

MILL ROAD DEPOT PLANNING AND DEVELOPMENT BRIEF

SUPPLEMENTARY PLANNING DOCUMENT
MARCH 2017



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Fig 1 Aerial photograph with Mill Road Depot site highlighted for context

1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Mill Road Depot (see figure 1) is the main site for many of Cambridge City Council's services, including waste disposal, maintenance, storage, and a garage servicing centre for its vehicles. It also incorporates Council office space, commercial lettings, two community facilities and leased garages. The Council's decision in October 2014 to relocate the Depot to Waterbeach, following the creation of a single shared waste facility with South Cambridgeshire District Council (SCDC), has freed up the site for redevelopment. The Council has already reduced the activities carried out on site and plan to vacate the site and buildings in the near future.
- 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 Cambridge Local Plan 2014: Proposed Submission (hereafter referred to as the emerging Local Plan). The site presents a good opportunity to provide more homes to meet the growing demand for housing in Cambridge.
- 1.1.3 Mill Road Depot is situated centrally within the Mill Road Opportunity Area, identified in Policy 23 of the emerging Cambridge Local Plan. Any potential re-development of the depot site should support and strengthen the character and distinctive local community of the Mill Road area.

Process of preparation

- 1.1.4 Cambridge City Council appointed Allies and Morrison Architects to prepare a draft planning and development brief to the editorial control of the council as "client". As part of this process, there have been two stages of informal local consultation held as well as input from key local stakeholders."
- 1.1.5 In November, 2015, a workshop in the local area of the site was organised to focus on the issues and priorities for the future development of the site. This event provided an opportunity for local residents and stakeholders to make clear their aspirations (and concerns) for any redevelopment of the site and helped inform subsequent work by consultants and council officers."
- 1.1.6 The second stage of consultation involved consultation on draft planning and design principles for the site. Again a workshop format was used and a significant amount of feedback was collected once more, this time on more detailed ideas for various "themes" to guide development proposals."
- 1.1.7 The events were captured in a consultation statement which is provided on the council's website. The draft SPD has sought to address these comments constructively and creatively and at the same time balance the practical need of site delivery in the context of the local housing market and the council's own objectives.



Fig2 Ordnance survey of site

1.2 PURPOSE AND SCOPE

- 1.2.1 This Supplementary Planning Document (SPD) is a planning guidance document which will support policy in the emerging Cambridge Local Plan. SPDs are in one of two categories: the first is guidance supporting a city-wide objective, such as the Affordable Housing SPD; the second is guidance for a specific site or area. This SPD falls into the second category.
- 1.2.2 The SPD has been prepared in the form of a Planning and Development Brief to provide planning and design guidance to developers, and to help guide the preparation and assessment of future planning applications on the Mill Road Depot site. As such, this document will form a material consideration, which will be taken into account by Cambridge City Council when determining any future planning application for the site. In addition, all proposals for the Mill Road Depot site will have to comply with the policies in the adopted Cambridge Local Plan 2014, once adopted.
- 1.2.3 This SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.3 STRUCTURE

- 1.3.1 The development brief is structured as follows:
- Chapter 2: provides background context to the site and summarises the key constraints and opportunities.
 - Chapter 3: presents the vision statement and outlines the strategic design principles. This has been informed by the site analysis and consultation with the local community.
 - Chapter 4: sets out the parameters for future development of the Mill Road Depot site and gives guidance as to how these should be implemented.

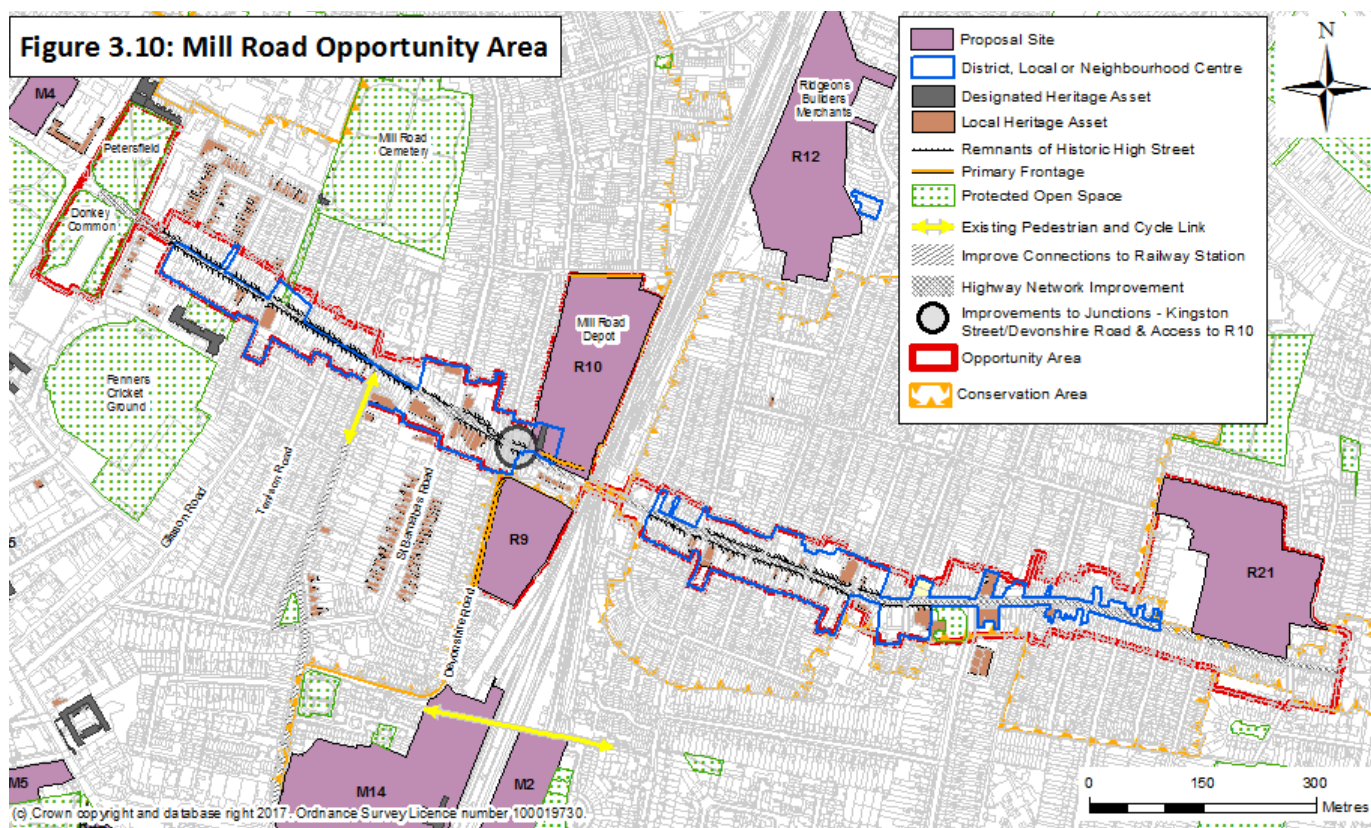


Fig 3 Cambridge City Council site allocation for Mill Road Depot site in the emerging Local Plan 2014

1.4 PLANNING POLICY CONTEXT

- 1.4.1 The emerging Cambridge Local Plan (2014) will guide future development in Cambridge to 2031. Mill Road Depot is identified as Site R10 in the Plan for housing as part of the Mill Road Opportunity Area and is shown in figure 3.
- 1.4.2 Following the Proposed Submission Consultation on the emerging Local Plan, 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:
- Abuts Mill Road Opportunity Area.
 - Contamination requires remediation.
 - Retain listed library building (in County Council ownership).
 - Open space requirements to reflect location in an area of open space deficiency.
 - Potential location for district energy centre.
 - Provide room for the Chisholm Trail.
 - Site will need careful review of highway access.
 - Vehicular access to be from Mill Road only, subject to detailed testing.
 - Range of housing typologies to be provided across the site.
 - The site promoters will be expected to prepare a planning and development brief for the site demonstrating how development will successfully integrate with the existing residential area as well as addressing the constraints and opportunities of the site. Scale, massing and density considerations in the design and disposition of new and existing housing will be expected to have regard to the character of the existing area.
- 1.4.3 The Mill Road Opportunity Area extends from Donkey Common in the west to Brookfields Hospital 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:
- Contribute positively to the vitality and viability of the Mill Road district centres.
 - Enhance the area's unique historic character.
 - Implement a people focused placemaking approach.
- 1.4.4 Cambridge City Council submitted the Local Plan to the Secretary of State in March 2014 for independent examination and it is anticipated for adoption in 2017.

LOCAL PLAN REVIEW

• Preparation and completion of evidence base	Spring 2011 to June 2012
• Issues and options consultation	June to July 2012
• Consultation on site options for development	January to February 2013
• Draft submission plan consultation	July to September 2013
• Submission	March 2014
• Examination	March 2014 onwards

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: Submission (March 2014).

PREPARATION OF MILL ROAD SPD

• Appointment of consultant team to prepare SPD	July 2015
• Analysis of site and background research	August to October 2015
• Consultation workshop 1: Themes & Factfinding	November 2015
• Development of guidance drawings	December to January 2016
• Consultation workshop 2: Test and review	January 2016
• Preparation of draft SPD	January to February 2016

Future stages

• Approval to consult	March 2016
• Formal consultation stage - 6 weeks	Summer 2016
• Adoption of SPD	Concurrently following adoption of Cambridge Local Plan (estimated 2017)

Fig 4 Process of preparation - the current stage is shown in the box highlighted above

1.5 PROCESS OF PREPARATION

1.5.1 The Council consulted with local residents and a number of stakeholders concerning the depot site during the Proposed Submission consultation period for the Cambridge Local Plan in 2013. The following issues were raised:

- The need for open space and community facilities in the locality.
- Building heights and density to reflect the existing character of the area.
- Access to the site which should be from Mill Road only.
- Consideration of the wider impacts of new residential development on the surrounding area and communities, specifically social infrastructure and traffic flows.

1.5.2 The 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.

1.5.3 In addition to this, a formal public consultation period of seven weeks was undertaken in June-July 2016 and stakeholders had the opportunity to give feedback on the SPD.

1.5.4 Comments received from the consultation period informed the final version of this document, and amendments made to the SPD will also reflect:

- Any amendments to relevant policies in the adopted Local Plan; and
- Any government policy changes.

1.5.5 The overall process of preparing the SPD is summarised in the adjacent diagram, figure 4.

1.6 STATUS OF THIS DOCUMENT

1.6.1 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.

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



Fig 5 Mill Road Depot Location Plan

2 SITE AND CONTEXT

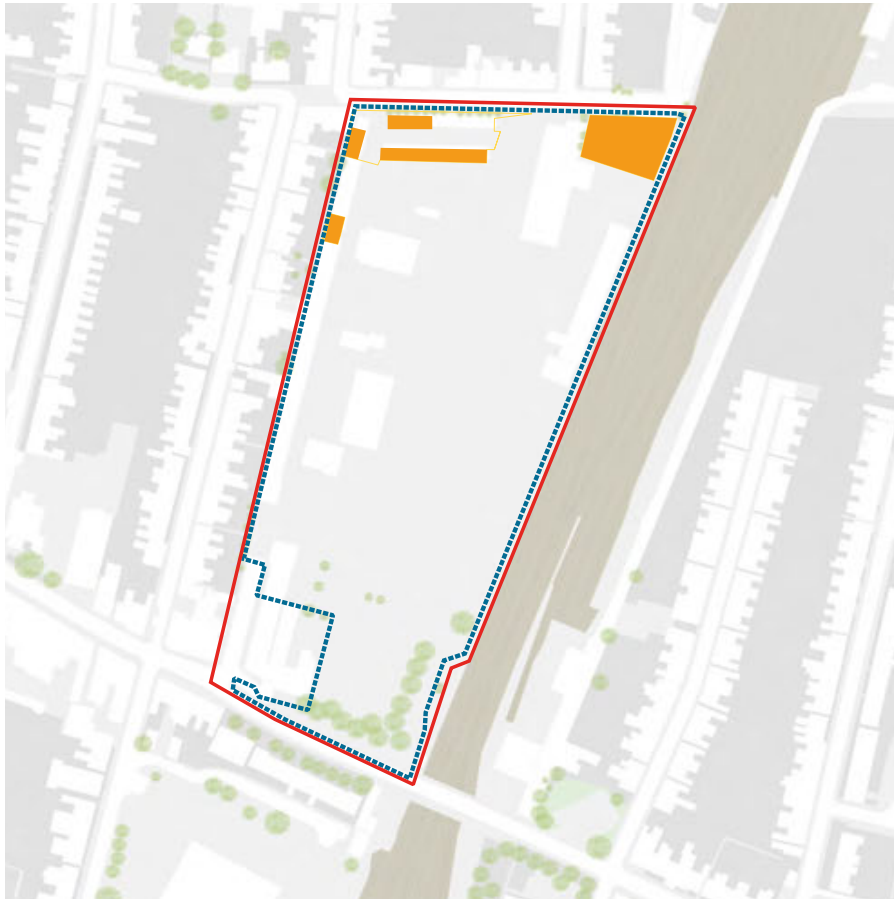
2.1 SITE LOCATION

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 District Centres.

