



Station Area Development Framework



Adopted
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CAMBRIDGE
CITY COUNCIL
Environment & Planning



Beacon
Council

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1.0 INTRODUCTION

1.1 Vision

1.2 The redevelopment of the Station Road Area presents a unique opportunity to transform an under-used and unattractive area of the city by:

- Providing a greatly improved transport interchange;
- Creating a new mixed-use but predominantly residential neighbourhood with distinctive and high quality streets, spaces and buildings;
- Providing a range of complementary uses which serve local residents as well as people working in and travelling through the area;
- Setting high standards in urban design and sustainable forms of development.



Cambridge Station

1.3 Purpose

1.4 This Area Development Framework sets out the City Council's aspirations for the redevelopment of the Station Road Area so developers will be fully aware of what is expected of them in the preparation of more detailed proposals. It has been prepared in close consultation with the County Council as Highway Authority.

1.5 The Framework reduces uncertainty and creates a benchmark against which development proposals can be assessed by the public and the Councils. It sets out the key issues to be considered by developers, and in particular highlights:

- Known site constraints, including statutory controls;
- Requirements for the transport interchange, including capacity of bus, taxi and cycle facilities;
- Access and movement strategy;
- Parking;
- Acceptable land uses;
- The physical characteristics to be achieved through redevelopment including streets, spaces and buildings; and
- The Council's approach to dealing with planning obligations.

1.6 The full planning policy context for the development is set out in Appendix 1.

1.7 Background

1.8 Over the past 10 years the City Council and developers have carried out a number of studies in the Station Road area, and whilst a small number of planning applications have been submitted, no significant development has taken place. These are summarised in Appendix 2.

1.9 This Area Development Framework builds upon the Statement of Development Principles agreed by the Executive Councillor (Environment) in March 2003, reflects the more ambitious development proposals coming forward and responds to recent events, notably:

- The City Council's requirements for the creation of a high quality transport interchange as the principal aim of the redevelopment proposals;
- The scheduled closure of the Rank Hovis works in Spring 2004 and the corresponding sale of the site;
- The application for an order under the Transport and Works Act 1992 for the Cambridgeshire Guided Bus, the route of which will pass under Hills Road bridge and stop at the Station;
- Recent planning applications for housing on the Triangle Site and for a mixed use development scheme on the Red House site; and
- Development proposals emerging from other landowners and developers.

1.10 This Area Development Framework has been prepared in sufficient detail to allow detailed planning applications, supported by detailed design statements, to come forward on individual sites. For larger sites it may be more appropriate to submit an outline application, supported by a master plan, which shows a high level of detail to enable the application to be assessed and the design quality of the scheme assured. Further details are provided in Section 5 'Phasing'.

1.11 Development of this magnitude will take place over a number of years so a robust Framework has been prepared to allow scope and flexibility in the detailed design, phasing and implementation of



