action.

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### Paragraph 4.1.3

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

*Summary:*

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

---

*Response*

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

*Action*

No action.

## Paragraph 4.2.1

### Representation(s)

### Nature Appearance Soundness Tests

31171 Cllr Richard Robertson [5835]

Support

Not Specified

None

#### Summary:

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

### Response

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

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

### Action

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

**Amend figure 27 and 28 as follows to:**

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

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

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

**Amend figure 43 as follows to:**

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



Figure 27: Site Framework Plan

## Paragraph Figure 27: Site Framework Plan

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31169</b> Cllr Richard Robertson [5835]	Support	Not Specified	None

*Summary:*

I support the overall layout as shown in the Site Framework Plan (Fig 27) which I believe reflects well the views expressed in the consultation.

*Response*

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

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

*Action*

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

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

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

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Amend figure 43 as follows to:

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

---

## Paragraph 4.2.2

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31037</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

This section should also provide hierarchy of streets, not only traffic. While vehicular traffic may be even on both north/south routes, it is highly important to spell out the difference between the west route along the coach houses (a mews scale street) and the route to the east, along the green space (which will carry the character of a more prominent 'boulevard')

*Response*

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

*Action*

No action.

**Paragraph 4.3.1**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31196</b> Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

There should be no approval of the draft SPD unless and until;

(i) a comprehensive, credible and realistic analysis of the access, movement, and traffic management issues has been provided, and

(ii) the City and County Councils have together provided demonstrably credible proposals for resolving these issues.

These are not matters to be left to a developer. Both individually, and in collaboration they are the responsibility of the respective Councils, and require justification to the community, who rely on their local authorities for their safety on the roads.

*Response*

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

*Action*

No action.

**Paragraph Figure 28: Transport and Access**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31038</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

This diagram should provide hierarchy of streets, not only traffic.

While vehicular traffic may be even on both north/south routes, it is highly important to spell out the difference between the west route along the coach houses (a mews scale street) and the route to the east, along the 'Eagle Foundry Walk' green space (which will carry the character of a more prominent 'boulevard')

Lines should be separated by thickness or colour to highlight the differences.

*Response*

**Figure 28 indicates a hierarchy of streets. The specifics of these routes will be planned in detail in future stages of the planning process.**

*Action*

No action.

Figure 28: Transport and Access

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31172</b> Cllr Richard Robertson [5835]	<b>Support</b>	<b>Not Specified</b>	<b>None</b>

*Summary:*

The road and pathway layout in the Site Framework Plan is replicated in the Transport and Access plan (Fig 28). Both plans show the Chisholm Trail going round the edge of the site - as it should.

*Response*

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

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

*Action*

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

**Amend figure 27 and 28 as follows to:**

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

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

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

**Amend figure 43 as follows to:**

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



### Paragraph 4.3.2 Pedestrian and cycle connectivity

**Representation(s)**

*Nature*

*Appearance*

*Soundness Tests*

**31082** Cambridge Association of Architects (Mr David Adams) [4949]

**Object**

**Not Specified**

**None**

*Summary:*

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

*Response*

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

*Action*

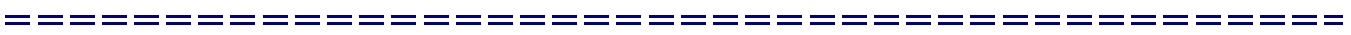
**Amend Figure 28 Transport and Access to show possible changes to the Chisholm Trail route and revisions to local links and Figure 27 - Site Framework Plan. This includes a proposed new bridge over the railway line to potentially form the alignment of the main Chisholm Trail.**

**Amend figure 27 and 28 as follows to:**

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

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

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



**Representation(s)**

*Nature Appearance Soundness Tests*

<b>30997</b>	Mr Alan Kent [1550]	Object	Not Specified	None
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*Agent: Mr Alan Kent [1550]*

*Summary:*

The three cycle access points from Hooper Street to the Depot development are dangerous for the reasons shown. The three could easily be replaced by one cycle access point directly opposite Ainsworth Street. This access point could also serve as the Emergency Vehicle Access point that could continue to be used long after the Hooper Street garages have gone.

**Response**

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

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

**Action**

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

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

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

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Amend figure 43 as follows to:

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

**Representation(s)**

*Nature Appearance Soundness Tests*

<b>31178</b>	Natural England (Janet Nuttall) [1009]	Support	Not Specified	None
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*Summary:*

Provision for pedestrian and cycle connectivity is fully supported.

**Response**

Comments duly noted.

**Action**

No action.