2.1.2 Figure 6 illustrates a selection of views of the depot site as it currently exists.



Fig6 Existing site photographs. Above: Looking south towards the Mill Road entrance past the Gate House building and former Free Library. Below: Much of the site is in relatively low grade use with significant areas of hard standing.

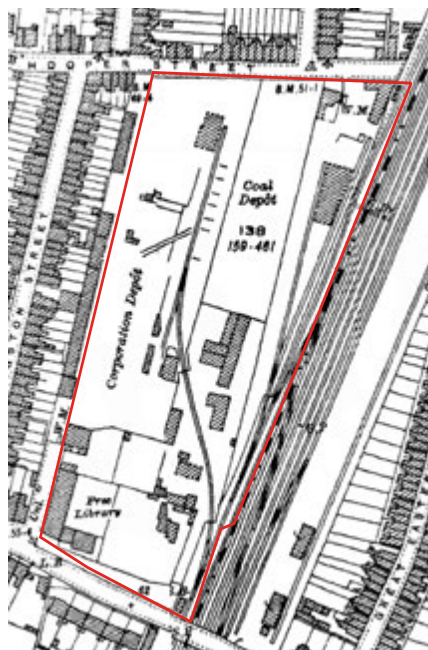


- Council Freehold
- Current Leasehold
- Study area

Fig 7 Cambridge City Council ownership



1880s



1920s



1960s

Fig 8 Historic development

2.2 SITE DESCRIPTION

Land ownership

- 2.2.1 The majority of the site is owned by Cambridge City Council but there are land holdings on the depot site which are occupied by the Regent Language School (see figure 7). Garages to the north-west of the site are the subject of long term leases. A lease ended in 2013 for The Wharf, situated to the north of the site, which is currently occupied by the Women's Resource Centre. The library building is owned by the County Council.

Historic development

- 2.2.2 The site has always been the location of a number of industrial activities (see figure 8). In the 1880s, the site contained 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.



Fig 9 Site context and surroundings



Fig 10 Existing site photographs. Above: The garages are situated at the northern end of the site adjacent to Hooper Street. Below: Women's Resource Centre

Buildings on site and surroundings

- 2.2.3 A garage/servicing centre for council vehicles and a filling station have been relocated to other locations from the northern end of the site. A number of commercial units are still 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 corner.
- 2.2.4 Coach houses along the western boundary are used as an office space for the City Council. These have the potential to be retained for adaptive re-use to residential accommodation. The southern area is predominantly used for parking, along with a canteen and additional council offices located within the south western corner in the Gatehouse building. The Free Library, to the south-west of the site, is a Grade II Listed Building and will need to be retained. The building used as a language school is situated to the south of the site and, as already noted, is in separate ownership.
- 2.2.5 The site is adjacent to a predominantly residential area of Petersfield comprising 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, though permission has now been granted for the residential redevelopment of this site. There are also a number of independent shops, cafés, bars and public houses that are situated on Mill Road.
- 2.2.6 Some of these key features are illustrated in figures 9 and 10.

-  Site entrance
-  Restricted site access
-  Main road way
-  Vehicular routes
-  No road access through
-  Planned junction improvement
-  Study area



Fig 11 Motor vehicle access

Movement context

Streets








- 2.2.7 Key movement information is identified on figure 11.
- 2.2.8 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. These are important vehicular and pedestrian routes linking Mill Road to Newmarket Road and the north part of Petersfield ward. Kingston Street is one-way, with traffic moving in a south bound direction and pavements to both sides. 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.

Parking

- 2.2.9 The site is within a Controlled Parking Zone (CPZ) which means parking is restricted at certain times of day.

Rail and buses

- 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.

-  Cyclist/pedestrian site entrance
-  Restricted site entrance
-  High Street and key pedestrian route
-  Bus route
-  Planned Chisholm trail
-  Proposed future bridge connection
-  Study area

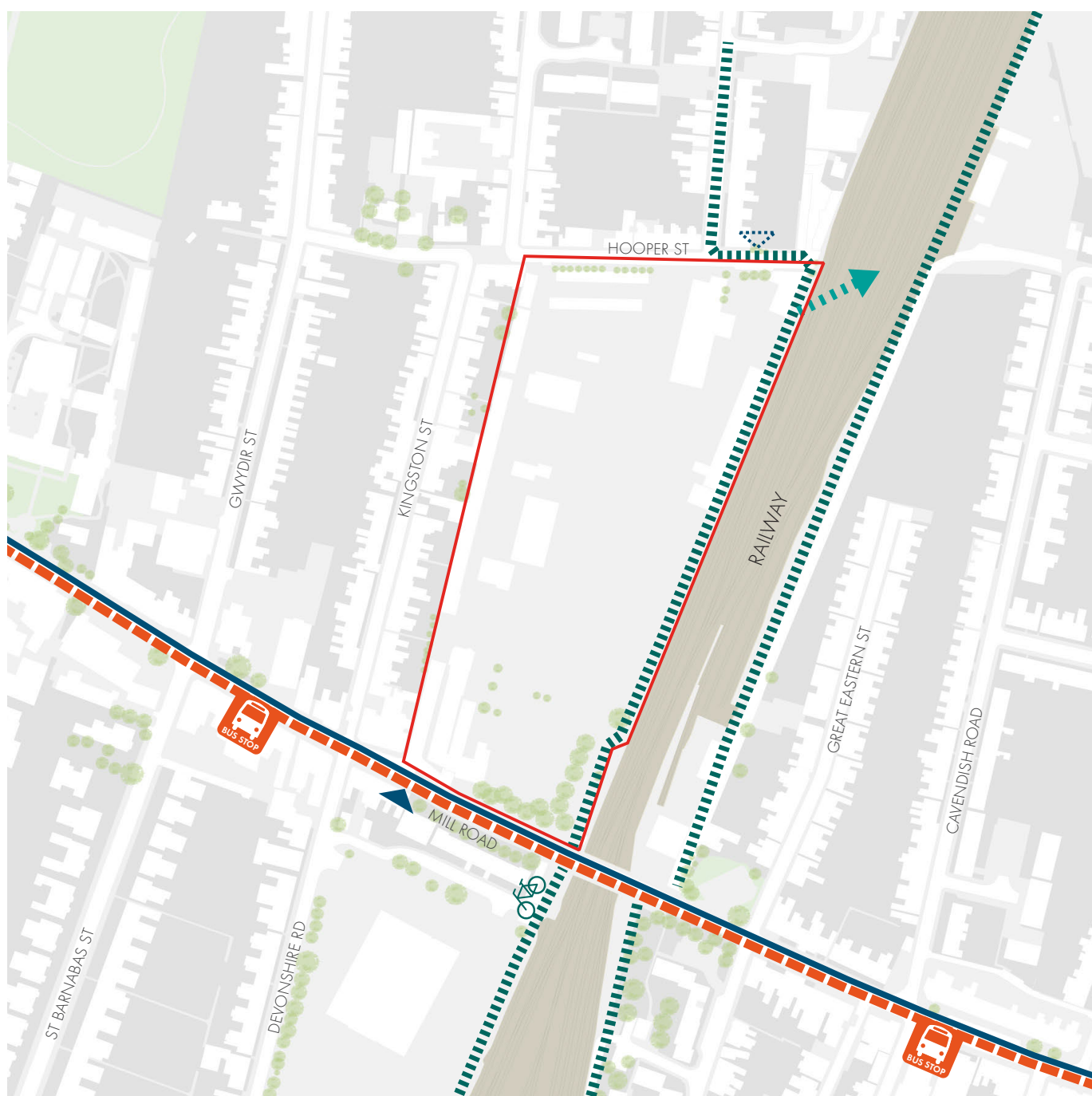


Fig 12 Bus and cycle routes

Cycle and pedestrian network

- 2.2.11 Mill Road is the main pedestrian route into Cambridge city centre. Footpaths are narrow, particularly on Mill Road Bridge, restricting pedestrian flow. On-road only cycling exists on Mill Road. Improvements to highway infrastructure may be necessary for the safety of cyclists and for improved accessibility to the site. There is a signed primary cycle network that crosses Mill Road from St. Barnabas Road to Gwydir Street, along Hooper Street and onto Ainsworth Street.
- 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. It is currently proposed that the main route will 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. 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.
- 2.2.13 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.

- Public green space
- Play park
- Study area



Fig 13 Local open space provision

Open space

2.2.14 There is limited amount of protected open space in the area surrounding the Mill Road Depot site and the amount of informal open space in the ward is low given the very dense development form and the local population density. Figure 13 shows the amount of open space in the local area. Mill Road Cemetery (4ha) is the nearest protected natural green space, a 6 minute walk away. It is well used by the local community for recreation and is an important open space for wildlife. The other open spaces in the area are:

- St. Matthew's Piece – 0.6ha (11 min walk), playground facilities for young and old children.
- Romsey Recreation Ground – 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 – 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.
- Peter's Field – 0.9ha (9 min walk)
- Coleridge Recreation Ground- 4ha (10 min walk), football field, tennis court, paddling pool and a children's playground.

2.2.15 The development of the site is an opportunity to provide new open spaces for the local community.

- Employment
- Community (incl. education)
- Residential
- Mixed use
- Private Leased garages
- Study area



Fig 14 Existing land uses

Existing land uses

- 2.2.16 The majority of the site is currently used by the City Council as a Depot for many of its services, although some operations have recently re-located to a shared waste facility at Waterbeach with South Cambridgeshire District Council. There are two community buildings to the north-east and south-west of the site. These are currently occupied by the Women's Resource Centre and Indian Community and Culture Association. The Regent Language School is located to the south of the site. The leased garages are to the north-west of the site. Figure 14 shows the existing land uses on site.

-  Site entrance
-  Restricted site access
-  Main road way
-  No road access through
-  Junction improvement
-  Planned Chisholm Trail
-  Proposed future bridge connection
-  Study area