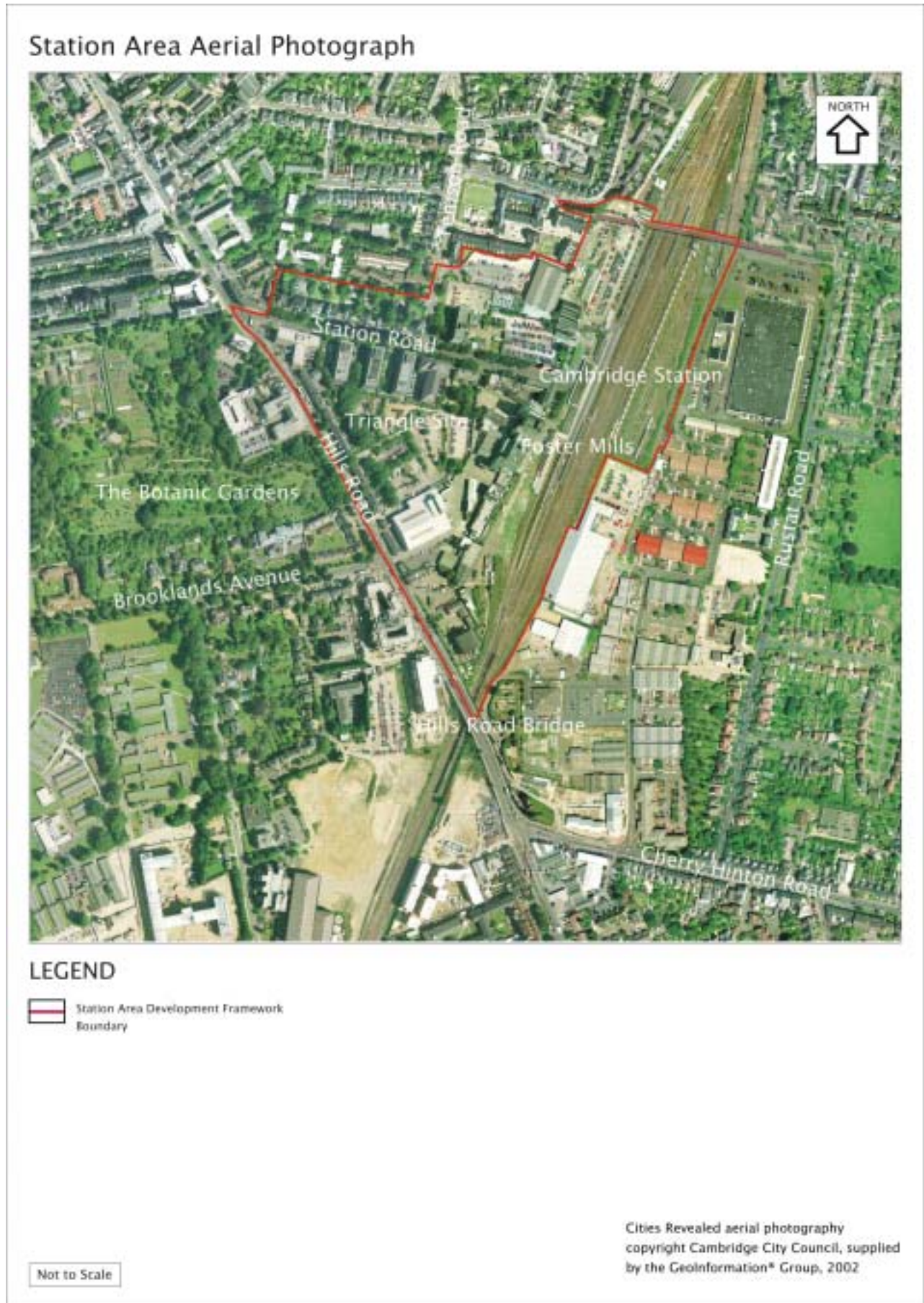
The Red House



The Triangle Site

the development. Longer-term development opportunities exist on the Network Rail land to the east of the main railway lines. This land is currently operational but may be released in the future. Development around the station should not prejudice the long term development possibilities in this area.

1.12 Station Area Aerial Photograph



1.13 Status

1.14 This Area Development Framework and will be subject to public consultation prior to consideration by the City Council's Environment Scrutiny Committee and approval by the Executive Councillor (Environment) as Supplementary Planning Guidance.

2.0 SITE CONTEXT AND ANALYSIS

2.1 Area Character

2.2 The Cambridge Landscape Character Assessment (2003) defined part of the Station Road Area as being located within the Industrial Landscape Corridor. The eastern part of the area contains a number of industrial buildings including Foster Mills along with areas of derelict sidings and the railway itself.

2.3 The north western and western parts of the site are predominately residential and are best categorised as 'Pre 1900 residential - terraces and residential Villas and Modern Movement'.

2.4 The immediate vicinity of the Station currently contains a number of derelict sites, such as the 'Triangle Site' and car parking areas that produce a poor first impression of the City.

2.5 The mature vegetation contained within the boundaries of properties along Station Road helps to green the area and frame views towards the station.

2.6 Statutory Constraints

2.7 In spite of the poor quality of some individual sites, the overall quality of the area has been recognised through its the designation as part of the Central Conservation Area. The Station is a Grade 2 Listed Building, and there are a number of Buildings of Local Interest, including Foster Mills.

2.8 The 'Triangle Site' contains a number of trees and groups of trees covered by Tree Preservation Orders.

2.9 All of the streets within the Tenison Road Area are in the Controlled Parking Zone.

2.10 The County Council is promoting the provision of a Cambridgeshire Guided Bus System that will pass through the Station Area and an Order under the Transport and Works Act (1992) has been published. A formal consultation period started on 19 February 2004. It is anticipated that there will be a public inquiry into these proposals in September 2004.



Victorian Villas on northern side of Station Road



Derelict land behind Station Road used as car parking

2.11 A more detailed appraisal of the character and significance of the area, including an appraisal of locally significant buildings, is included in Appendix 4.

2.12 Site Analysis



Foster Mills and Silo create a local landmark



Tree framed approach along Station Road frames the Station building



Poor first impression of the city created through the chaotic space in front of the Station and large areas of poorly used and visually unattractive land



Large areas given over to car parking



High degree of conflict between pedestrians and vehicles



Insufficient cycle parking

2.13 Site Analysis (continued)



Limited facilities for buses and taxis and their customers including an inadequate number of bus stands