**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31173** Cllr Richard Robertson [5835]

**Support**

**Not Specified**

**None**

*Summary:*

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

**Response**

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

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

**Action**

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

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

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

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Amend figure 43 as follows to:

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



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**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**30994** Mr Roger Astley [5823]

**Support**

**Not Specified**

**None**

**Summary:**

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

---

**Response**

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

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

**Action**

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

**Amend figure 27 and 28 as follows to:**

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

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

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

**Amend figure 43 as follows to:**

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

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### Paragraph 4.3.3

*Representation(s)*

*Nature*

*Appearance*

*Soundness Tests*

31175 Cllr Richard Robertson [5835]

Object

Not Specified

None

*Summary:*

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

*Response*

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

*Action*

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

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

### Paragraph 4.3.4

*Representation(s)*

*Nature*

*Appearance*

*Soundness Tests*

30993 Mr Daniel Nowak [5025]

Object

Not Specified

None

*Summary:*

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

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

*Response*

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

*Action*

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

**31193 Mill Road Society (Jannie Brightman) [2624]**

**Object**

**Not Specified**

**None**

**Summary:**

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

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

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

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

**Response**

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

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

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

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

**Action**

**No action.**



**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31157** Cambridgeshire County Council (Mr Ian Dyer) [1128]

Object

Not Specified

None

**Summary:**

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

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

**Response**

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

**Action**

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

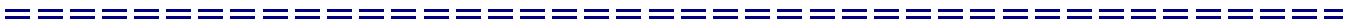
Para 4.3.4 - Remove the last sentence.

Amend figure 28 as follows to:

Include the proposed future foot/cycle bridge connection

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

Close proposed through route to Chisholm Trail alongside Mill Road Bridge



### Paragraph 4.3.5

**Representation(s)**

*Nature    Appearance    Soundness Tests*

**30999** Mr Edward Leigh [5250]

**Object**

**Not Specified**

**None**

*Summary:*

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

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*Response*

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

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

*Action*

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

Amend figure 27 and 28 as follows to:

Include the proposed future foot/cycle bridge connection

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

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

Amend figure 43 as follows to:

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



### Paragraph 4.3.7 Vehicular access, routes and hierarchy

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31195</b> Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

What has also not been considered at all is the increased strain on the already overworked and frequently dangerous road conditions that exist on Mill Road.

The draft SPD and Policy 23 of the draft Local Plan both seek to achieve public realm improvements on Mill Road. However this depends on resolving the issues relating to the access and Mill Road without harming the character of the area.

Mill Road is known to the police and planning inspectors in appeals decisions, as well as to local users, as a road of very busy traffic with limited crossings.

There is nothing in the draft SPD to suggest how these public realm improvements can be achieved. Instead, there is an assumption it is possible to inject more movements of people by car, bike and walking onto Mill Road with no consequent adverse affects.

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

*Response*

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

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31080</b> Mrs Charlotte de Blois [5243]	Object	Not Specified	None

*Summary:*

Mill Road should not be used as a rat run by non-local traffic, as it is a residential road, a residential road which is becoming more densely populated as our city houses an increased population whilst avoiding further destruction of its green-belt. It would be advantageous to include within the Depot brief the facility for traffic to turn.

*Response*

**The county council as the highway authority has been consulted and involved in developing the Planning and Development Brief and is satisfied at this stage that subject to works to the junction with Mill Road the proposed allocation is sound. It is appropriate practice to develop junction design in a phased way, such that early concept work together with a detailed assessment of existing and proposed trip rates is undertaken and assessed first before further detailed engineering design is undertaken. The Planning and Development Brief is therefore supported by a detailed assessment and concept design done for council by Mott MacDonald, a firm of local engineers, and which evidences the junction can function appropriately subject to works being undertaken. These are matters that are frequently left to a second, detailed stage in planning processes when a specific development proposal is brought forward.**

*Action*

No action.

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### Paragraph 4.3.8

***Representation(s)***

***Nature    Appearance    Soundness Tests***

**31111**    ms beverley carpenter [5183]

**Object    Not Specified    None**

***Summary:***

Traffic surveys - no cycles in manual surveys.

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***Response***

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

***Action***

**No action.**





**Representation(s)**

**Nature Appearance Soundness Tests**

**31192 Mill Road Society (Jannie Brightman) [2624]**

**Object**

**Not Specified**

**None**

**Summary:**

The Mott McDonald traffic report is notable for:

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

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

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

**Response**

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

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

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

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

\* Existing access to language school and Network Rail Compound: It is intended in the concept junction layout that the access currently serving the Network Rail Compound and Language School will be retained and will remain accessible. The final form of the access and parking arrangements will be developed during the detailed design stages of the development;

\* Access / Links to Chisholm Trail: The SPD and concept layout recognises the emerging proposals of the nearby Chisholm Trail, and proposes secondary links connecting the Chisholm Trail to the proposed development and wider area. However, in light of concerns around visibility (at the junction with Mill Road) and access for motorised vehicles (from the development, Language School and Network Rail compound), the concept layout assumes that a cycle route will be routed through the proposed development. Careful consideration of a safe accessible route for cyclists and pedestrians will be required during the detailed design of the junction.

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

**Action**

No action.