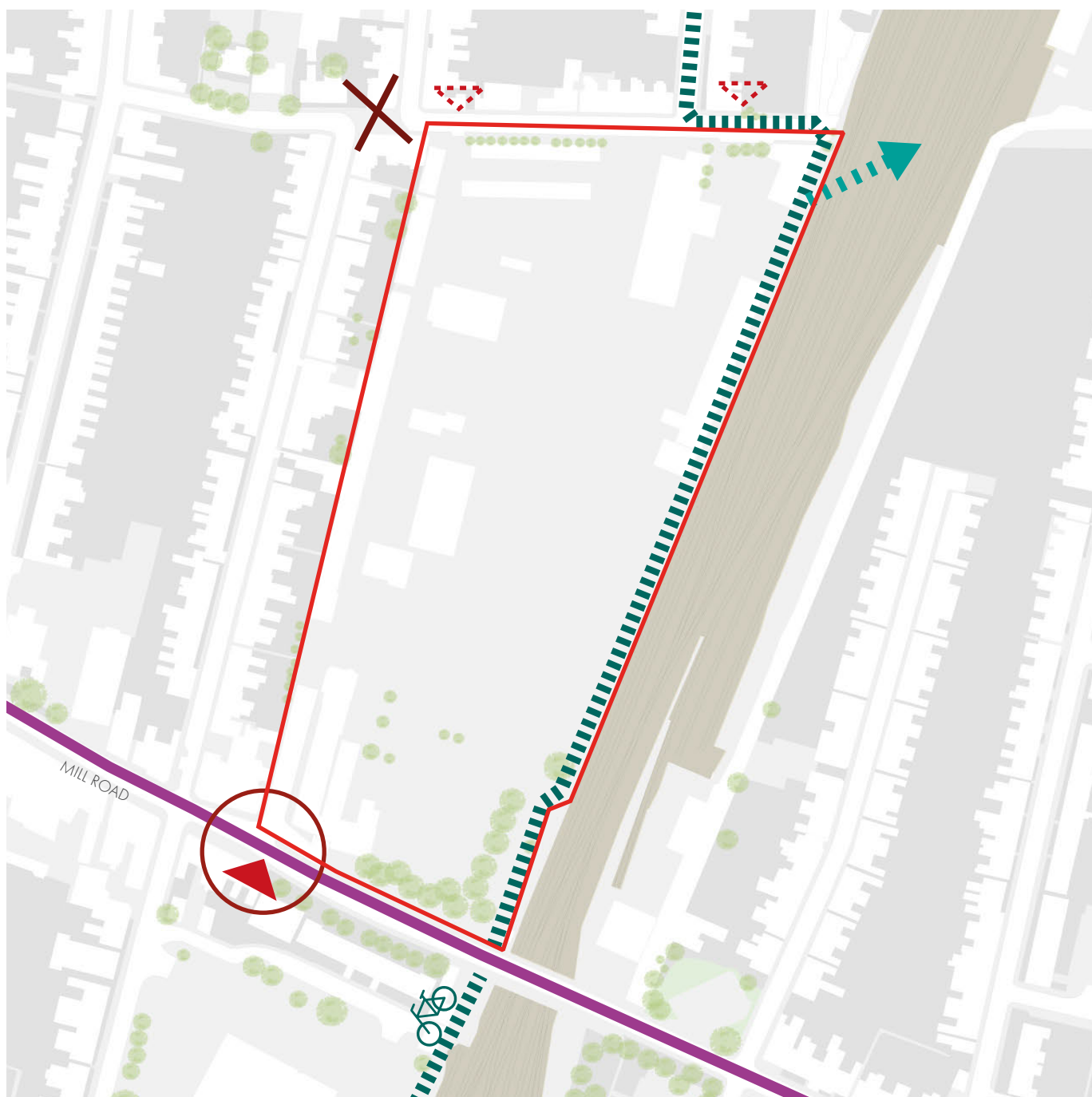


Fig 15 Site access

Site access









- 2.2.17 Main access to the site is gained via a roadway leading off Mill Road, as shown in figure 15. Mill Road is a major vehicular route into and out of the city centre. The consultation from the Local Plan process raised concerns about the safety of the junction between Devonshire Road and Mill Road.
- 2.2.18 Mill Road is a very busy road and opportunities exist to improve access to the site. The junction currently suffers from poor visibility which is likely to be a constraint to be overcome as part of the scheme. Improvements to this junction will be necessary as part of any future re-development.
- 2.2.19 Vehicular access, both ingress and egress to the depot is restricted to the Mill Road entrance currently. The garages to the north-west of the site are accessed via Hooper Street.
- 2.2.20 The proposed Chisholm Trail will run through the site to the west of the railway line.



Fig 16 Existing building heights

Existing building heights

- 2.2.21 Building heights vary across the site, but predominantly comprise single-storey warehouses. The Free Library is also one-storey, although it is significantly taller and more striking than the one-storey warehouses. The servicing centre, Gatehouse building and the offices to the west are two-storey buildings. The Regent Language School, close to Mill Road to the south of the site, is a three-storey building.
- 2.2.22 The area surrounding the site is mainly comprised of residential two-storey housing, although there are a number of three-storey houses on Devonshire Road and St. Barnabas Road, to the other side of Mill Road. A few four-storey buildings form an exception to the average building heights in the area, and these tend to mark a specific use (e.g. churches and the brewery). Existing building heights are shown in figure 16.

-  Conservation Area
-  Grade II Listed building
-  Buildings of local interest (as defined in CA appraisal)
-  'Positive' impact (as defined in CA appraisal)
-  'Negative' impact (as identified by consultant team, 2015)
-  Historic High Street frontage
-  Neighbourhood area
-  Study area

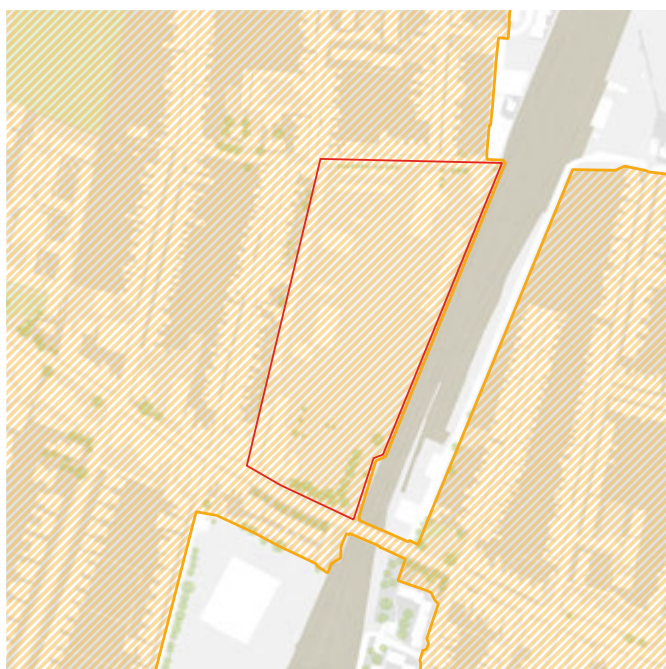


Fig 17 Conservation area boundary

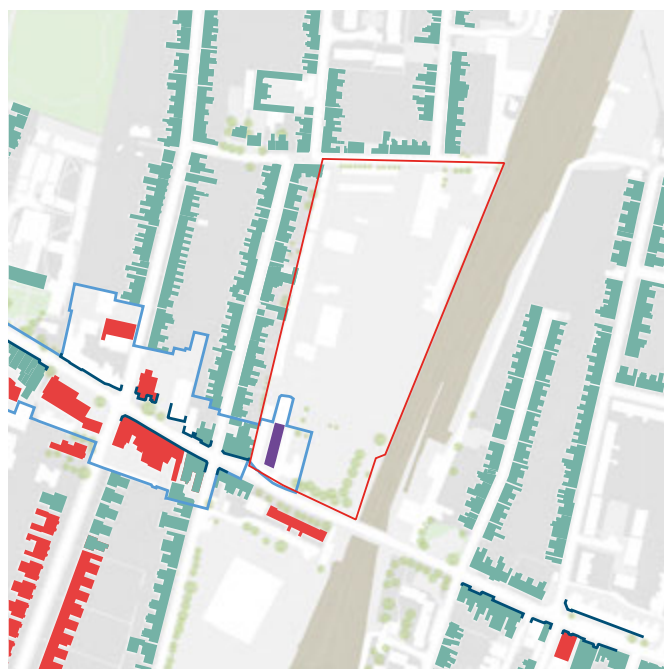


Fig 19 Townscape analysis



Fig 18 Listed buildings and buildings of local interest



Fig 20 Buildings of less historic merit

Heritage assets

Conservation Area

- 2.2.23 Mill Road Depot is located within the Mill Road Conservation Area, as defined in the Mill Road Conservation Area Appraisal (2011) prepared by Cambridge City Council and shown in figure 17. The area forms part of the 'Cambridge Conservation Area No. 1 – Central' which was originally designated in 1969, with the addition of Mill Road and St. Matthew's area in 1993.
- 2.2.24 The main characteristic of the area are two-storey terraced houses, which directly address the pavement, and form long lines of continuous frontages. The streets are set out in a grid pattern at right angles to Mill Road. Another feature of the area are the preserved and well-detailed Victorian buildings surrounding Mill Road, with only a few examples of modern infill.
- 2.2.25 The area is home to a diverse multi-cultural community. It includes a number of mid to late 19th century buildings forming a mix of commercial, residential, religious and community uses. Mill Road itself has a number of two and three storey historic buildings with continuous frontages, contributing to the distinct character of the area. Some of these shopfronts have undergone replacement in recent years.
- 2.2.26 Under the Planning (Listed Buildings and Conservation Areas) Act 1990, the area is considered desirable to preserve or enhance for its 'special architectural or historic interest'. Early consideration would need to be given to the impact of proposals on the setting and character of the Mill Road area for the redevelopment of the Mill Road Depot.
- 2.2.27 The main issues for the Mill Road Conservation Area, as identified in the Conservation Area Appraisal and of relevance to the depot site are:

- Preserving and enhancing the unique character of the Mill Road shopping area – improvements need to be made to some of the buildings and poor quality shopfronts.
- Public realm proposals – improvements need to be made to the poor quality public realm on Mill Road, including lighting, protection of historic street name plates, retention of historic street signs and pavement improvements.

Listed Buildings

- 2.2.28 A Grade II Listed red brick and terracotta neo-Baroque building, constructed in 1897, is located in the south-western area of the site (see figure 18). Prior to its use as an Indian Cultural Centre, it was a library and was first listed in 1972. The building is of special architectural and historic interest and should be retained as part of any future re-development of the site. Consent must be sought to carry out alterations that would affect its character and setting.
- 2.2.29 There are three other listed buildings in the Conservation Area – St. Matthew's Church, the Cemetery Lodge and Hughes Hall which are illustrated in the Conservation Area Appraisal (2011).

Buildings of Local Interest

- 2.2.30 There are a number of buildings in the area surrounding the depot site that are of local interest (see figure 18). These typically are terraced or semi-detached houses which vary in size and detail, but there are also a number of buildings in non-residential use, including a school, community buildings, several former warehouses, other industrial buildings, and a group of purpose-built shops in Mill Road. Buildings of Local Interest do not have the same statutory protection as graded buildings but are nevertheless considered heritage assets.



Fig 21 Photographs of the conservation area including the Listed former Free Library building on the depot site (top four photographs) and surrounding streets

Positive and negative buildings

- 2.2.31 The Mill Road Conservation Area Appraisal (2011) gives details of a number of positive buildings of townscape merit, and shown in figure 19. These are buildings that have been relatively unaltered where their style, detailing and building materials provides the streetscape with interest and variety. Crucially, they make a positive contribution to the special interest of the Conservation Area. Most of the positive buildings in the area are mid to late 19th century terraced houses, and are mainly one bay wide.
- 2.2.32 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 Conservation Area.
- 2.2.33 A selection of existing photographs of the Conservation Area are provided in figure 21.

- Private garden
- Hard standing and pavement
- Public green space
- Informal/fringe landscape
- Car parking
- Important trees (as identified in Conservation Area Appraisal)
- Prominent Lime trees
- Study area



Fig 22 Landscape assets and analysis

Trees and landscape

- 2.2.34 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 Conservation Area Appraisal document. The trees at the southern end of the site adjacent to the bridge and language school are also important.
- 2.2.35 Due to the use of the site for industrial purposes, there is a deficiency in landscape features across the site. A cluster of mature trees are located to the south-east of the site which constitute a small amount of informal landscaping and are worthy of retention. Figure 22 illustrates existing landscape assets and analysis.

