

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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| 51 | 4.5.5 | Any planning application on the Depot site will need to be informed by an appropriate assessment of demand and capacity. The assessment should be in line with Policy 73: Community, sports and leisure facilities in the emerging Local Plan. Consultation on the emerging proposals for Mill Road has pointed towards a need for new community uses. this will be considered in the context of a wider review of community resources by the Council which is due for completion in Summer 2016. <u>Also, the Council's Draft Community Centre Strategy Review (January 2017) identified that future development at the Mill Road Depot site may create need for, and opportunity to develop, additional community provision.</u> |
| 51 | 4.5.6 | The exact approach will be dictated through the development of a more detailed brief. The City Council will work with partners to understand the following: <ul style="list-style-type: none"> • The potential for reprovision of the Women's Resource Centre (currently occupying the building in the north-east corner of the site). It is important to consider whether co-location with other community activities is appropriate, or whether separate standalone facility is more suitable. • The need for flexible community spaces such as a new hall or community meeting rooms will be considered. Opportunities to make connections with adjacent open space proposals should be sought. • Demand and need for a nursery space will be explored as a potential "anchor" community use. • Consider the aspirations of the Language School which is outside of the ownership of Cambridge City Council. • Other acceptable non-residential uses could include a small proportion of bespoke workspace, for example, potentially arranged as live-work units as part of the refurbished coach house units <u>and/or as creative arts studios.</u> • <u>The potential for a suitably located small café.</u> |
| 52 | Fig 39 | <i>Changed photographs to better illustrate appropriate scale and massing examples of housing typologies in Cambridge</i> |

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

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

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

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

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

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

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| | | Chisholm Trail through the site, other transport improvements will be needed off site. <u>Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning applications submitted to develop the site.</u> Waste and Recycling facilities may also need to be secured. Planning Obligations via a Section 106 agreement will be needed to deliver this infrastructure. The full list and scope of these Planning Obligations will be defined through the consideration of the planning application(s). |
| 65 | | APPENDIX A: GLOSSARY OF TERMS |
| 65 | <i>Insert between 'Biodiversity' and 'Built form'</i> | <ul style="list-style-type: none"> • <u>Buildings of Local Interest (BLI)</u>: Buildings of local interest have been designated because of their architectural merit and, in some cases, their historical associations. <u>The aim of the list is to safeguard the buildings and to ensure that repairs, alterations and extensions are sympathetic to their character. Cambridge has over 1,000 BLIs.</u> |
| 65 | <i>Insert between 'Character and Form' and 'Development Principles'</i> | <ul style="list-style-type: none"> • <u>Conservation Area</u>: Area identified by the City Council, which has 'special architectural or historic interest' which should be protected and enhanced. <u>Conservation Areas are designated heritage assets which merit consideration in planning decisions.</u> |
| 66 | <i>Sustainable Urban Drainage Strategy (SuDS)</i> | <ul style="list-style-type: none"> • <u>Sustainable Urban Drainage Strategy (SuDS)</u>: Sustainable urban drainage systems control and slow down surface water run off by mimicking natural drainage process in built-up areas. These systems include: areas for surface water storage; areas for water to infiltrate the ground slowly; and systems for limiting water flow. |
| 67 | | APPENDIX B: RELEVANT CAMBRIDGE LOCAL PLAN POLICIES |
| 67 | Policy 51 | Lifetime Homes and Lifetime Neighbourhoods <u>Accessible Homes</u> |

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