**Paragraph 4.3.9**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31107 Ms Gaile Walker [3621]**

**Object**

**Not Specified**

**None**

*Summary:*

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

The proposed emergency access routes on the latest development plan into Hooper Street will eventually turn into a general access route increasing traffic. The nearest access for emergency vehicles: Police, Fire and Ambulance are obviously via Mill Road, it makes no sense to expect them to negotiate the narrow, traffic-clogged back streets.

**Response**

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

**Action**

No action.

**Paragraph 4.3.10**

**Representation(s)**

**Nature Appearance Soundness Tests**

**31191 Mill Road Society (Jannie Brightman) [2624]**

**Object**

**Not Specified**

**None**

*Summary:*

The draft SPD para 4.3.10 leaves resolution of access capacity and design issues to "any future site developer". This is inexcusable because the access, and the junction with Mill Road have to serve the whole of the site and all of its users.

The capacity and form of the access and junction, and hence the capacity of the site, are dependent on identifying and meeting all these needs. We remain completely unconvinced that this is possible for this site.

The Mott McDonald report claims that there will be a substantial reduction in vehicle movements by comparison with the current position. However this is an assessment drawn from a false assumption that; 'an increase in cycle and public transport would lead to a subsequent decrease in trips by car'.

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

**Response**

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

**Action**

No action.

### Paragraph 4.3.13 Car Parking

**Representation(s)**

**Nature Appearance Soundness Tests**

**31190 Mill Road Society (Jannie Brightman) [2624]**

**Object Not Specified**

**None**

**Summary:**

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

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

**Response**

Comments noted. However the role of the Planning and Development Brief is to define the broader parameters to enable the delivery of the R10 allocation in the draft Local Plan not to determine the exact size of housing units or whether the development is car free or developed with a low car parking ratio or otherwise. Instead, the Planning and Development Brief sets the key principles and parameters for development such as movement, open space, built form, etc. The specifics such as the mix of unit sizes will be considered as part of the detailed masterplanning and design of the site. At this stage, it is not for the Planning and Development Brief to state categorically one way or the other at this stage in the absence of a more detailed understanding of market conditions, specific occupany needs, etc. As such, the Planning and Development Brief sets an aspiration to supporting "low car parking provision".

**Action**

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

**31162 Dr Roger Sewell [5506]**

**Object Not Specified**

**None**

**Summary:**

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

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

<b>Representation(s)</b>	<b>Nature</b>	<b>Appearance</b>	<b>Soundness Tests</b>
<b>31105 Ms Gaile Walker [3621]</b>	<b>Object</b>	<b>Not Specified</b>	<b>None</b>

**Summary:**

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

Inadequate provision for parking - one parking space for either a two or three bedroomed property is not enough. If they are unable to park on the development then will park in nearby streets. Residents in this part of Sturton Street need a 24/7 resident's parking scheme to ensure have parking spaces.

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

<b>Representation(s)</b>	<b>Nature</b>	<b>Appearance</b>	<b>Soundness Tests</b>
<b>31039 Cambridge Association of Architects (Mr David Adams) [4949]</b>	<b>Object</b>	<b>Not Specified</b>	<b>None</b>

**Summary:**

This is the place to highlight the council's promotion of a modal shift. Currently the scheme allows car park, but due to location, single entrance, narrow street pattern and mix of pedestrian and cycle movement, the car park allows prioritisation of cars.

A maximum standard should be set for this site as early as possible (rather than rely on policies) to avoid creeping vehicular movement to appease developers and house prices, on the account of alternative means of transport.

**Response**

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

**Action**

No action.

### Paragraph 4.3.15

**Representation(s)**

**Nature Appearance Soundness Tests**

<b>31014</b>	Mrs Ros Greensmith [1543]	<b>Object</b>	<b>Not Specified</b>	<b>None</b>
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*Summary:*

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

**Response**

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

**Action**

**No action.**

### Paragraph 4.4.1

**Representation(s)**

**Nature Appearance Soundness Tests**

<b>31179</b>	Natural England (Janet Nuttall) [1009]	<b>Object</b>	<b>Not Specified</b>	<b>None</b>
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*Summary:*

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

**Response**

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

**Action**

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

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

*Summary:*

Change 'open space' to 'publicly accessible open space' as per definition in CCC 'Open Space and Recreation Strategy' to ensure the open space can not be gated for private use.  
 The area has the street and market in car park as an open public space, but it is not green. There are other green spaces which are not public (such as the university cricket club)  
 The consultation raised the need for more green, planted, publicly accessible spaces.  
 Note that Accordia set a standard, but people do not use the gardens there as parks. There is a need for clarity here, otherwise the quality and accessibility of these spaces will be undermined by the developers.