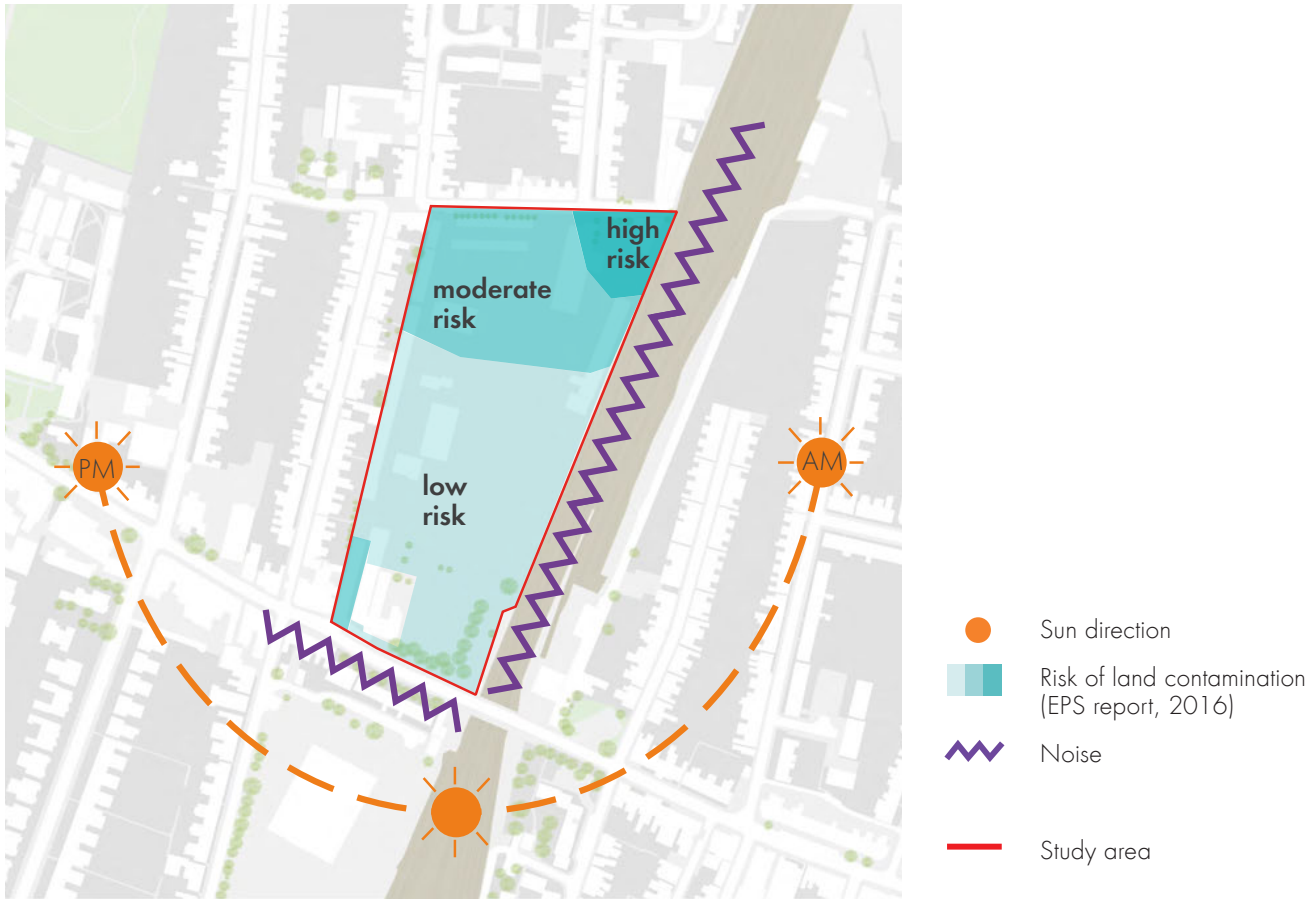


Fig 23 Environmental considerations

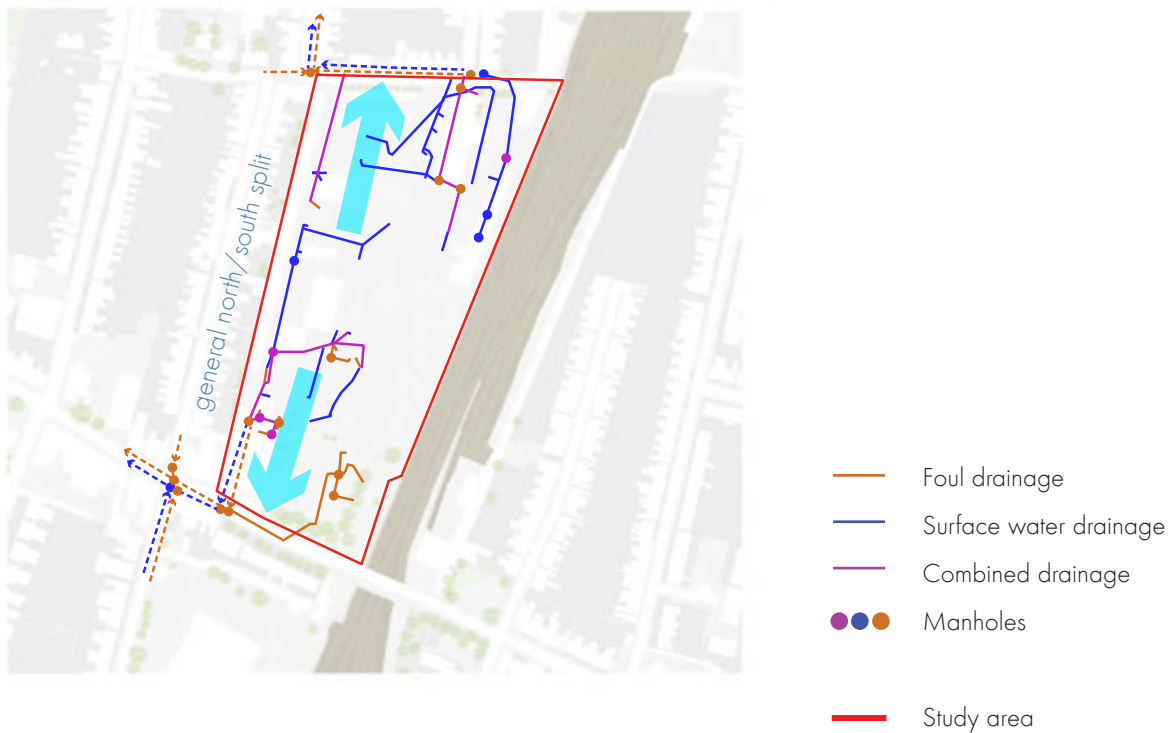


Fig 24 Drainage [Cambridge City Council, January 2016]

Environmental considerations

Noise

- 2.2.36 Key environmental considerations are identified on figure 23.
- 2.2.37 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 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.

Land contamination

- 2.2.38 Given its present and historic industrial uses, there are pockets of contamination on-site. 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 (EPS Report: Phase I and II Geo-Environmental Assessment dated 19 January 2016).
- 2.2.39 Elevated concentrations of various contaminants were identified associated with made ground across the site, which would not be suitable for use within proposed domestic garden or landscaped areas. More localised contamination was identified within the northern part of the site, especially surrounding the underground storage tanks (USTs). Impacts to soil and groundwater from fuels were identified within this area which will require further assessment.

Drainage and flooding

- 2.2.40 The site generally falls towards Hooper Street with levels around 15.0m A.O.D. adjacent to Hooper Street and levels of around 16.4m A.O.D. in the south east corner and 15.8m A.O.D. outside of the gatehouse.
- 2.2.41 Current surface water drainage discharge is located in Hooper Street and in Mill Road. The surface water sewer in Hooper Street is 1.3m deep and the surface water sewer in Mill Road is 1.1m deep. Both of these are shallow and will mean that any drainage will have to be as high as possible to allow discharge under gravity.
- 2.2.42 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 drainage systems such as ditches, swales and ponds as part of future proposals.
- 2.2.43 Current foul drainage and surface water drainage is shown indicatively in figure 24.

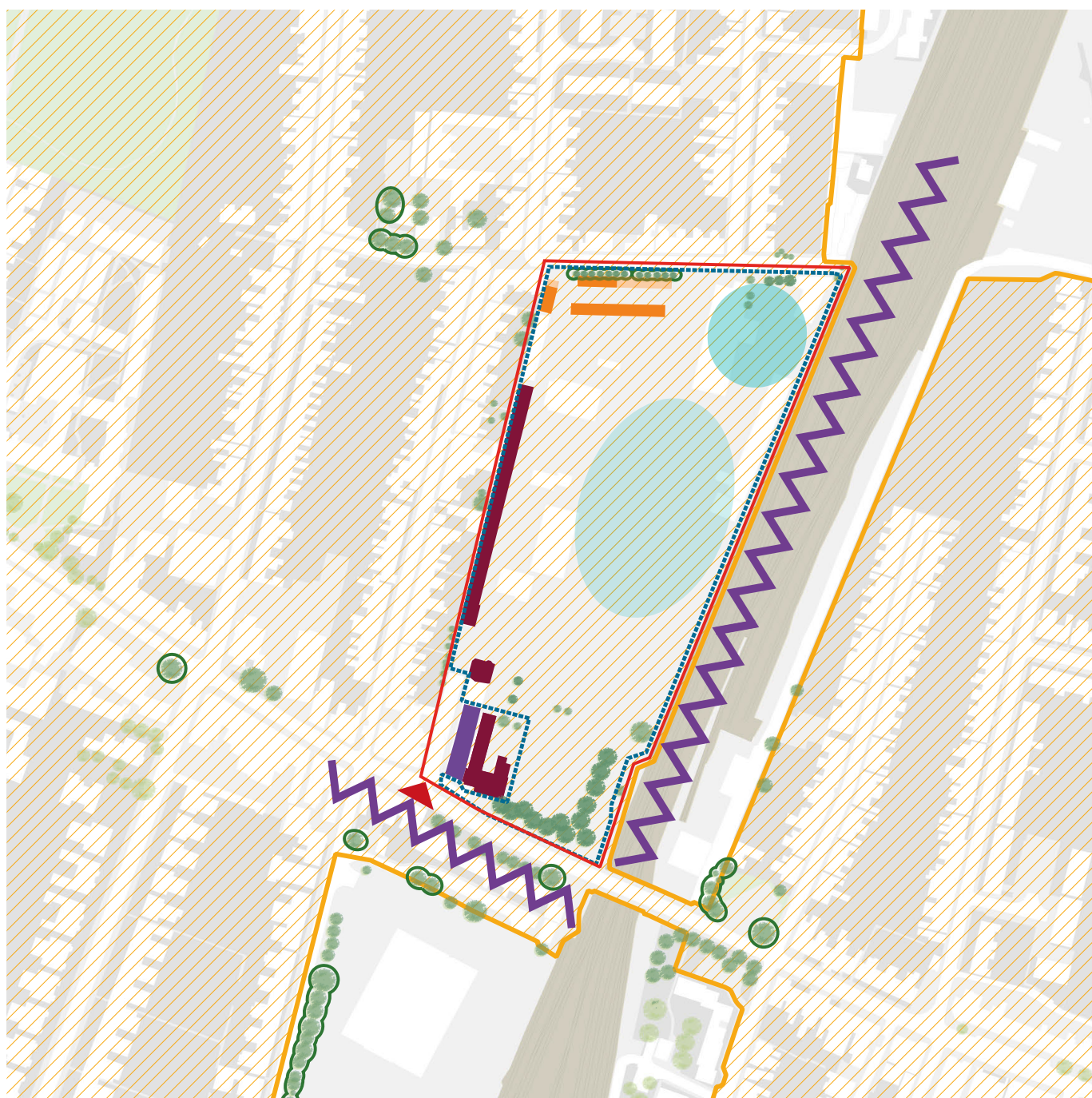
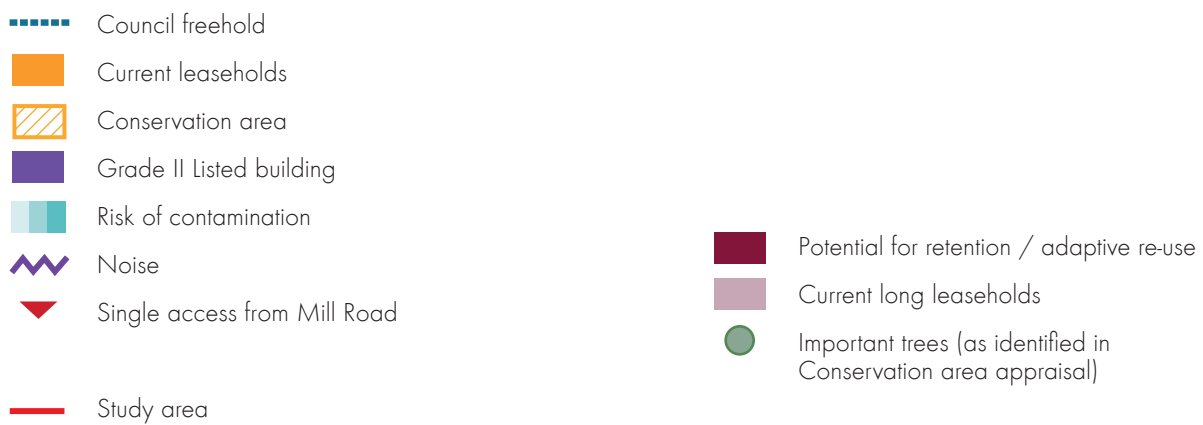


Fig 25 Summary of constraints

2.3 SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

2.3.1 This chapter has highlighted a number of key constraints and opportunities that should be taken into consideration for future development of the Mill Road Depot site. These have been summarised below and are shown in figure 25.

Constraints

2.3.2 The site has the following key constraints:

- The language school site and buildings are not in City Council ownership;
- Vehicular access only from Mill Road and vehicular movement currently prevented re-joining Mill Road from Hooper Street;
- Poor cycling provision along Mill Road;
- The site is near a dangerous junction;
- Grade II listed library should be retained;
- The site lies within a Conservation Area;
- Potential impact of sound pollution from the railway on development; and
- Ground contamination is likely to require remediation and mitigation.

Opportunities

2.3.3 The opportunities of the site are:

- Integrate existing landscape and trees.
- Adapt and integrate Grade II Listed Building and coach house building on west side of site.
- Integrate existing garages in short term in such a way as to enable future housing fronting Hooper Street in the long-term.
- Re-integrate existing / invite new community uses to populate existing / new buildings.
- Create new edge to railway line.

3 VISION AND KEY PRINCIPLES

3.1 VISION

“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.

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.”

3.2 PRINCIPLES

Access and permeability

- 3.2.1 The proposals will establish a single point of vehicular access from Mill Road via the existing entrance to the site. Subject to more detailed design work and assessment, this will be facilitated by improvements to the junction, a low level of on-site parking and an integrated network of pedestrian and cycle connections across the site, including the Chisholm Trail which runs through the site. Secondary emergency vehicle and pedestrian and cycle only access will be provided from Hooper Street to the north.

Housing-led mix of uses

- 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 40% affordable housing as a minimum target. Community uses could also be provided.

Design

- 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 language school and the Gate 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. Subject to their appropriate reconfiguration, it might be possible for some or all of the garages to be redeveloped. Development should be arranged around a dominant north-south grain of streets

and spaces. Opportunities for integrated, sustainable design solutions should also be pursued.