Local road network already at or above capacity at many times of the day



Poor quality informal pedestrian and cycle routes between Station and Hills Road



Area generally lacking in public open space

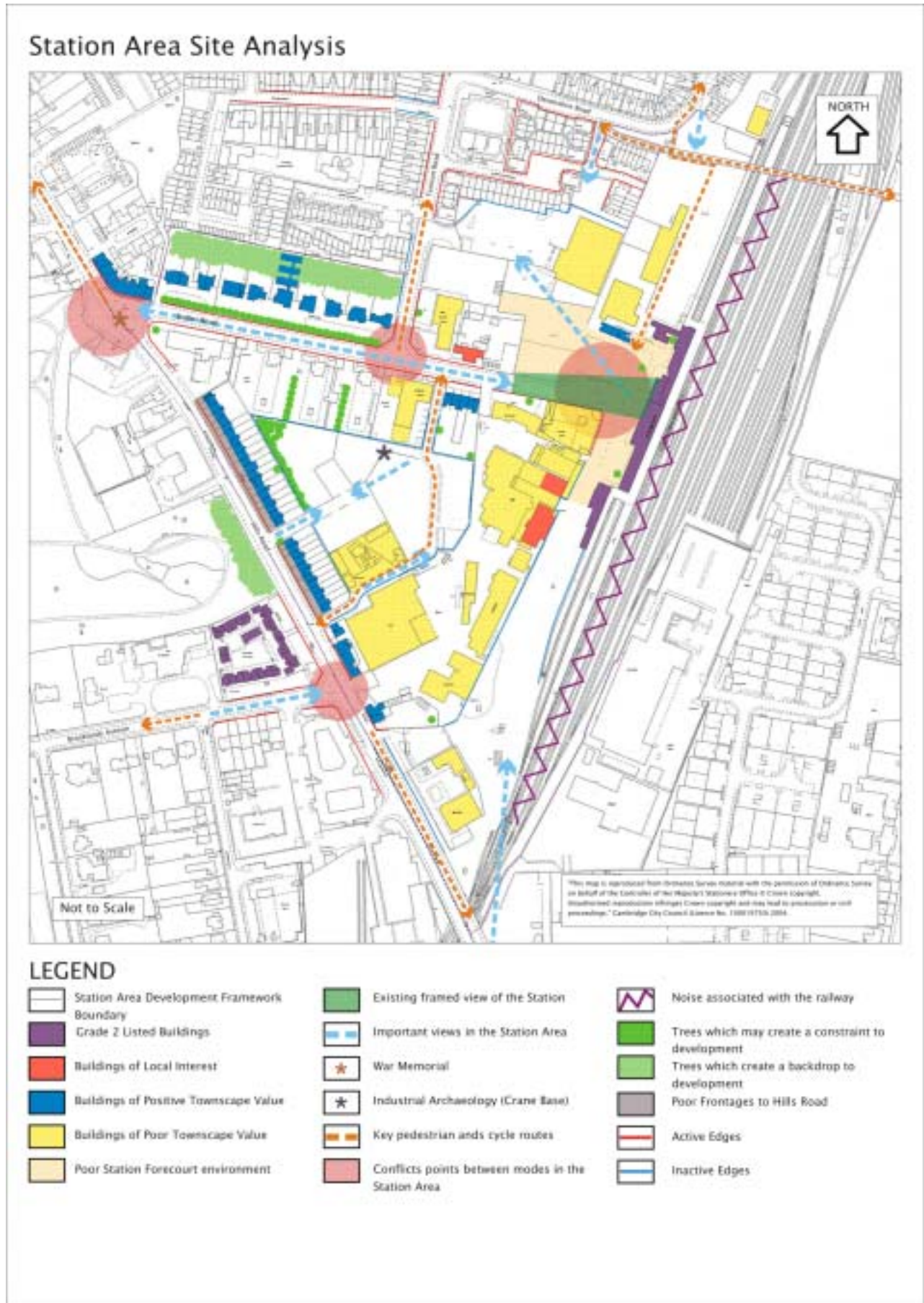


Poor frontages to terraces along eastern side of Hills Road



Noise from Railway and possibility of contamination from railway uses

2.14 Station Area Site Analysis



3.0 THE AREA DEVELOPMENT FRAMEWORK

3.1 Introduction

3.2 This section sets out the Area Development Framework based on an analysis of the planning policy context and site analysis. It outlines the principles that will underpin the successful transformation of this area by addressing:

- Integrated transport;
- A mix of complementary land uses; and
- High quality buildings, streets and spaces.

3.3 INTEGRATED TRANSPORT

3.4 The redevelopment of the Station Road Area should contribute to meeting the City and County Councils' transport policies of making travel safer, developing an integrated and sustainable transport system and maintaining and operating an effective transport network. The particular objectives for the Station Area are to:

- Create an efficient, high quality and customer friendly transport interchange with improved facilities for buses, taxis, cyclists and pedestrians;
- Improve access through the area for public transport, pedestrians and cyclists through the provision of new or improved routes which minimise conflict between modes; and
- Minimise private vehicle movements generated by existing and new developments and to promote alternative modes of transport.



Carter Bridge

3.5 The transport interchange

3.6 The key requirement for the redevelopment of this area is the provision of a transport interchange that will:

- Locate all bus and taxi stands as well as cycle and disabled parking within easy and convenient reach of the station entrance (ideally within 150m of the station entrance);
- Provide a high quality bus interchange for at least 10 buses plus 2 dedicated stops for the Cambridgeshire Guided Bus, and at least 6 spaces for bus layover. Additional bus stands and layover bays will be sought and provided subject to further detailed design and planning.
- Maximise the segregation of public transport from other vehicles to minimise the possibility of delays and disruptions;
- Provide waiting capacity for 30 taxis, improve taxi waiting and pick-up/set-down facilities and make them freely accessible to all licensed taxi cabs;



Existing bus facilities

- Provide space for a 'kiss and ride' drop-off point in a convenient location that will prevent interference with public transport;
- Create a safe and accessible interchange and that is covered by a comprehensive CCTV system;
- Allow space for a visitor information centre in or close to the station; and
- Ensure scope for improvements to the operation of the Station, especially the West Anglia Route Modernisation (East) (WARM(E)) programme, Thameslink 2000 proposals and any island platforms.

3.7 Access and Movement

3.8 The road network in the Station area is already operating beyond capacity at peak times and development will be constrained by the need to ensure that the existing highway network can accommodate vehicle movements from development in the Station Road area.

- The principal vehicle access for this area will continue to be along Station Road.
- A new link road from Hills Road to the Station will be required to improve access to and from the Station to and from the south. This will be provided through the creation of a 4th arm at the existing Brooklands Avenue and Hills Road junction. It is considered that this is the best location in highway engineering terms and will aid in the creation of a clear and legible route network.
- In highway engineering terms this 4th arm will be easiest to manage if the junction is restricted to turning movements of right turn in and left turn out. If necessary, the 3m reserve strip to the front of City House may need to be utilised in order to facilitate this access. The route will be designated as public highway and will be restricted for use by buses, taxis, private hire cars and cyclists and some strictly limited access traffic (to serve the Earl of Derby pub, 125, 127 & 127a Hills Road). A means of enforcing this restriction will need to be provided.



Brooklands Avenue/Hills Road junction



Station Road/Hills Road junction

- Due to capacity issues at the junction and land availability it is not considered possible to allow residential access off this 4th arm in the configuration described above. To allow greater capacity and movement arrangements, as well as to facilitate segregated cycle lanes over the widened Hills Road bridge, the demolition of the Earl of Derby pub may be necessary. However this building makes a positive contribution to the conservation area and a convincing case will need to be made to show that the overall benefits of its demolition justified its loss.
- Other accesses onto Hills Road will be restricted to servicing existing properties along Hills Road and a limited amount of new development on the 'Triangle Site' only, and for access by emergency vehicles, pedestrians and cyclists.
- The remodelling of the Hills Road/Station Road junction (including the relocation of the War Memorial to the adjacent land by the Botanic Garden) will be required.
- The proposed route for the Cambridgeshire Guided Bus enters the south of the area from under Hills Road Bridge. There is a long term aspiration to extend the Guided Bus network and a protected route will be required to allow the possible future extension to the north of the station alongside the railway line.
- Traffic management measures in the Tenison Road area will be required to minimise the impact of development on adjoining residential streets.