*Response*

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

*Action*

**No action.**

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

*Summary:*

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

*Response*

**Comments duly noted.**

*Action*

**No action.**

### Paragraph 4.4.2

**Representation(s)**

*Nature    Appearance    Soundness Tests*

**30998** Mr Edward Leigh [5250]

**Object    Not Specified    None**

*Summary:*

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

*Response*

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

*Action*

**No action.**

**Representation(s)**

*Nature    Appearance    Soundness Tests*

**31206** Mill Road Society (Jannie Brightman) [2624]

**Object    Not Specified    None**

*Summary:*

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

*Response*

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

*Action*

**No action.**

### Paragraph 4.4.3

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

*Summary:*

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

<b>31112</b> ms beverley carpenter [5183]	Object	Not Specified	None
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*Summary:*

Not agree. Open Space should be over 33%.

### *Response*

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

### *Action*

No action.

### Paragraph 4.4.4 Street trees

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

*Summary:*

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

### *Response*

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

### *Action*

No action.



### Paragraph 4.4.7 Open space character areas, The Limes

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31103</b> Ms Caroline Wilson [2440]	Object	Not Specified	None

*Summary:*

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

*Response*

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

*Action*

No action.

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

*Summary:*

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

*Response*

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

*Action*

No action.

### Paragraph 4.4.7 Open space character areas, Eagle Foundry Walk

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

*Summary:*

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

*Response*

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

*Action*

No action.

**Paragraph 4.4.7 Open space character areas, Chisholm Trail**

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

*Summary:*

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

*Response*

**Comments duly noted.**

*Action*

**No action.**

**Paragraph 4.4.7 Open space character areas, Gatehouse courtyard**

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

*Summary:*

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

*Response*

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

*Action*

**No action.**

### Paragraph 4.4.9 Outdoor sports pitches

**Representation(s)**

**Nature Appearance Soundness Tests**

**31116 Sport England (Mr Philip Raiswell) [210]**

**Support**

**Not Specified**

**None**

**Summary:**

The site is a relatively constrained urban site with limited opportunity for on-site provision for sport. We therefore agree with Cambridge City Council (Para.4.4.9) that the best approach for providing for sport will be through financial contributions to improve the quantitative or qualitative off-site provision of facilities within the catchment area of the proposed development. Cambridge City Council have completed a Playing Pitch Strategy and Sports Facilities Strategy which will help identify investment priorities in the vicinity of the site relating to outdoor and indoor sport.

Sport England would be happy to advise further on the details of off-site provision.

**Response**

**Comments duly noted.**

**Action**

**No action.**

---

### Paragraph 4.5.1 Housing

**Representation(s)**

**Nature Appearance Soundness Tests**

**31020 Mrs Ros Greensmith [1543]**

**Object**

**Not Specified**

**None**

**Summary:**

Paragraph 4.5.1 Site Capacity

The preliminary design work undertaken as part of the SPD suggests that the site has capacity to achieve the 167 dwellings identified in the Local Plan. The later provision of 6 or so houses on the garages site is clearly not needed in order to achieve the Local Plan housing target for site R10.

**Response**

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

**Action**

**No action.**

4. Development Parameters

4.5.1 Housing

**Representation(s)**

**Nature Appearance Soundness Tests**

**30986** Mr Peter Joseph [5819]

Object Not Specified None

*Summary:*

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

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

**31048** Cambridge Association of Architects (Mr David Adams) [4949]

Object Not Specified None

*Summary:*

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

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

**31527** Ms Caroline Wilson [2440]

Object Not Specified None

*Summary:*

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

**Response**

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

**Action**

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

Figure 38: Indicative uses

### Paragraph Figure 38: Indicative uses

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31024</b> peter newman [5826]	Object	Not Specified	None

*Summary:*

The balance of proposed land uses should include far greater provision for employment-related uses. Rather than suburbanising jobs, there is an opportunity here for workshops and spaces for local craftsmen etc to store materials close to their inner urban clients. Residential development should be at a minimum if it is needed to offset costs of servicing the site.

*Response*

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

*Action*

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

### Paragraph 4.5.2

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31049</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Tenure should be informed, or at least mention recommendation raised in the Draft Local Plan by SHMA, or future evidence based surveys.

*Response*

Tenure mix will be informed by discussion with Housing officers at pre-application stage. This is standard practice to ensure that the mix addresses up to date knowledge on need.

*Action*

No action.

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31050</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

At least two of the examples are of low quality build (marked on the attached image), and it is recommended not to include these in the illustration, in order not to create a negative precedent.

*Response*

Whilst the images attempt to illustrate the type, scale and massing of dwellings, in Cambridge and not the specific architecture, revised images that more clearly show a variety of appropriate development forms will be included.

*Action*

Update images throughout the Planning and Development Brief.

Figure 39: Photographs showing examples of housing typologies in Cambridge

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31150</b> Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

*Summary:*

Virtually none of the images shown provide any context with the Mill Road conservation area. In this regard, whilst including some may be positive the sheer number that do not achieve any relationship with the local context is inappropriate.

*Response*

**Whilst the images attempt to illustrate the type, scale and massing of dwellings, in Cambridge and not the specific architecture, revised images that more clearly show a variety of appropriate development forms will be included.**

*Action*

**Update images throughout the Planning and Development Brief.**

**Paragraph 4.5.4 Affordable Housing**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31187</b> Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

The need for affordable rented housing.