Open spaces / environment

- 3.2.4 The proposals should embed a positive approach to open space in response to existing and future need. Open space should be viewed as a multifunctional resource which can accommodate a wide range of activities, playspace and environmental features including surface water attenuation, ecological enhancement and landscape proposals as appropriate. Several spaces should be provided of varying size and function. Key spaces include a new neighbourhood park to the north and a flexible space adjacent to the Chisholm Trail and Mill Road to the south-east.

KEY PARAMETER DIAGRAMS AND GUIDANCE:

Key principles and guiding statements to inform planning decisions and design development are provided as follows.



ILLUSTRATIVE MATERIAL:

Examples of how the parameter diagrams and guiding principles could inform future proposals. These illustrations are indicative and do not have specific status or weight in planning terms.
















Fig 26 Summary of guidance in chapter 4 highlighting the key parameter plans for guidance purposes, and supporting illustrative material.

4 DEVELOPMENT PARAMETERS

4.1 OVERVIEW

- 4.1.1 This chapter provides planning and design guidance on how the development principles will be used to guide future planning applications. In some cases the wording is more prescriptive, and this is reflected in the language with words such as “will” and “should”. In other cases the guidance is more discretionary and illustrative, providing a vision and aspirations for future development.
- 4.1.2 Figure 26 summarises the broad scope and status of the material. The main guiding principles are defined in a series of “parameter” drawings with supporting text. These are supported by a range of illustrative drawings which depict how the principles could be realised.
- 4.1.3 As well as complying with the planning and design guidance in this SPD, any future planning applications should comply with the policies in the Cambridge Local Plan (2006) and its replacement currently the subject of an examination led by a government inspector. This chapter is structured under the following headings:
- Site layout
 - Transport and access
 - Open space
 - Uses
 - Building heights
 - Character and form
 - Environmental considerations and sustainability
 - Planning obligations

-  Vehicular access
-  Cycle and pedestrian access only
-  Primary vehicular routes
-  Secondary vehicular routes
-  Cycle and pedestrian links only
-  Planned Chisholm trail
-  Study area
-  Potential for retained buildings
-  Green space
-  Low/medium density housing
-  Medium/high density housing
-  Community / mixed use e.g. community and residential - flexibility to provide community uses elsewhere on the site subject to design development.
-  Primary frontages

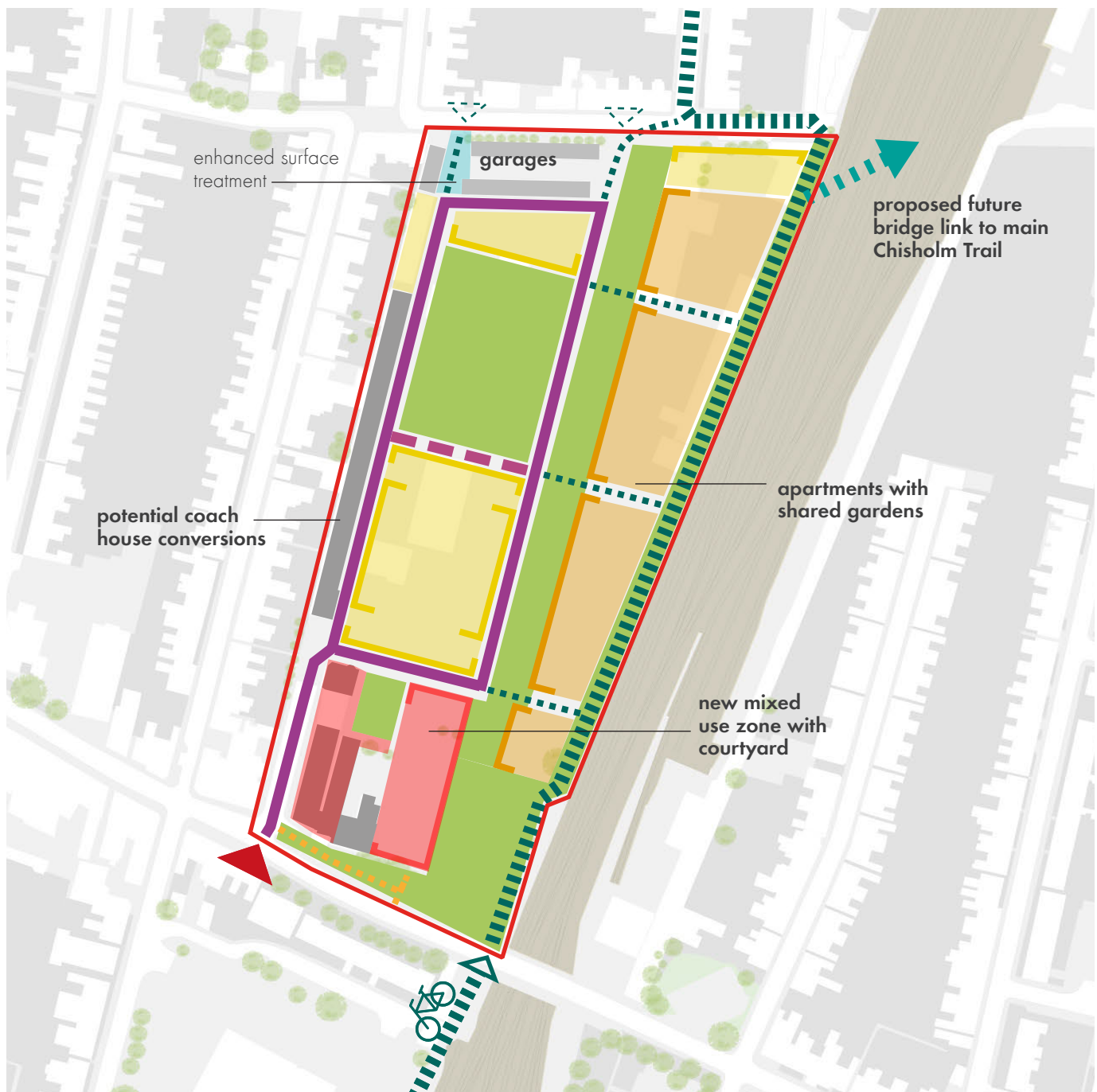




Fig 27 Site Framework plan

4.2 SITE LAYOUT

- 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 Gate House building at the entrance to the site.
- 4.2.2 The primary route will be complemented by a new central route situated broadly in parallel and to the east. The precise position of the new route will be determined by detailed design work including the dimension of the development block / open spaces between the primary routes.
- 4.2.3 East-west linkages should be established to connect the primary north-south routes. These will be informed by the precise position of residential frontage and open spaces.
- 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. 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.
- 4.2.5 Key frontages have been highlighted on the drawing. The precise location of these will evolve through the detailed design process at a planning application stage, but it is important that frontages define key streets and spaces as illustrated in the drawing.
- 4.2.6 Reference should also be made to the following sections on transport and access (4.3), open space (4.4) and character (4.7).

-  Site entrance
-  Restricted site access
-  Primary vehicular routes
-  Secondary vehicular routes
-  Links to Chisholm trail
-  Planned Chisholm trail
-  Existing access arrangements maintained
-  Study area

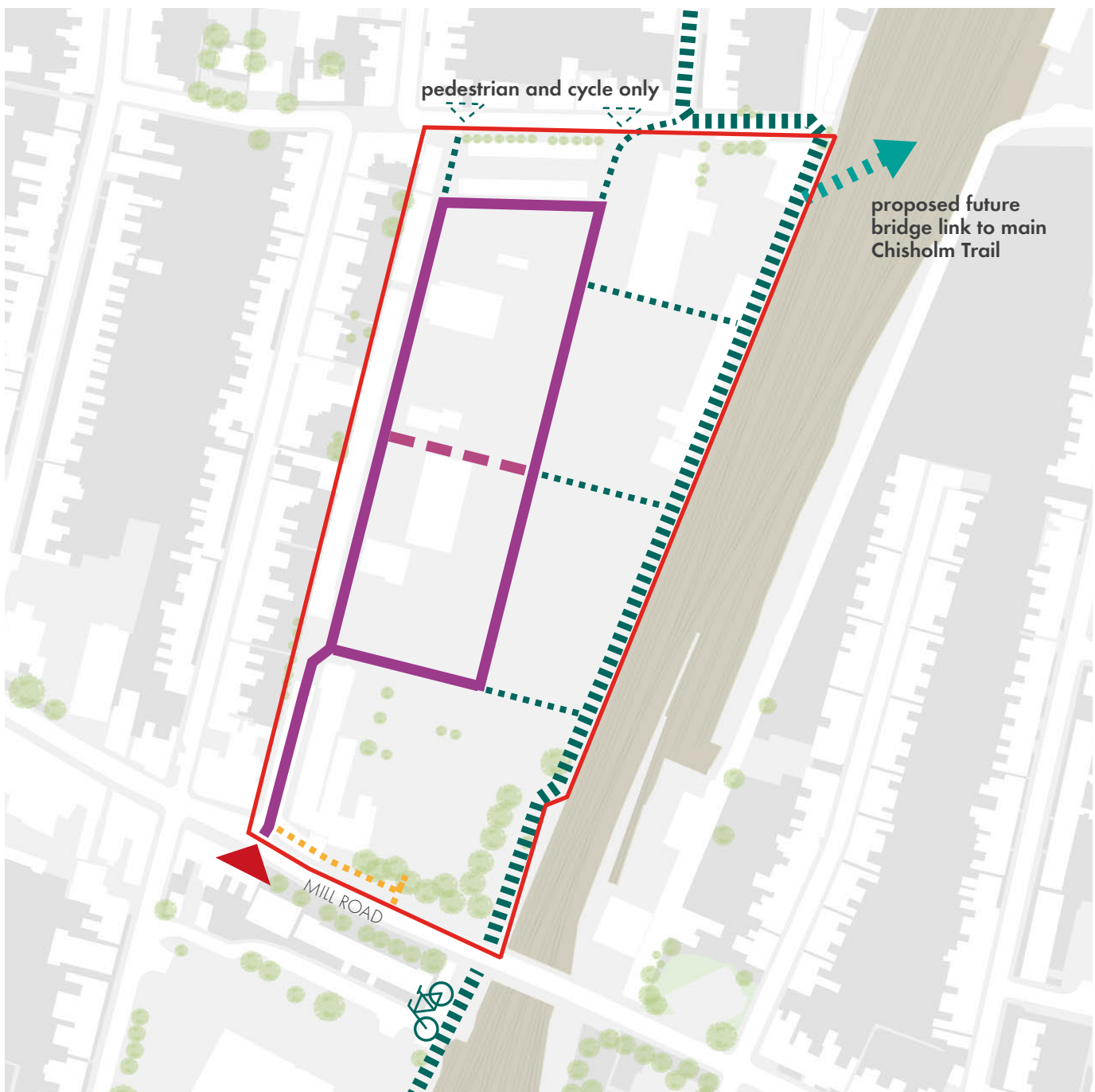


Fig 28 Transport and Access

4.3 TRANSPORT AND ACCESS

- 4.3.1 The overall approach to transport and access is summarised on Figure 28.

Pedestrian and cycle connectivity

- 4.3.2 Proposals should demonstrate how wider cycling patterns have been considered to ensure an integrated approach in the local area and in particular 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. 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). 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.
- 4.3.3 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.
- 4.3.4 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. 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. The proposed bridge connection and ramp should be carefully designed as a simple, elegant structure to avoid impact on adjacent development parcels.
- 4.3.5 Sightlines between local cycle routes and the main Chisholm Trail will need to be reviewed to encourage safe access.
- 4.3.6 Local cycle and pedestrian only connections will be encouraged on-site. Pedestrian and cycle connections will also be accommodated on primary and secondary routes. Cycle, pedestrian and emergency only movements will be accommodated at the points of connection to Hooper Street.