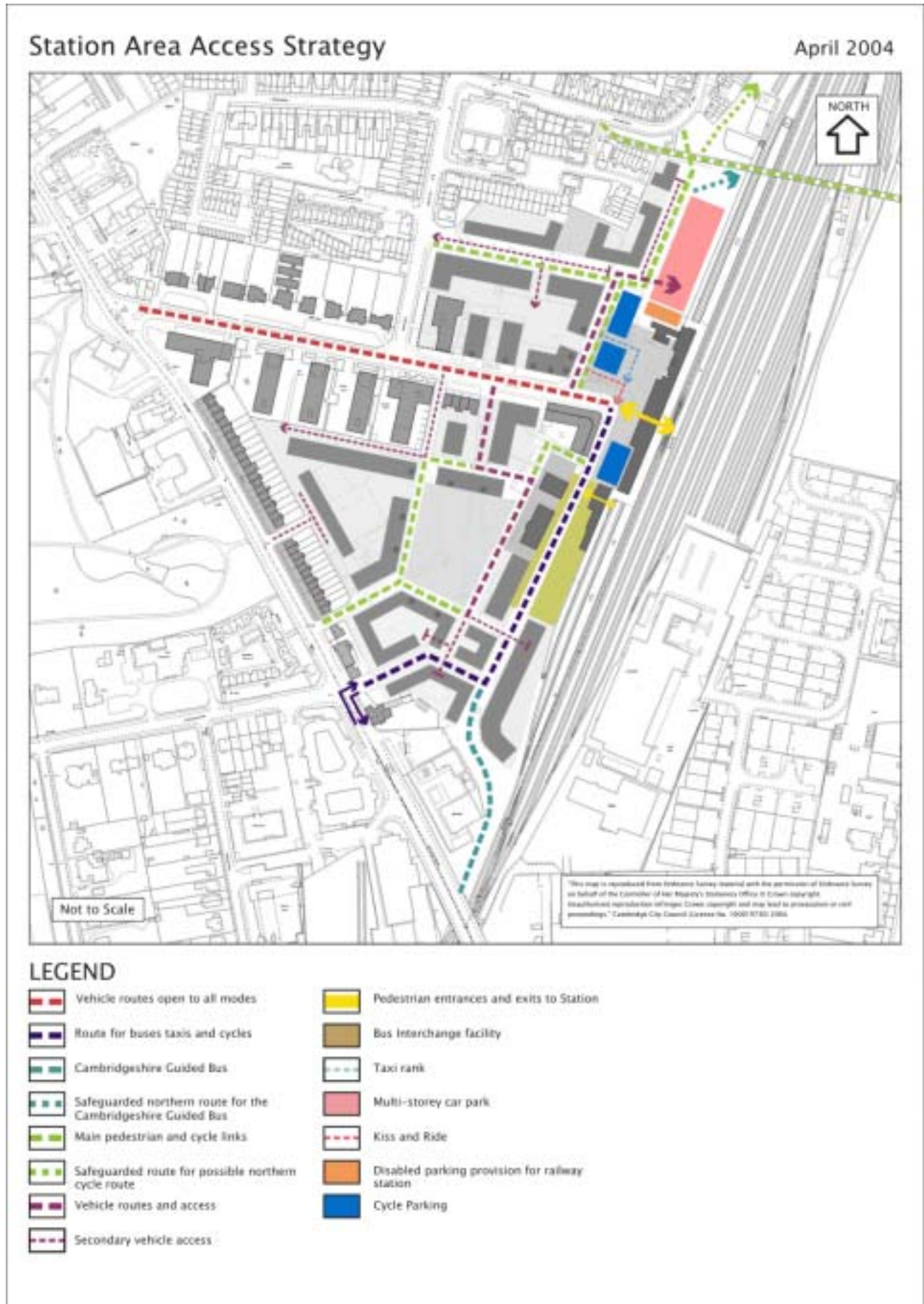
3.9 All new developments will be deemed to be included within the Tenison Road Area Controlled Parking Zone. Traffic Regulation Orders will be advertised to exclude new properties from being entitled to on-street resident or visitor parking permits.

3.10 Reference in this document to the Cambridgeshire Guided Bus relates to the scheme proposed by Cambridgeshire County Council for a rapid transit scheme using guided bus technology in the Huntingdon to Trumpington Corridor. The scheme is the subject of a Transport and Works Act application, the outcome of which is expected during 2005. For the purposes of this document it is assumed that the scheme will be approved in the form proposed by the County Council.



Tenison Road

3.11 Station Area Access Strategy



3.12 Walking and Cycling

3.13 The redevelopment of the Station Road Area creates a significant opportunity to improve the pedestrian and cycle network through the provision of new and upgraded routes. These improvements will include:

- Improving accessibility through the area by increasing the number of routes;
- An improved pedestrian route from the station to the Cambridge Leisure development on the former Cattle Market site;
- Creating new pedestrian and cycle routes of a high standard between Devonshire Road and Hills Road to the south;
- Creating a high standard on-road cycle route along Station Road with improved safety and convenience for cyclists;
- Ensuring that cycle routes provide convenient and safe access to cycle parking facilities;
- Widening the footways along Station Road by setting back building frontages;
- Providing a new pedestrian and cycle ramp from the Carter Bridge directly into the Station area;
- Safeguarding land to provide the possibility of a future cycle route from the development alongside the railway line to the north; and
- Enhancing cycle hire and repair facilities close to the station.



Existing cycle and pedestrian link to Station from Devonshire Road



Existing pedestrian link on to the Carter Bridge

3.14 Parking

3.15 This site is already highly accessible by public transport and this will be further improved once the Cambridgeshire Guided Bus and improvements to the interchange become operational. Car parking, especially for employment uses, will be limited in order to achieve a modal shift away from the private car towards more sustainable travel modes.