The area suffers from an almost complete lack of local genuinely affordable housing, with limited scope for improving the situation. Nationally, affordable housing is set at 80% of market value. For this area, 80% of market value would be unaffordable for the majority of people in this area.

By far the best opportunity to achieve genuine affordable housing in this area is the Depot site, and this is entirely due to its ownership by the Council. According to the Council Leader, the Council have committed to supplying 50% social housing at 40-60% market rents. This is not mentioned in the SPD and will directly impact on the type of housing provided. Interest was also expressed in the provision of rented Co-operative housing.

*Response*

**Comments noted. Cambridge City Council is committed to delivering at least 40% affordable housing in accordance with planning policy, and has achieved this on other sites it has developed. Additional affordable housing in excess of the 40% minimum is subject to the viability and funding mechanisms available. Additional delivery will be considered however, there will also be the need to ensure a scheme delivers mixed and balanced communities. Any decisions on the precise type and tenure of housing will be made as part of the planning application stage.**

*Action*

**No action.**

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

*Summary:*

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

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

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

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

*Response*

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

*Action*

No action.

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

*Summary:*

Not agree. We need co-operative housing.

*Response*

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

*Action*

No action.

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

*Summary:*

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

*Response*

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

*Action*

No action.

## Paragraph 4.5.5 Community and other non-residential uses

### *Representation(s)*

### *Nature Appearance Soundness Tests*

<b>31170</b>	Cllr Richard Robertson [5835]	<b>Object</b>	<b>Not Specified</b>	<b>None</b>
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*Summary:*

In discussion with the local residents association in the area (PACT), when talking to people in the local community, and at the consultation meetings the view is repeatedly expressed that:

there needs to be a dedicated community facility to serve the depot and the surrounding streets to the north and west of the depot site, and

such a facility should be located at the north end of the site to serve both the new and existing housing.

The community to the north of Mill Rd (through to East Rd and New Street) have very few local facilities.

### *Response*

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

### *Action*

**No action.**

### *Representation(s)*

### *Nature Appearance Soundness Tests*

<b>31115</b>	Sport England (Mr Philip Raiswell) [210]	<b>Object</b>	<b>Not Specified</b>	<b>None</b>
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*Summary:*

Sport England aims to ensure positive planning for sport, enabling the right facilities to be provided in the right places, based on assessments of need for and all sectors of the community. To achieve this our planning objectives are to PROTECT sports facilities; ENHANCE existing facilities; and PROVIDE new facilities.

Sport England, has produced 'Active Design'(2015), a guide to planning new developments to help people get more active. The guidance sets out ten principles for ensuring new developments incorporate opportunities for people to take part in physical activity. The principles promote healthy communities through good urban design.

### *Response*

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

### *Action*

**No action.**



<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31021</b> Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

Paragraph 4.5.5 and 4.5.6 Community and other non-residential uses  
 Any planning application will need to be informed by the range of uses already put forward for the site in the Local Plan. It is not the role of the SPD to start introducing other uses at this stage and without consultation with the community. See my other representation 31003 as to why the Women's Resources Centre has been included as part of Site R10. Why is it that space can be found to re-accommodate this use when their lease has expired yet the garages can't be re-accommodated within the site?

*Response*

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

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31148</b> Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

*Summary:*

4.5.5 to 4.5.6 Positive to see early recognition of pressure on Early Years provision and identification of solution. Would want to see this point made more forcefully if possible.

*Response*

Comments duly noted.

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31083</b> Studio Provision (Ms Bettina Furnee) [5833]	Support	Not Specified	None

*Agent: Studio Provision (Ms Bettina Furnee) [5833]*

*Summary:*

Please find attached a PDF document which is a response to the Mill Road Depot Draft Planning and Development Brief by a consortium of locally based artists and curators, proposing the inclusion of artist studios and a dedicated contemporary art gallery or project space as part of the Mill Road Depot development plans. The document has been authored by Bettina Furnée (artist) and Helen Startford (artist/architect) on behalf of the consortium, and has over thirty signatories.

*Response*

Comments duly noted.

*Action*

No action.

### Paragraph 4.5.6

**Representation(s)**

*Nature    Appearance    Soundness Tests*

**31114** ms beverley carpenter [5183]

**Object**

**Not Specified**

**None**

*Summary:*

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

*Response*

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

*Action*

No action.

**Representation(s)**

*Nature    Appearance    Soundness Tests*

**31101** Ms Caroline Wilson [2440]

**Object**

**Not Specified**

**None**

*Summary:*

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

*Response*

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

*Action*

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

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

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31207</b> Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

The Councils also need to assess the space needs of the existing community-related uses, most particularly the Women's Resources Centre and the present and future occupants of the former Library.

There is also a need for an assessment of the major gaps in current community provision in the area, and the outcome of this assessment to be reflected in the community provision on the site.