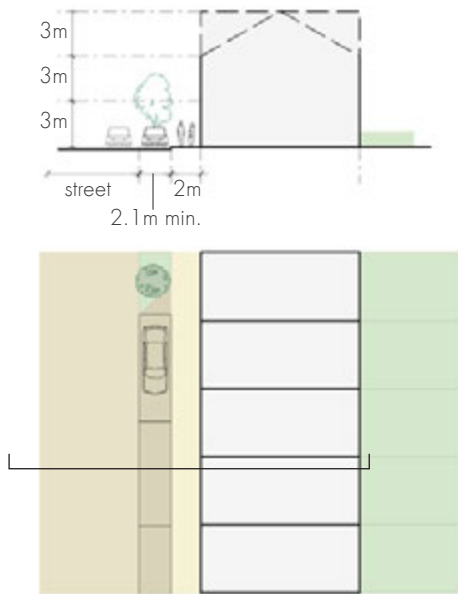


Fig 29 Parking typology - on-street

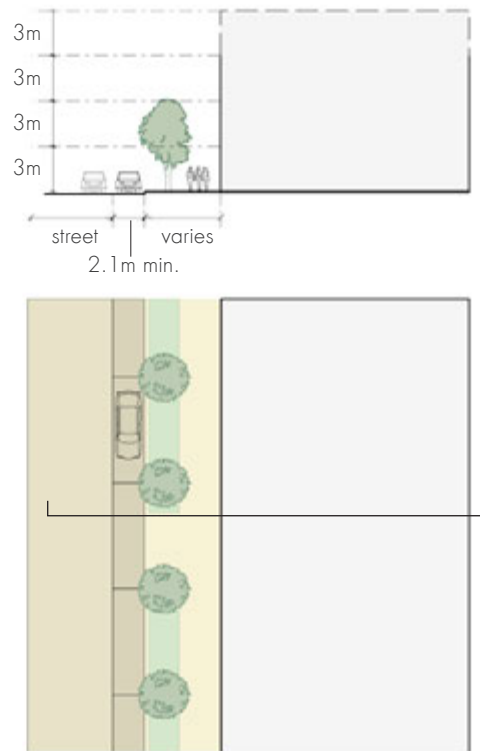


Fig 31 Parking typology - on-street with buffer

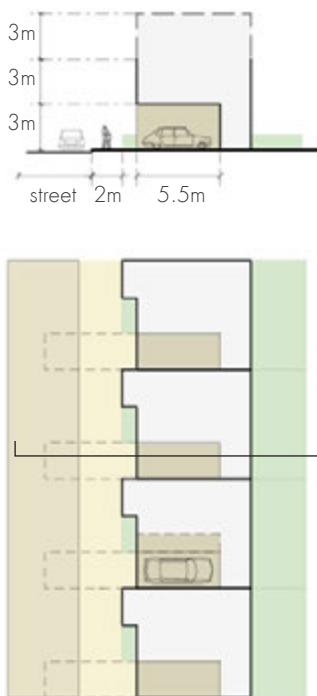


Fig 30 Parking typology - garage / undercroft

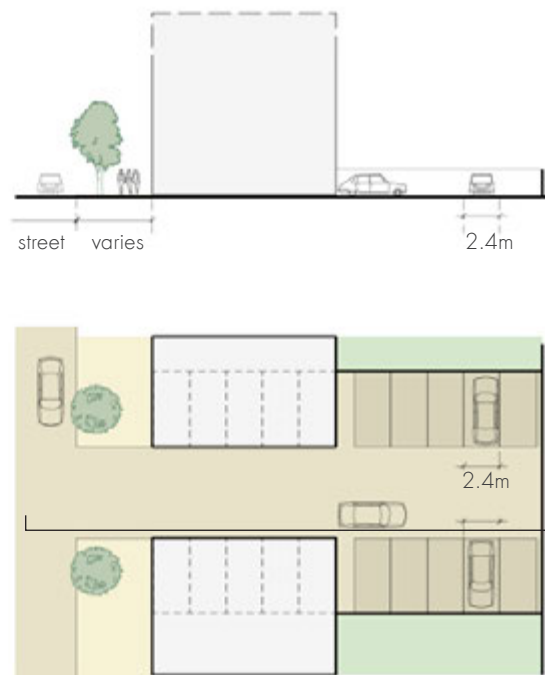


Fig 32 Parking typology - parking yard or at grade deck parking

Vehicle access, routes and hierarchy

- 4.3.7 In line with the site allocation, vehicle access to the site should be from the Depot entrance on Mill Road.
- 4.3.8 Cambridge City Council is reviewing the primary access point which will consider the junction layout in the context of traffic count analysis, a Stage 1 Road Safety Audit (RSA1), the general layout of the site and emergency access requirements. As part of this, the City Council is working closely with Cambridgeshire County Council to consider basic requirements for safe ingress and egress to the site. A more detailed junction concept and assessment will be required as part of any future planning application. As one solution, it is likely that the existing bridge ramp, pier and railing at its north-westerly corner will need to be widened out to improve sightlines when exiting the site.
- 4.3.9 Access to leased garages only or emergency vehicles only is likely to be provided from the northern end of the site from Hooper Street. Subject to more detailed design, this could be achieved via the existing entrance to the garages, or from a new point of entrance on alignment.
- 4.3.10 Any future site developer will need to demonstrate appropriate capacity at the Mill Road junction for all vehicles to/from the site in addition to required works to facilitate these movements.
- 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 design speed of no more than 20mph. Shared surface environments for all modes should be employed including for the retained route adjacent to the coach houses at the western edge of the site.
- 4.3.12 The presumption is that existing access restrictions on surrounding streets would remain.
- 4.3.13 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.

Car parking

- 4.3.14 Cambridge City Council's car parking standards are expressed as maximum standards in line with national guidance and the City's Council's sustainability aims. The Local Plan identifies a justification for car parking provision below this maximum given the site's close proximity to public transport, shops and services. Based on discussions to date, the aspiration is to provide low car parking provision with an additional visitor parking space of 0.25 per home (i.e. 1 visitor space for every four homes). Any parking allocation will need to be justified in future planning applications in the context of more detailed design, assessments and the exact proportion of house types.
- 4.3.15 Car parking should be provided in a range of typologies (see figure 29 to 32), including parallel on-street bays, on-plot in integrated garages or undercroft spaces or allocated off-street parking courts / at grade "decks". The potential for the use of car clubs and electric vehicle charging points within the development as a whole should be investigated early in the development process.
- 4.3.16 The Council will encourage early liaison with Cambridgeshire County Council to consider the wider strategy for the adoption of streets and car parking management including potential for a pay and display regime.

Cycle parking

- 4.3.17 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. Reference should be made to the council's Cycle Parking Guide for New Residential Developments" (2010).

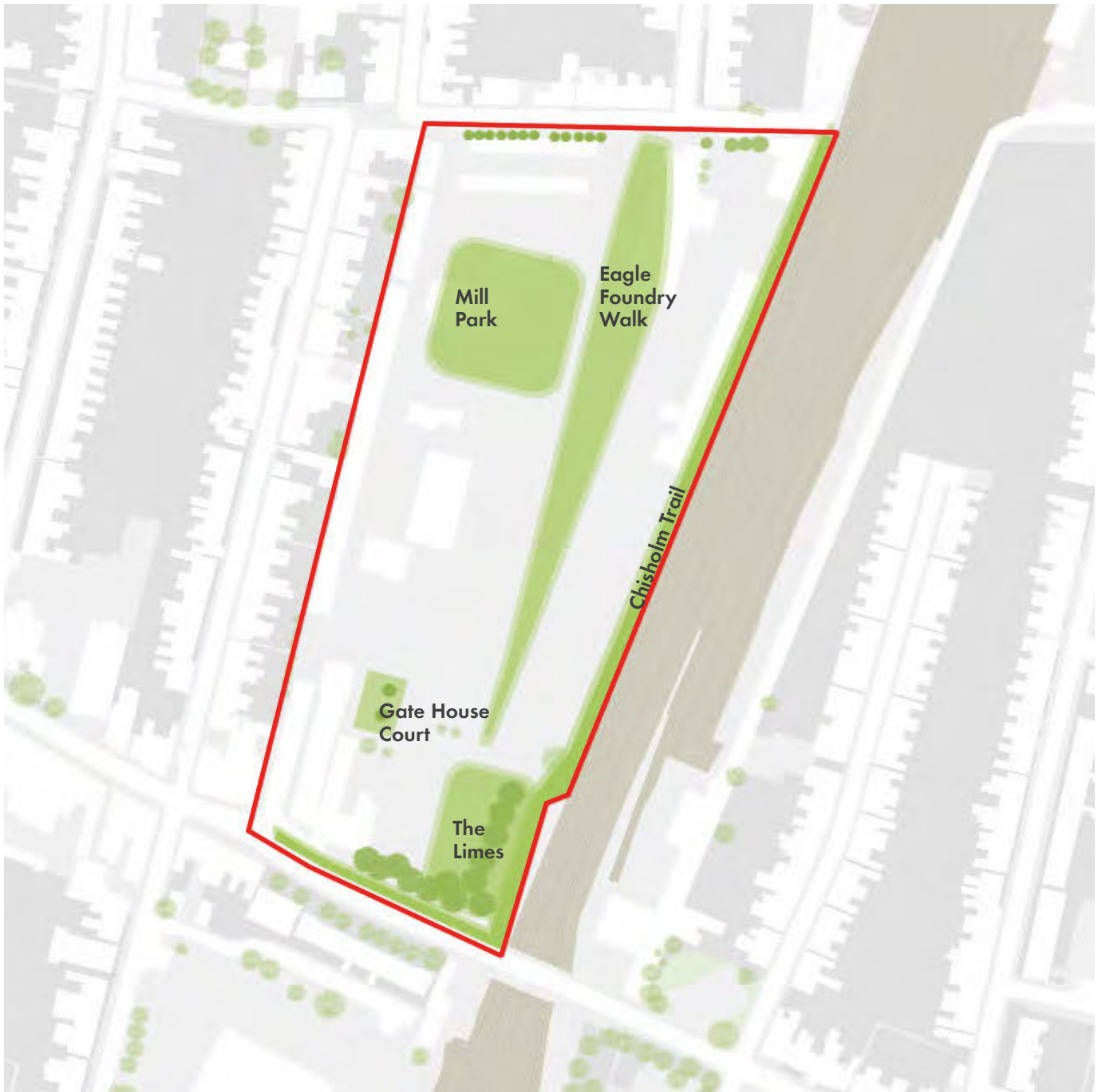


Fig 33 Open space

4.4 OPEN SPACE

- 4.4.1 A significant proportion of the Mill Road Depot site should be allocated to open space as set out in figure 33. Through consultation, stakeholders identified an aspiration to create a balanced approach to open space which combines the needs of the wider Mill Road community, the existing neighbourhood to the north and new residents on the site.
- 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 drainage 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.
- 4.4.3 Subject to detailed design process including the delivery of the full housing allocation and adherence to the key principles and parameters in this chapter, it is anticipated that a future scheme could indicatively accommodate approximately 20% to 25% of site area as open space.
- 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 depot site.
- 4.4.6 New development schemes should take a proactive approach in consulting with the Conservation team and Tree Officers to review the strategy 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.
- 4.4.7 As set out above, any future planning applications should set out a comprehensive open space strategy which articulates a distinct approach to formal and informal spaces across this accessible urban site. Although there is a degree of flexibility, any scheme should seek to include the following elements. Historic site plans have inspired the identification of possible names for the key spaces, but these will be subject to further discussion and review as the project moves forward.

Open space character areas

- Street trees**
- 4.4.4 Existing trees are an important factor on development sites and a material consideration in the UK planning system. There are trees located on and immediately adjacent to the Depot that will need to be considered as part of any redevelopment proposals. In accordance with BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations, the above and below ground tree constraints should be collated by an arboriculturalist and this information used to inform development layouts.

- “The Limes”: Proposals should seek to embed a new space at the south eastern corner of the site as a cornerstone of the scheme. This space will provide a flexible asset for the Mill Road area being within easy walking distance of the principal pedestrian entrance to the site and immediately adjacent to the Chisholm Trail as it enters the site from the south. This space, bounded by mature trees, will be defined as



Fig 34 Accordia - positive example of landscaping



Fig 35 Hampden Gardens - sculptural play space and landscape treatment



Fig 36 Play area at Jesus Green



Fig 37 Pym Court - varied public realm and landscape treatment

an attractive formal setting with potential for a wide range of regular, or more temporary, events which appeal to new residents and the wider neighbourhood. As noted above, some interventions might be required subject to more detailed assessment of existing tree health. Replacement species should achieve a similar scale and enclosure to this important edge. As noted in section 4.8, it is likely that this space would form part of a wider drainage strategy accommodating water storage (attenuation) for the purposes of managed discharge to the south of the site.

- “Mill Park”: Future development should also include a new more central local park with appropriate playspace and facilities to serve the new community and existing residents in the wider neighbourhood. This space has potential to include larger species trees to create an attractive focal point at the heart of the development. As set out in section 4.8, it is likely that provision for surface water attenuation will be required as part of Mill Park to accommodate discharge to the northern part of the site.
- “Eagle Foundry Walk”: A linear landscape feature could be incorporated adjacent to the central north-south street, forming a generous formal edge to the more substantial apartment buildings which form a strong urban boundary adjacent to the Chisholm Trail and the railway line. The exact layout and orientation of this space in relation to the residential frontages should be resolved at a detailed design stage. For the purposes of the illustrative scheme, the apartments and associated linear space deviates from the dominant alignment of the primary north-south streets in response to the orientation of the railway line and Chisholm Trail – widening from south to north and then cutting back to form an axial connection to Ainsworth Street. This is likely to form a popular pedestrian route through the site and will also form an edge to a less formal on-street cycle connection which complements the Chisholm Trail. The space offers opportunities for street tree planting and incorporation of biodiversity measures.
- Chisholm Trail: 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. 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.
- “Gate House Court”: 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.