3.16 Parking - Station

3.17 The following facilities will be required:

- Long stay car parking for railway users could be located in a multi storey car park in line with current numbers. Car parking for staff at the rail station will be agreed on the basis of operational need.
- Short term parking for 40 vehicles, which could be located within a multi storey car park with appropriate management arrangements.
- At least 20 motor cycle parking spaces. This again could be within the multi storey car park.
- 24 car parking spaces should be provided for use by the disabled, preferably within 50m of the station entrance. (NB Under the Disability Discrimination Act this is the responsibility of the station operator to provide an adequate number of spaces).
- At least 2,000 cycle parking spaces with rain protection and good security. All spaces should be located within 150m of the station entrance, and at least half should be within 100m. A proportion of this cycle parking should provide additional security and facilities for a small fee.

3.18 In addition:

- Some cycle parking should be provided next to the station entrance to cater for people buying tickets. This should be clearly designated as short stay parking with a time limit of, say, 4 hours. Overnight parking in this area will not be permitted.



Existing Long Stay Car Park



Existing Cycle Parking

- A management plan will be required from the rail operator for running the cycle parking, to ensure the removal of abandoned bikes on a regular basis and to enforce the short stay cycle parking.
- All car and cycle parking areas should be covered by CCTV.

3.19 It is expected that any further growth in car parking to serve rail users in the Cambridge area will be met through the development of Chesterton Station on the north side of the city. The planned development of a new station at Chesterton may reduce the need for rail users to park at Cambridge Station and agreement may be sought in the future to require the replacement of some of the multi storey car parking with cycle parking.

3.20 Parking – other uses

3.21 Car and cycle parking for residential and other uses will be provided in accordance with the Council's standards. Consideration should be given to providing some car-free housing. It is proposed that office parking should be provided at one space per 100 m² (gross floor area) for all new office development. In specific cases where existing office buildings with higher provision are being replaced, consideration will be given to retaining one space per 60 sq m so long as the replacement building is of a high quality, and that there is a significant net reduction in commuter car spaces. The 'surplus' spaces should not be re-allocated elsewhere.

3.22 MIXED AND COMPLEMENTARY LAND USES

3.23 Apart from uses associated with the effective operation of the railway, transport interchange and other public transport related uses the following uses will acceptable in this area:

3.24 Residential

3.25 Residential use will be the largest single new use in the regeneration of the Station Area. This will help to address the housing needs of the City by providing residential development of the highest quality with a range of housing types, sizes and tenures. An indicative target of 650 units will be sought, although this will be subject to confirmation when more detailed masterplanning of the area is carried out.

3.26 It is expected that the residential development will be at high density (in excess of 70 dwellings per hectare) given the highly accessible nature of the site.

3.27 Affordable Housing

3.28 Affordable housing will be provided to the Council's adopted standards to meet identified housing needs, and should be distributed throughout the site. Key worker housing is part of the overall affordable housing requirement. A mix of affordable housing types is being sought, including social rented, intermediate rented and low cost home ownership. The mix of the affordable housing is to be agreed with the City Council, but should be consistent with the high density of development. It is anticipated that the majority will be 1 and 2 bedroom flats.

3.29 Business

3.30 Some increase in existing office (B1a) and research and development (B1b) space will be acceptable, subject to it having no significant adverse impact on peak hour traffic. This will be particularly encouraged where it replaces existing worn out office accommodation. New development will need to meet the Local Plan policy of selective management of growth.

3.31 Retail

3.32 A mix of uses within A1 (Shops), A2 (Financial and Professional Services) and A3 (Food and Drink) will be encouraged at ground level around the transport interchange and along Station Road, providing they are of a nature and scale that would not have an adverse impact upon the vitality and viability of the city centre and nearby district and local centres. A 'retail impact assessment' will be required. Individual units will be small-scale to encourage a mix of retail types to serve the local resident and business communities and transport interchange users.

3.33 Community uses

3.34 Leisure and arts uses will be acceptable providing they are appropriate to the location, in scale and character and in particular do not lead to late night disturbance in the surrounding residential areas.

3.35 Community facilities, such as a place of worship, medical practice/health centre and community rooms and day nursery will be sought in line with current policies.