Appendix 1:

The following community aspirations were stated at a public meeting:

\*Green space

\*Creative community Space - multi functional and flexible.

\*A Space for community and teaching kitchens

\*Space to enable a maintenance hub for cyclists, along with a teaching and learning facility

\*Affordable workshop, gallery and storage Space for local artists

\*Safe space for the homeless. A space to offer the homeless room to breathe and to be able to start to build lives for themselves.

\*A strong message from the community is to emphasise the call to develop and take part in community teaching and learning.

*Response*

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

*Action*

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31084</b> Dr Alexander Reid [5834]	Object	Not Specified	None

*Summary:*

I suggest it would be in the creative spirit of the Mill Road area to preserve some or all of the coach houses as rented creative workspace, including affordable artists' studios operated by a charity such as Digswell Arts. The southern coach house (at the Mill Rd end) could become a café/gallery, creating an inviting entrance to the site.

*Response*

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

*Action*

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

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

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31052</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

*Summary:*

Additional uses and allocations proposed.

*Response*

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

*Action*

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31022</b> Mrs Ros Greensmith [1543]	Object	Not Specified	None

*Summary:*

Paragraph 4.5.5 and 4.5.6 Community and other non-residential uses  
Any planning application will need to be informed by the range of uses already put forward for the site in the Local Plan. It is not the role of the SPD to start introducing other uses at this stage and without consultation with the community. See my other representation 31003 as to why the Women's Resources Centre has been included as part of Site R10. Why is it that space can be found to re-accommodate this use when their lease has expired yet the garages can't be re-accommodated within the site?

*Response*

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

*Action*

No action.

**Paragraph 4.6.3**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31149</b> Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

*Summary:*

Having small gardens at front of housing seems to run contrary to previous points about fitting in with general context of Mill Road conservation area, where vast majority of homes (as previously referenced) front directly onto the street. This is something previously described as a positive feature of the area

*Response*

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

*Action*

No action.

### Paragraph 4.6.5

**Representation(s)**

*Nature Appearance Soundness Tests*

**31085** Dr Alexander Reid [5834]

**Object Not Specified None**

*Summary:*

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

*Response*

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

*Action*

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

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

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

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**Representation(s)**

*Nature Appearance Soundness Tests*

**31061** Cambridge Association of Architects (Mr David Adams) [4949]

**Object Not Specified None**

*Summary:*

Further attention should be given to the location of the coach houses and their height.  
1. Most of the coach houses on site are one storey high, and specific recommendations should be made in regards to their extension by adding another floor.  
2. According to the illustrative plan, some of the (lower) coach houses are positioned in front of 'Mill Park' - which will obviously raise their value as homes. Therefore further thought should be given to their proposed use (A cafe opening to the park? Art gallery or other use with public benefit?)

*Response*

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

*Action*

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

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

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

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<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31072</b> Historic England (Mrs Debbie Mack) [5828]	Support	Not Specified	None

*Summary:*

Paragraph 4.6.5 We welcome proposals for the refurbishment of existing coach houses in line with our principles of constructive conservation. Opportunities should be sought to re-use existing buildings wherever possible. Historic places are part of our evolving cultural heritage and they reflect the nature and history of the communities that created them. They add distinctiveness, meaning and quality to the places in which we live, providing a sense of continuity and a source of identity. Accommodating change in an appropriate manner will help to secure the future of such assets.

*Response*

Comments duly noted.

*Action*

No action.

**Paragraph 4.6.7**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31185</b> Mill Road Society (Jannie Brightman) [2624]	Object	Not Specified	None

*Summary:*

Gentrification is an increasing trend that will have fundamental effects on the whole of this community. It will - as can already be seen in the draft SPD - bring about calls for larger and taller housing units to be built in and around Mill Road, completely changing the character of what is currently a low rise area, with small dwellings previously bought by young families - those lucky enough to be able to afford them.

*Response*

Comments noted. The form of housing proposed is considered appropriate to its location and grades building heights appropriately with lower buildings towards existing 2-storey terraced areas of Petersfield to higher four storey buildings on the rail line to provide a variety of house types and scale and mass. The focus of the Planning and Development Brief is about setting appropriate conditions for a variety of house types. The selection of the number of bedrooms in housing units, their tenure, etc. will be determined at the detailed masterplanning and design stage as part of the preparation of the planning application for the site.

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31163</b> Dr Roger Sewell [5506]	Object	Not Specified	None

*Summary:*

Four storeys is too high for this area of town. We absolutely do not want more parts of town to become like the horrible development at CB1.

*Response*

Comments noted. The equivalent of four residential storeys already exists along Mill Road, for example at Petersfield Mansions. In addition, architectural design and detailing, including the potential for recessed upper stories, means that buildings can equal three stories plus one storey which itself via design and detail can "read" like a half storey. In addition, there are already four storey buildings and above along other parts of the railway line not far away and buildings of this height can provide for flatted accommodation to enable a variety of house types on site.