Play space

- 4.4.8 Children’s play space for a range of ages should be provided in the development. It is estimated that approximately 0.13ha of equipped play space / outdoor provision would be required on-site. Allotments and opportunities for communal growing could be provided on-site, depending on local demand. Examples of spaces are illustrated in figure 34 to figure 37.

Outdoor sports pitches

- 4.4.9 Given the relatively small size of the site and its long rectangular form, it is not appropriate to provide outdoor sports pitches on site. Commuted sums for off-site provision or improvements in lieu of on-site provision will be sought.

Shadow studies

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

- Mixed use (e.g. community and residential) - flexibility to provide community uses elsewhere on the site subject to design development
- Residential
- Study area



Fig 38 Indicative uses

4.5 USES

Housing

- 4.5.1 In line with the site allocation, the primary land use will be housing. The site has capacity for 167 homes during the Local Plan period to 2031. The indicative approach to uses is set out on figure 38.
- 4.5.2 The site is suitable for a range of house typologies and it is anticipated that the City Council will seek to achieve a balanced mix of housing and apartment typologies. Based on initial capacity studies, the 167 home allocation is likely to be apportioned as 50% to 60% apartments and 40% to 50% houses. The exact mix is flexible and will be informed by a consideration of housing market dynamics, approach to tenure, and disposition of open space.
- 4.5.3 The images overleaf (figure 39) illustrate a range of local typologies, traditional and contemporary in form, which could be appropriate on the site. These include terraces, town houses and mews as well as apartments or mansion blocks. The precise approach will be informed by building heights as set out in section 4.6. Opportunities for bespoke refurbishment of the existing coach house blocks to 1 or 2 bedroom properties at the western boundary of the site also exist.

Affordable housing

- 4.5.4 The policy requirement for affordable housing is a minimum of 40%. The Council is considering a spectrum of delivery models which could include a number of different formats including co-operative housing.

Community and other non-residential uses

- 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. 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.

- 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:

- 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 and/or as creative arts studios.
- The potential for a suitably located small café.



Fig 39 Examples of housing typologies in Cambridge of an appropriate scale and massing - clockwise from top left: Seven Arches, Aura, Abode, Magna, Accordia, Accordia, Eden Street and Abode



Fig40 Illustrative coach house redevelopment as mews



Fig41 Above - adjacent to the Magna development, the old Rattee & Kett building has been converted to café/cookery school. This could be a relevant precedent for the coach houses on Mill Road (below)

4.6 BUILDING HEIGHTS AND TYPES

Building and housing types

- 4.6.1 A range of building and housing types should be provided across the site in a mixture of houses and flats. This range of typologies will help to create an integrated community, with homes suitable for a range of household types and sizes.
- 4.6.2 New homes should seek to optimise solar orientation and outlook, while also providing a robust street and block layout as illustrated in the site framework plan (figure 27). Dual aspect homes should be maximised and single aspect north facing homes avoided.
- 4.6.3 New homes should generally be set back from the street, with small front gardens or privacy strips. Where possible, ground floor properties should have rear gardens, or patios and flats should have a balcony or terrace.
- 4.6.4 The level of parking provision will influence the mix of house types. For example, a high proportion of garages could reduce the proportion of houses, and require an uplift in apartments to meet the 167 unit target in the Local Plan allocation.
- 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). Opportunities might also exist for conversion to non-residential uses similar to the former Rattee & Kett building.
- 4.6.6 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.



Fig42 Building heights

Building heights

- 4.6.7 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 Conservation Area. The key characteristics are set out in chapter 2.
- 4.6.8 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 be appropriate at the south eastern edge of the site.
- 4.6.9 In general, proposals will be expected to incorporate architectural modulation and variety to generate a varied roofscape and positive streetscape / townscape character. This could be achieved through variations in massing along the street and within blocks, and innovative use of roof space for accommodation where appropriate.

Heritage

- 4.6.10 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:
- 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 .

Boundaries

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

ILLUSTRATIVE ONLY

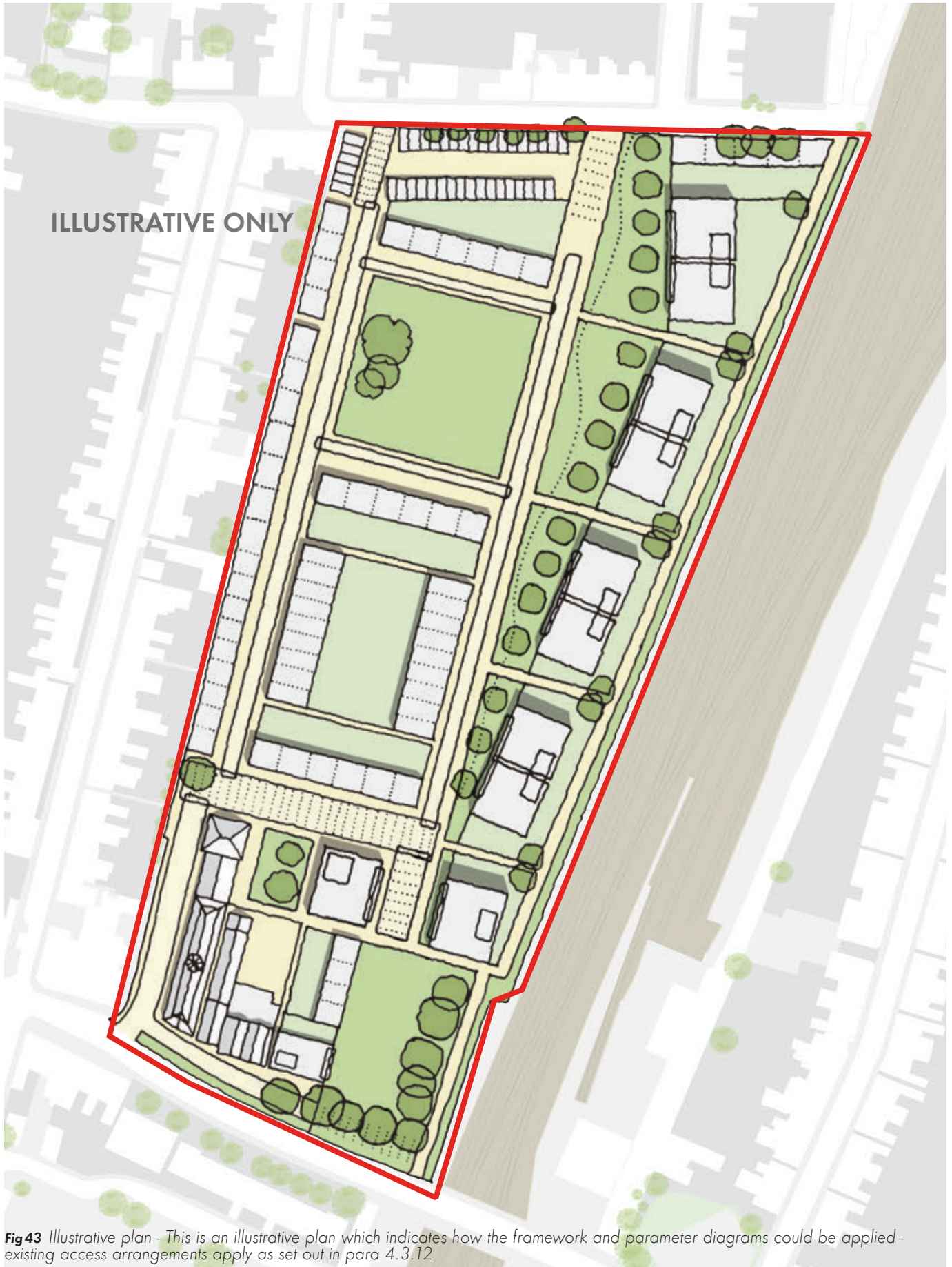


Fig 43 Illustrative plan - This is an illustrative plan which indicates how the framework and parameter diagrams could be applied - existing access arrangements apply as set out in para 4.3.12



Fig44 Long-term illustrative approach, showing the principle of the phased future redevelopment of the garages at the northern boundary of the site. This is outside of the 167 home allocation and would be beyond the Local Plan period

4.7 CHARACTER AND FORM

Layout

- 4.7.1 Section 4.2 provides an overview of the key principles in terms of site layout which is summarised in figure 6. The adjacent drawing (figure 43) provides an indicative illustration of the proposed approach. This illustrative masterplan does not have planning status for the purposes of the assessment of future applications, but provides a helpful illustration of how a scheme could come forward in response to the various parameters and supporting guidance in this document.
- 4.7.2 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.
- 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 Secured by Design.

Long-term phasing

- 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. It might be possible for some or all of the garages to be redeveloped if appropriately reconfigured. 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. 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.

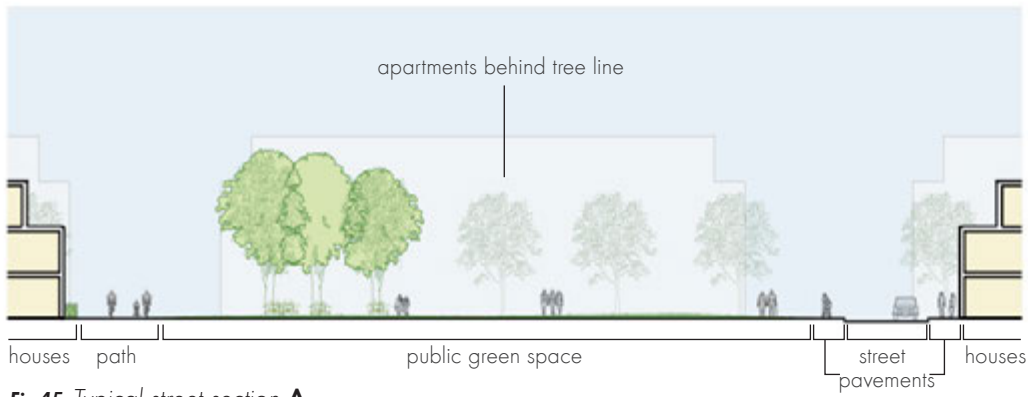


Fig 45 Typical street section **A**

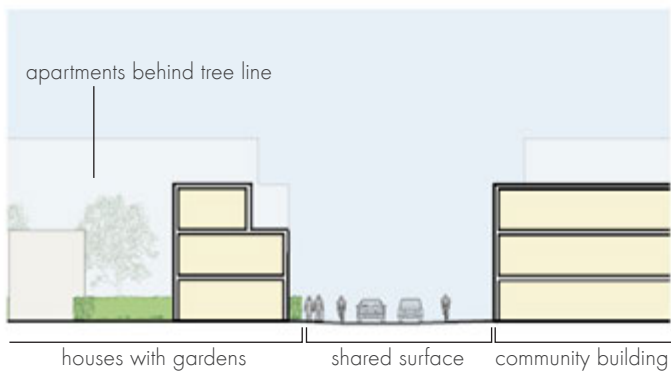


Fig 46 Typical street section **B**

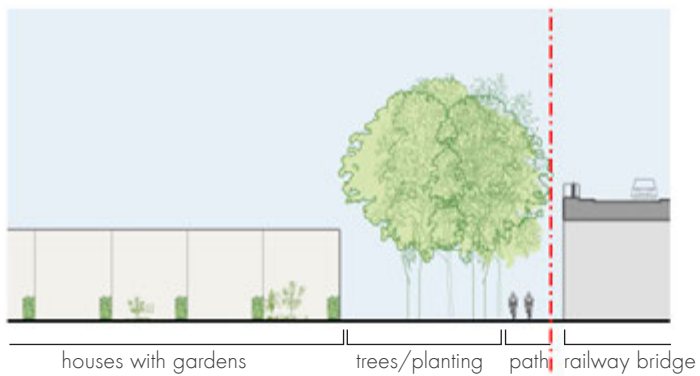


Fig 47 Typical street section **C**

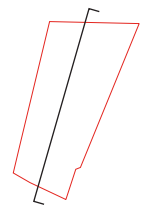


Fig 48 Indicative North-South section through site

Indicative street typologies

- 4.7.5 Buildings should be oriented to overlook streets and public spaces, with layouts following the principles identified in Secured by Design.
- 4.7.6 Variety should be encouraged through careful design of street types with a clear distinction between public and private space and a hierarchy of street widths.
- 4.7.7 The following street types (figures 45 to 48 and 49 to 53 overleaf) illustrate indicative street typologies that could be developed at a planning application stage.