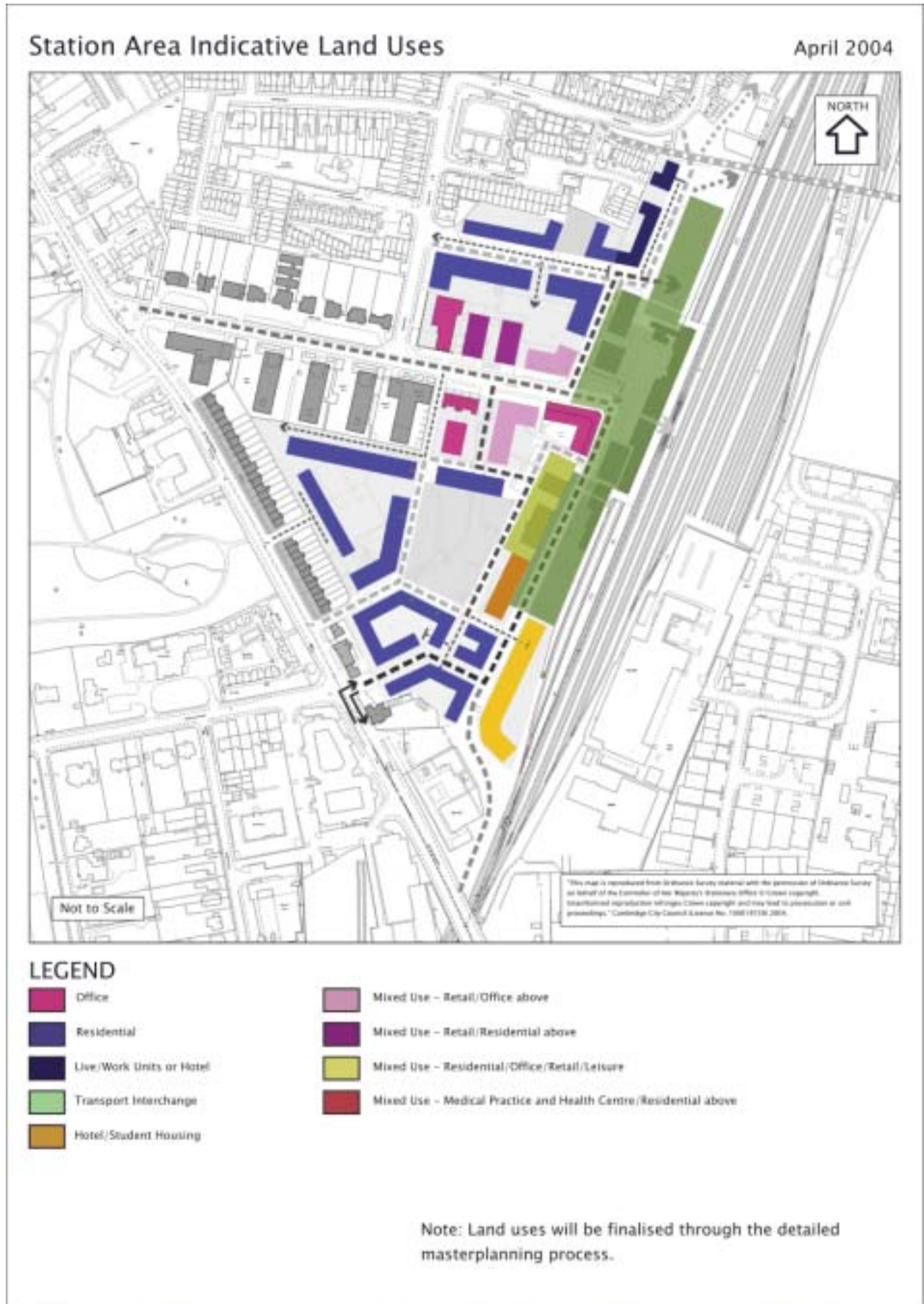
3.36 Other acceptable uses

- A hotel or hostel (C1)
- Appropriate civic uses

3.37 Other uses may be acceptable providing:

- They do not attract car traffic;
- They are not likely to cause a nuisance to local residents through noise, smell, litter etc; and
- They can benefit from, and reinforce, the good public transport accessibility of the area.

3.38 Station Area Indicative Land Uses



3.39 HIGH QUALITY STREETS, SPACES AND BUILDINGS

3.40 The development of the Station Road Area should achieve high quality streets, spaces and buildings through the use of accepted good urban design principles.

3.41 Streets

3.42 Development should be oriented to create and define a street network and the public spaces. Entrances to buildings and windows overlooking streets and spaces will help to promote natural surveillance and enhance community safety.

3.43 A new network of routes should connect this site into the surrounding area to promote ease of movement particularly for public transport, cyclists and pedestrians.

3.44 Streets should be designed so that:

- Priority is given to pedestrians and cyclists and be designed from the outset for a maximum speed limit of 20mph;
- Principal vehicle routes are wide enough to allow for tree planting within the footway;
- Surfacing materials and street furniture, including highway lighting on existing or proposed public highway are to a standard acceptable to the highway authority;
- High quality materials are used on principal pedestrian routes and on the new square in front of the station and around the refurbished Mill and Silo; and
- Public art is integral to the overall design of streets and spaces. Developments will be expected to provide public art as an integral part of proposals and in line with the City Council's adopted SPG 'Provision of public art as part of new development schemes' (July 2002). The relocation of 'Ceres' (the statue in front of the Rank Hovis building on Station Road) will be sought.



'Ceres' statue in front of the Rank Hovis building

3.45 Public spaces

3.46 The most important new public spaces created will be:

3.47 Station Square and Forecourt

- A new pedestrianised 'Square' will be created in front of the Station entrance. The paving design and materials will be of high quality to enhance the setting of the listed station building.
- Buildings with active ground floor uses should be located to animate the edges of the square and there should be opportunities for activities to spill out onto the square.
- A limited amount of short-stay cycle parking will be provided
- The square will also provide opportunities for a new clock, public art and tree planting.



Existing cycle parking and vehicle access in front of the Station

3.48 Central Public Open Space

- The largest area of open space in the Station Road Area will be located in the heart of the triangle behind Station Road and Hills Road primarily to serve new and existing residents and people who work in the area.
- This green space should be designed to cope with intensive use and will need to cater for a range of activities.
- The location of this space straddles the boundary between the Foster Mills and the Triangle Site, and its development will therefore require careful co-ordination between these two developments.

3.49 Other spaces

- There should be a hierarchy of spaces from the busy transport interchange to quieter private spaces associated with new housing developments. These spaces will vary in character from hard paved 'squares' to smaller scale quiet and predominately green spaces;

- The location of the open spaces should relate to the main pedestrian routes so that people passing through have the opportunity to enjoy the spaces visually even if they do not have the time to stop and use them;
- Space and facilities will need to be provided to cater for children of all ages and where possible incorporate room for ball games and the flexibility for other temporary uses;
- Open spaces associated with housing developments should be designed in such a way that they link visually with the public spaces. Significantly sized trees are one way to visually connect the network and create a greater sense of space;
- Clear distinctions should be made between public and private spaces;
- The provision of formal open space, informal open space and children's play areas will be required in accordance with the Council's adopted Open Space Standards. Part of the required open space provision may be commuted off site with the agreement of the City Council in recognition of the constrained nature of the area;
- Buildings should be positioned to enable the sun to penetrate into the proposed open spaces to help ensure the best use of those spaces. In addition consideration should be given to ways in which the sun can be 'captured' by a sunlit façade or tall trees when it is impossible for direct sunlight to strike the ground itself.

3.50 Planting

- Where possible existing trees should be retained to give a sense of maturity and establishment to the new development.
- Tree planting, including that within streets and public open spaces should be provided for amenity, legibility, biodiversity and improved air quality.
- A landscape and planting strategy will be required for individual sites. Where appropriate, this should show how large-scale long-lived trees and some horticultural elements



Mature vegetation behind Station Road

that reflect seasonal change can be successfully incorporated into the development.