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31086</b> Dr Alexander Reid [5834]	Object	Not Specified	None

**Summary:**

I suggest it is not necessary to limit the southern apartment block (adjacent to the railway) to a maximum of five storeys. It would be consistent with the industrial heritage of the area (eg Foster's Mill and Dale's Brewery) to have a more prominent loft-style vertical building, of say seven or eight storeys. This would act as a landmark, rising well above the railway bridge. The provision of additional apartments in the upper floors could relieve the pressure to convert the coach houses to housing, allowing them to be used as creative workspace.

**Response**

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

**Action**

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31073</b> Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

**Summary:**

Paragraph 4.6.7 In the final sentence, should this read 'Taller buildings' or 'A taller building'? With respect to tall buildings, we refer you to our HE Advice Note 4 - tall buildings: <https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/> . Whilst four storeys may not be regarded as particularly tall, it is taller than the mainly two-storey neighbourhood. Any development would need to give due consideration to the draft Local Plan (Proposed Modifications) which sets out criterion against which tall buildings are assessed. However, we await more detailed proposals to assess and draw firm conclusions in this respect.

**Response**

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

**Action**

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

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31062</b> Cambridge Association of Architects (Mr David Adams) [4949]	Object	Not Specified	None

**Summary:**

According to the illustrative plan, some of the 3-4 storeys buildings will be facing 'Mill Park', which will obviously raise their value. Consideration should be given to the impact this may have on the buildings height, whether these buildings should be allowed to go higher, while allowing to release other buildings to different uses, or this may help reduce other buildings' height.

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

**30990 Rachel Engler [5760]**

**Object Not Specified None**

**Summary:**

I think the document need to be very specific about exactly how tall a taller building may be, and how many tall buildings will be allowed (no e.g.). Without specificity, a developer can interpret this however they want, and we end up with a Marque on our corner. I think 4 stories should be the absolute maximum. The older taller buildings have variable roof pitches. Modern buildings are square boxes that look taller than they are. So 5 stories look more like 7.

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

**30988 Mr Peter Joseph [5819]**

**Object Not Specified None**

**Summary:**

We live on Great Eastern Street and look directly into the whole site across the railines. A four-storey building would in our opinion be intrusive for us, as well as residents on the Depot site itself, and those in adjoining streets. The current Women's Refuge Building is only two storeys and, by line of site, etc, that seems well tall enough? Can the planning be restricted to just three storeys, but preferably two storeys?

**Response**

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

**Action**

No action.



### Paragraph 4.6.9 Heritage

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

*Summary:*

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

*Response*

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

*Action*

**No action.**

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

*Summary:*

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

*Response*

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

*Action*

**No action.**

### Paragraph 4.7.1 Layout

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31002</b> Mr Edward Leigh [5250]	Object	Not Specified	None

*Summary:*

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

*Response*

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

*Action*

**No action.**

Figure 43: Illustrative plan

### Paragraph Figure 43: Illustrative plan

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

*Summary:*

See comments on the attached file

*Response*

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

*Action*

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

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

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

### Paragraph 4.7.2

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

*Summary:*

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

*Response*

Agreed.

*Action*

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

### Paragraph 4.7.4 Long-term phasing

**Representation(s)**

**Nature Appearance Soundness Tests**

**31168** Cllr Richard Robertson [5835]

**Object Not Specified None**

**Summary:**

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

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature Appearance Soundness Tests**

**31106** Ms Gaile Walker [3621]

**Object Not Specified None**

**Summary:**

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

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

**Response**

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

**Action**

No action.

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

*Summary:*

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

*Response*

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

*Action*

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

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

*Summary:*

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

*Response*

**Comments duly noted.**

*Action*

**No action.**

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31023</b> Mrs Ros Greensmith [1543]	Support	Not Specified	None

*Summary:*

Wholeheartedly support this paragraph.

*Response*

**Comments duly noted.**

*Action*

**No action.**

### Paragraph 4.7.5 Indicative street typologies

**Representation(s)**

**Nature Appearance Soundness Tests**

**31076 Historic England (Mrs Debbie Mack) [5828] Object Not Specified None**

*Summary:*

Paragraph 4.7.3 and paragraph 4.7.5 We welcome the statement that buildings should be orientated to overlook streets and public spaces with layouts following best practice guidance such as Secure by Design. Has consideration been given to the possibility of routing the Chisholm cycle trail through the main spine of the development as part of the Eagle Foundry Walk in order to ensure that it is adequately overlooked and secure? However, we recognise that this is more a matter for the County Council in their transport planning role.

**Response**

The county council highways development control officer has noted the likely need for the Chisholm Trail to be taken north, rather than east, from Mill Road so there may be potential to achieve this route through the site, subject to other considerations and design.