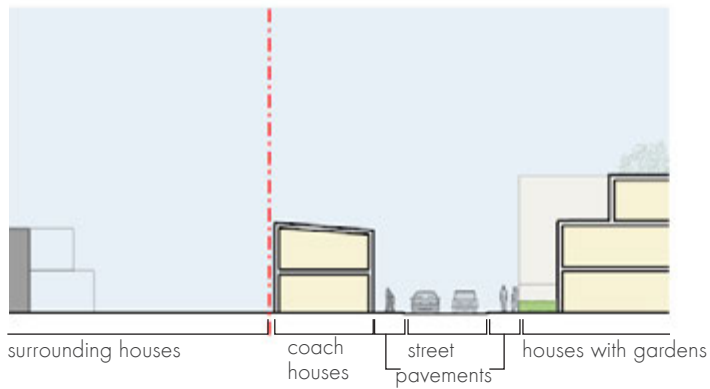


Fig 49 Typical street section **A**

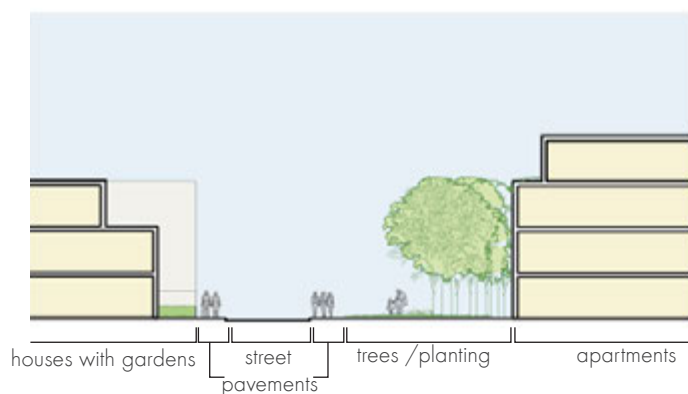


Fig 50 Typical street section **B**

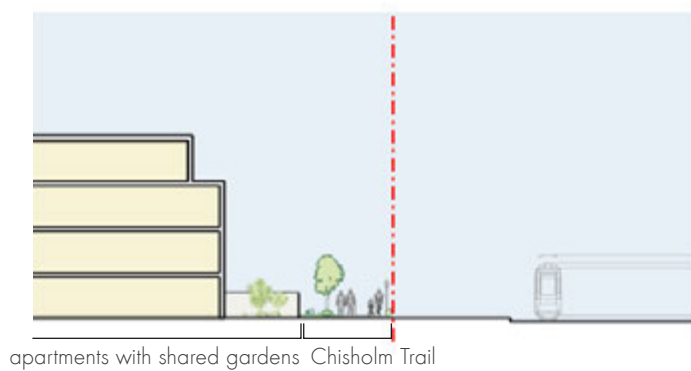


Fig 51 Typical street section **C**

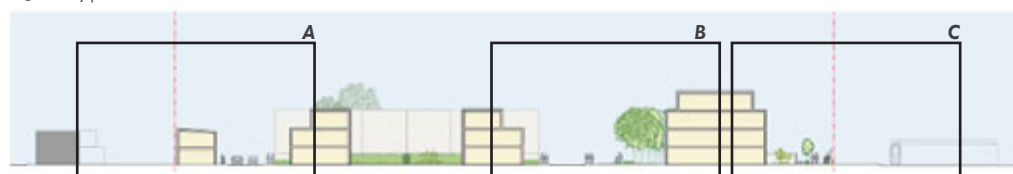


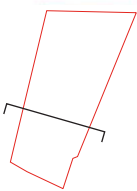
Fig 52 Indicative East-West section through site

Character

- 4.7.8 Proposals should respond to local townscape and demonstrate a positive and appropriate response to key design features including street elevations, roofscape, materials, massing and building corners. Opportunities for contemporary design solutions which consider to traditional local styles and detailing should be incorporated as appropriate.
- 4.7.9 Buildings with a larger form such as the apartments could draw inspiration from the scale and materiality of the historic industrial buildings in the wider Mill Road Conservation Area or indeed, some of the former buildings on the Depot site.



Fig 53 Indicative West-East section through Southern end of site



4.8 ENVIRONMENTAL CONSIDERATIONS AND SUSTAINABILITY

Site-wide sustainability

4.8.1 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 Council's Sustainable Design and Construction SPD and propose strategies for the following relevant issues:

- Health and well-being of future residents
- Energy efficiency of new buildings
- Design for climate change
- Water use
- Flood mitigation
- Sustainable drainage
- Use of materials and resources
- Waste and recycling
- Employment opportunities
- Pollution
- Transport and mobility

4.8.2 Specific strategies that could be considered for the site include:

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

4.8.3 The Local Plan allocation made reference to the provision of a district energy centre. More recent work has indicated that this is technically feasible for the site but not viable. A combination of passive design solutions and building design solutions should form the basis of site energy strategies for future schemes.

Surface water drainage

4.8.4 Future proposals should consider the surface water drainage strategy at an early point in the design process. Initial work suggests that opportunities for storage / attenuation space should be provided as part of open spaces. These would be located close to existing discharge locations at the northern and southern parts of the site.

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.

4.8.6 Infiltration is the preferred method of surface water disposal and should be explored through detailed site investigations during the design development of the site; however soil types and the potential presence of contamination will possibly limit its use.

Foul drainage

4.8.7 Foul drainage has similar discharge locations, both at the south and north of the site.

4.8.8 A split between north and south would be appropriate and although it is likely that capacity would be available in both of these, a pre-development enquiry should be made to Anglian Water to determine capacities and allowable discharge rates.

Remediation

4.8.9 Elevated concentrations of various contaminants have been identified associated with made ground across the site, which would not be suitable for use within proposed domestic garden or landscaped areas. More localised contamination was identified within the

northern part of the site, especially surrounding the Underground fuel Storage Tanks (USTs).

- 4.8.10 Impacts to soil and groundwater from fuels were identified within this area which will require further assessment.

Ecology

- 4.8.11 There are likely to be opportunities to enhance the ecology and biodiversity of the site. Initiatives should be developed in the context of wider plans for improvements to ecology and biodiversity.

- 4.8.12 Initiatives that could be considered are:

- Tree and other planting where appropriate (see section 4.3 above).
- Water resources in association with sustainable drainage and landscape features where possible
- Nesting opportunities for a variety of bird and bat species
- Habitats for insects

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

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

- 4.8.15 A Phase 1 habitat and protected species survey should be undertaken to establish which habitats and species are likely to occur. Particular focus should be on bat roost potential

of any of the existing trees and buildings and invasive non-native species. This report would recommend if any further survey effort is required. BS42020 should be followed.

- 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 in garden fences to provide access for hedgehogs. 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.

- 4.8.17 The sustainable drainage design guide principles should be promoted to encourage the use of green, brown, biodiverse roofs, swales and attenuation ponds with ecological and recreational value.

- 4.8.18 Open spaces 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.

- 4.8.19 As many units as practically possible, depending on scale, should have at least one integral bird or bat box for a range of species. Romsey retains a good Swift population that should be relatively easy to encourage to adopt new nest sites within the development.

- 4.8.20 The new residents will be well placed to use the new Chisholm Trail and existing Sustrans route to the south to explore Milton Country Park, RSPB Fen Drayton, Clay Farm Green Corridor and Trumpington Meadows Country Park. On site interpretation or homeowner welcome pack could promote these sites.

4.9 PLANNING OBLIGATIONS

- 4.9.1 The development is likely to result in increased demands for community infrastructure such as public open space, sports, health and community facilities and additional school and nursery places. Some of these demands will be met on site and others via commuted sums to provide new or enhanced infrastructure off site. It is also possible that in addition to the provision of the Chisholm Trail through the site, other transport improvements will be needed off site. 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. 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).

APPENDIX A: GLOSSARY OF TERMS

- **Biodiversity:** The number and variety of plants and animals.
- **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.
- **Built form:** Buildings and their structures.
- **Cambridge Local Plan 2006:** This is the currently adopted Local Plan which sets out the policies and proposals for developments within Cambridge up until 2016. It includes a number of detailed policies and allocations where the Council would like new development to occur.
- **Cambridge Local Plan 2014 Proposed Submission:** Provides the policies and proposals for accommodating future developments within Cambridge up until 2031. The Plan is currently the subject of an independent examination. If found sound, the Plan will be adopted and will at that point replace the 2006 Local Plan. At this stage, this emerging document is in draft form only. It includes a number of detailed policies and draft allocations setting out how and where the Council would like future development to occur. One such draft allocation is the Mill Road Depot Site (Site R10).
- **Character and Form:** A combination of: the layout of buildings and streets; the height and appearance of the buildings; the amount and distribution of open space; and the density of a development.
- **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.
- **Development principles:** A set of principles which underpin the redevelopment of the Mill Road Depot site.
- **Density:** Density is a method of measuring the intensity of development within a specified area. Density is calculated by dividing the number of homes by the site area in hectares. The site area includes roads and open spaces.
- **Framework Plan:** A plan used to illustrate how the open space, routes and building frontages work together on the Mill Road Depot site.
- **Habitats Regulation Assessment (HRA):** Habitats Regulations Assessments (HRA) are required under European Directive 92/43/EEC on the "conservation of natural habitats and wild fauna and flora for plans" that may have an impact of European (Natura 2000) Sites. A HRA is the assessment of the impacts of implementing a plan or policy on a Natura 2000 Site. Its purpose is to consider the impacts of a Local Plan document against the conservation objectives of a site.
- **Hectare:** An area of 10,000 square metres
- **Legibility/Legible:** The degree to which a place can be easily understood and navigated.
- **Listed Building:** A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations that would affect its character or its setting.

- **Local Plan:** Abbreviation used to describe the statutory plan adopted by the City Council.
- **Massing:** The combined effect of the arrangement, volume and shape of a building or group of elements. This is also called bulk.
- **Mitigation:** The purpose of mitigation is to avoid, reduce and where possible remedy or offset any significant negative (adverse) effects on the environment etc. arising from the proposed development.
- **Mill Road Conservation Area** There are 11 Conservation Areas within Cambridge, as defined by the City Council. These areas are considered to have 'special architectural or historic interest' and new developments within them must take this into consideration.
- **Parking Standards:** Document setting out maximum permissible levels of car parking for various land uses, along with minimum levels of cycle parking.
- **Planning Applications:** There are two possible approaches for the submission of a planning application. An 'outline' application establishes the broad principles of a development and sets development parameters, with more detailed matters submitted later as 'Reserved Matters' applications. Alternatively, a 'full application' would provide all details of the proposed development at the outset.
- **Public Realm:** The areas of city or town (whether publicly or privately owned) that are available, without charge for everyone to use or see, including streets, parks and open spaces.
- **Planning and Development Brief:** A planning policy document to help guide the preparation and assessment of future planning applications for specific sites coming forward for redevelopment.
- **Sustainability Appraisal (SA):** Sustainability Appraisal (SA) is a compulsory requirement under the 2004 Planning and Compulsory Purchase Act and the 2001/42/ EEC European Directive. A process used to appraise planning policy documents in order to promote sustainable development. Social, environmental and economic aspects are all taken into consideration.
- **Sustainable Development:** Sustainable Development is a broad term that encompasses many different aspects and issues from global to local level. Sustainable development can be described as 'Development, which meets the needs of the present without compromising the ability for the future generations to meet their own needs' (after the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission).
- **Sustainable Drainage Strategy:** Sustainable drainage systems control and slow down surface water run off by mimicking natural drainage process in built-up areas. These systems include: areas for surface water storage; areas for water to infiltrate the ground slowly; and systems for limiting water flow.
- **Supplementary Planning Document (SPD):** SPDs were established as part of the Planning and Compulsory Purchase Act 2004 in United Kingdom law. They may cover a range of issues, be broadly thematic or site-specific. In the case of the Mill Road Depot site, the SPD is site specific and provides guidance on matters of design, land use and the amount of development appropriate for the site.

APPENDIX B: RELEVANT CAMBRIDGE LOCAL PLAN POLICIES

Policy 1 Presumption in favour of sustainable development

Policy 3 Spatial Strategy for the location of Residential Development

Policy 5 Strategic Transport Infrastructure

Policy 26 Site Specific Development Opportunities

Policy 27 Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy 31 Integrated water management and the water cycle

Policy 32 Flood Risk

Policy 33 Contaminated Land

Policy 34 Light Pollution Control

Policy 35 Protection of human health from noise and vibration

Policy 36 Air quality, odour and dust

Policy 45 Affordable Housing and dwelling mix

Policy 50 Residential Space Standards

Policy 51 Accessible Homes

Policy 55 Responding to Context

Policy 56 Creating Successful Places

Policy 57 Designing new buildings

Policy 59 Designing Landscape and the Public Realm

Policy 60 Tall Buildings and the Skyline in Cambridge

Policy 61 Conservation and enhancement of Cambridge's historic environment

Policy 68 Open Space and recreation provision through new development

Policy 70 Protection of priority species and habitats

Policy 71 Trees

Policy 75 Healthcare facilities

Policy 80 Supporting Sustainable Access to Development

Policy 81 Mitigating the transport impact of development

Policy 82 Parking Management

Policy 85 Infrastructure delivery, planning obligations and the community infrastructure levy

Appendix B - Proposals Schedule Site R10 - Mill Road Depot

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