3.51 Hills Road frontage

- Improvements to the frontages of the houses on Hills Road will be sought by facilitating rear vehicle access as part of the Triangle site redevelopment and encouraging owners to re-instate their front gardens where they are currently used for car parking.

3.52 Buildings

3.53 New buildings and proposals for the refurbishment of existing buildings should be of a high design quality to enhance the appearance of the Conservation Area. In particular:

- All of the Grade 2 listed Station buildings will be retained, protected and suitably re-used.
- The Mill and Silo of the original Foster Mills should be retained and suitably re-used.
- Appendix 4 provides a more detailed appraisal of the buildings identified as being of local interest.
- New buildings along Station Road should emulate the existing rhythm of separate individual buildings.

3.54 All new and refurbished buildings will be expected to meet high standards of energy efficiency and incorporate renewable energy features to comply with Council's Sustainable Development Guidelines.



Cambridge Station



Foster Mills

3.55 Building heights

3.56 In general, building heights should be compatible with the overall character of the area and with existing development.

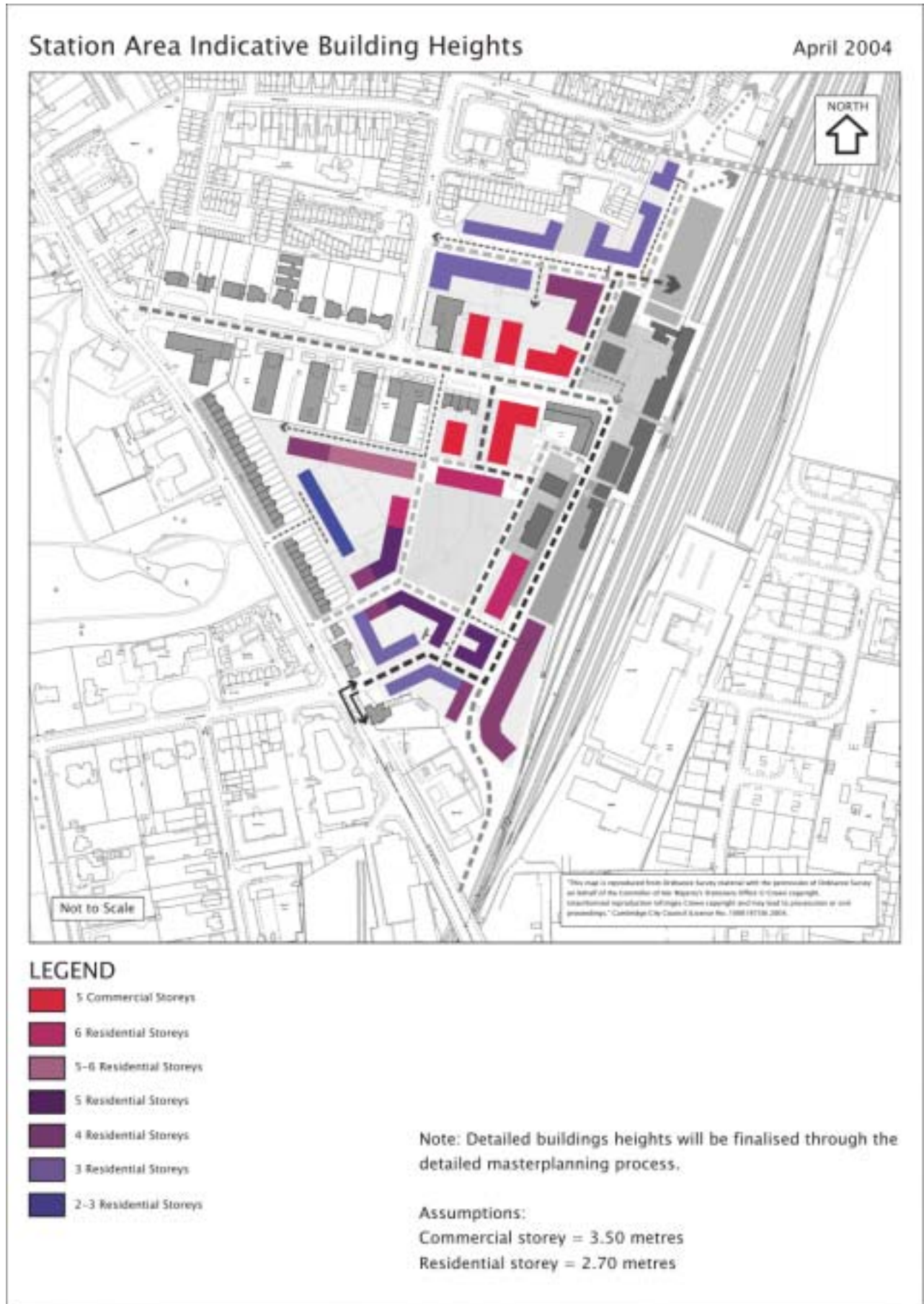
- The Mill and Silo should remain as the tallest buildings in the area to create local landmarks, with key views preserved.
- New buildings along Station Road should generally be no more than 18 metres tall on the Station Road elevation - equivalent to 5 commercial storeys.
- On the Triangle Site to the south of Station Road, the scale of development should fall from a maximum of 5-6 residential stories fronting the new Open Space down to 2-3 stories at the rear of Hills Road.
- To the north of Station Road building heights will step down from 5 commercial storeys along Station Road to 2 or 3 residential stories where buildings adjoin Ravensworth Gardens;
- Where new development abuts neighbouring largely residential districts new development should respect their domestic height and scale; and
- Roof plant should be incorporated into the overall design of buildings to preserve the appearance of the skyline.



Office development along Station Road

3.57 Buildings adjacent to the railway should be arranged to reduce the impacts of noise from the railway penetrating the adjacent developments.