**Action**

Amend figure 28 as follows to:

Include the proposed future foot/cycle bridge connection

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

Close proposed through route to Chisholm Trail alongside Mill Road Bridge

**Representation(s)**

**Nature Appearance Soundness Tests**

**31058 Cambridge Association of Architects (Mr David Adams) [4949] Object Not Specified None**

*Summary:*

Orientation (front/back) should be clearly highlighted on the illustrative plan - in order to avoid creating enclosed courtyards giving their back to the street - as might happen around 'Mill Park' (and not be mistaken with the 'colleges inspired' inward looking residential courts)

**Response**

The illustrative layout as shown in Figure 43 clearly shows the demarcation of rear gardens for houses and green space surrounding flatted buildings. It is not considered necessary, at this stage, to be overly prescriptive in order to enable some flexibility of house type and orientation.

**Action**

No action.

### Paragraph 4.7.6

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

*Summary:*

Further clarity on the variety of streets should be provided here. This section could identify the character of the entrance street from Mill Road, and assign uses and activities it could host.  
 For example the street could be laid out and paved to encourage a temporary use as a changing market, which may extend into the public open spaces and internal pedestrian/shared surface street.

*Response*

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

*Action*

No action.

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### Paragraph 4.7.7

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

*Summary:*

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

*Response*

Comments noted.

*Action*

No action.

### Paragraph 4.7.8 Character

**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31078** Historic England (Mrs Debbie Mack) [5828]

**Object**

**Not Specified**

**None**

**Summary:**

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

**Response**

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

**Action**

No action.

**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31057** Cambridge Association of Architects (Mr David Adams) [4949]

**Object**

**Not Specified**

**None**

**Summary:**

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

**Response**

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

**Action**

No action.

### Paragraph 4.8.1 Site-wide sustainability

**Representation(s)**

**Nature Appearance Soundness Tests**

**31160 Environment Agency (Mr Tony Waddams) [1273] Support Not Specified None**

*Summary:*

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

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

**Response**

Comments duly noted.

**Action**

No action.

### Paragraph 4.8.2

**Representation(s)**

**Nature Appearance Soundness Tests**

**31054 Cambridge Association of Architects (Mr David Adams) [4949] Object Not Specified None**

*Summary:*

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

**Response**

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

**Action**

No action.

### Paragraph 4.8.3

**Representation(s)**

**Nature Appearance Soundness Tests**

**31056 Cambridge Association of Architects (Mr David Adams) [4949] Object Not Specified None**

*Summary:*

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

**Response**

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

**Action**

No action.



**Paragraph 4.8.5**

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

*Summary:*

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

*Response*

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

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>31000</b> Mr Edward Leigh [5250]	Object	Not Specified	None

*Summary:*

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

*Response*

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

*Action*

No action.

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

*Summary:*

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

*Response*

Comments duly noted.

*Action*

No action.

### Paragraph 4.8.8

**Representation(s)**

**Nature Appearance Soundness Tests**

**31126** Anglian Water (Sue Bull) [1288] **Support Not Specified None**

**Summary:**

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

**Response**

**Comments duly noted.**

**Action**

**No action.**

### Paragraph 4.8.11 Ecology

**Representation(s)**

**Nature Appearance Soundness Tests**

**31153** Cambridgeshire County Council (Mr Stuart Clarke) [1032] **Support Not Specified None**

**Summary:**

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

**Response**

**Comments duly noted.**

**Action**

**No action.**

### Paragraph 4.8.12

**Representation(s)**

**Nature Appearance Soundness Tests**

**31180** Natural England (Janet Nuttall) [1009] **Support Not Specified None**

**Summary:**

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

**Response**

**Comments duly noted.**

**Action**

**No action.**



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

*Summary:*

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

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

*Response*

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

*Action*

No action.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
<b>30992</b> Abigail Wills [5028]	Object	Not Specified	None

*Summary:*

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

*Response*

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

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

*Action*

Amend paragraph 4.9.1 to read: "The development is likely to result in increased demands for community infrastructure such as open space, sports, health and community facilities and additional school and nursery places. Some of these demands will be met on site and others via commuted sums to provide new or enhanced infrastructure off site. The Council will work together with Cambridgeshire County Council and other partner organisations to develop an appropriate strategy for the planning and commissioning of education provision across the City including the options for increasing capacity to meet the growth in demand from this development. It is also possible that in addition to the provision of the Chisholm Trail through the site, other transport improvements will be needed off site. Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning applications submitted to develop the site. Waste and recycling facilities may also need to be secured. Planning Obligations via a Section 106 agreement will be needed to deliver this infrastructure. The full list and scope of these Planning Obligations will be defined through the consideration of the planning application(s)."

**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31117 Sport England (Mr Philip Raiswell) [210]**

**Support**

**Not Specified**

**None**

**Summary:**

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

**Response**

**Comments duly noted.**

**Action**

**No action.**

**Appendix A - Glossary of Terms**

**Paragraph Appendix A - Glossary of Terms**

**Representation(s)**

**Nature**

**Appearance**

**Soundness Tests**

**31079 Historic England (Mrs Debbie Mack) [5828]**

**Object**

**Not Specified**

**None**

**Summary:**

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

**Response**

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

**Action**

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