3.58 Station Area Indicative Building Heights



4.0 PUTTING IT ALL TOGETHER

4.1 Provision of transport interchange

- A new bus interchange which could accommodate:
 1. At least 10 bus stands. Additional stands will be sought and provided subject to further detailed design and planning.
 2. 2 bus stands for the Cambridgeshire Guided Bus.
 3. At least 6 bus layover bays. Additional layover bays will be sought and provided subject to further detailed design and planning.
 4. Appropriate accommodation for bus crews.

All of the above to be located within easy access to the Station and of a high design standard with weather protection, lighting, raised kerbs and facilities for real time information.

- Better facilities for taxis and their passengers.
- Existing station car parking accommodated in a new multi-storey car park.

4.2 New high quality routes and facilities for pedestrians and cyclists

- New link road for public transport and cyclists from Hills Road to the station.
- Ramp from Carter Bridge towards the station.
- Greatly improved cycle parking – a minimum of 2000 spaces.

4.3 A mix of complementary land uses

- Housing (indicative target 650 units).
- A mix of additional uses including offices, small-scale shops, cafes, bars and restaurants, medical centre and hotel.

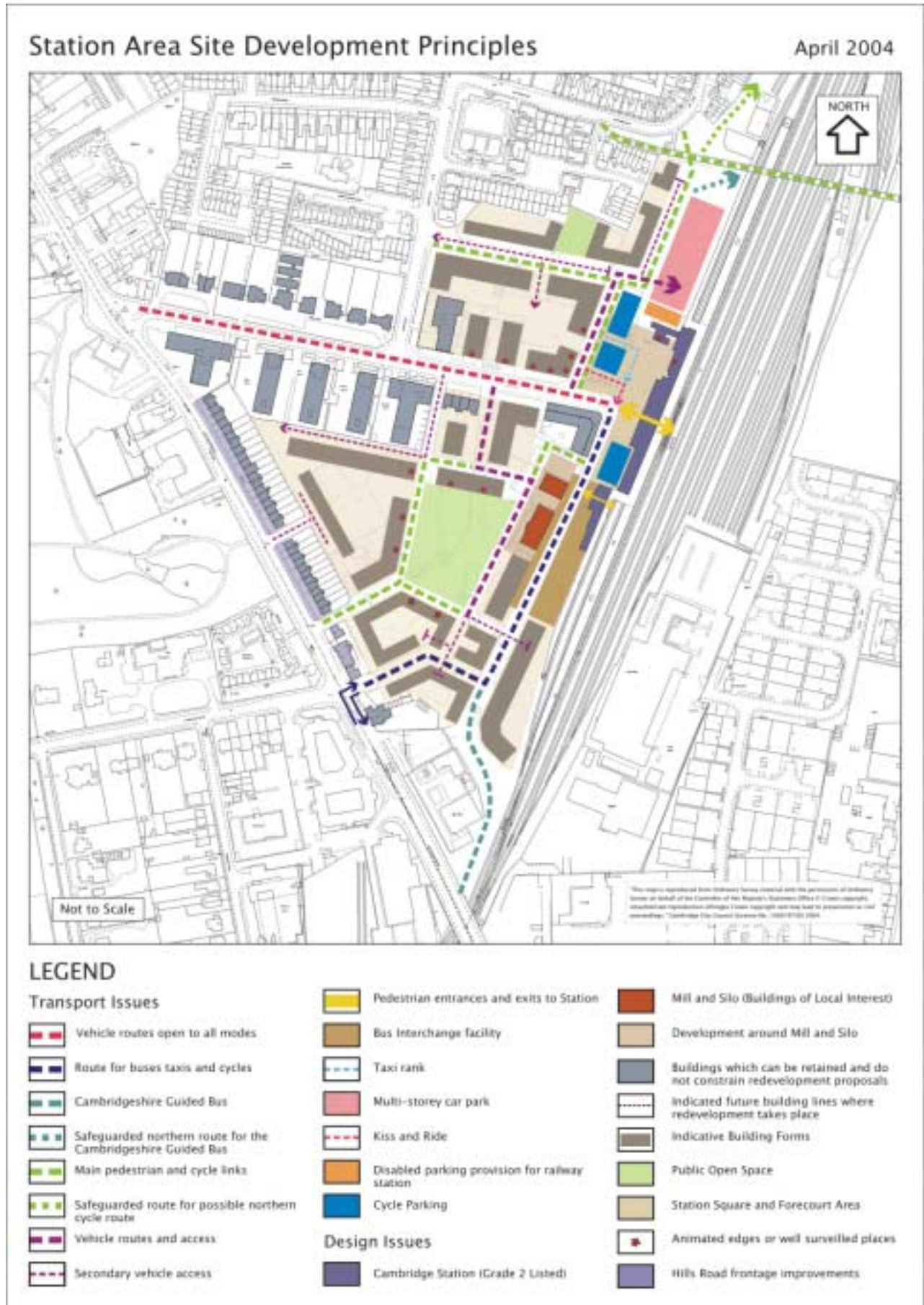
4.4 Network of people friendly streets and spaces

- Public square in front of the Station.
- Tree lined approach to the station and along main vehicle routes.
- New areas of public open space.

4.5 Improved built environment

- Mill and Silo retained, refurbished and reused.
- New high quality and sustainable buildings.

4.6 Station Area Development Principles



5.0 IMPLEMENTATION

5.1 Phasing

5.2 It is important that development in the Station Road area, and particularly the transport interchange, can begin to be implemented in the short term, although it is anticipated that the overall development timescale may be in excess of 10 years.

5.3 There are some sites within the overall area that can come forward for development immediately, notably the Triangle Site and the Red House Site, providing they have due regard to this adopted Area Development Framework.

5.4 This Area Development Framework has been prepared in sufficient detail to allow detailed planning applications to come forward on individual sites. These applications should be accompanied by detailed design statements stating how the proposal responds to the framework and the opportunities and constraints that the site presents. For larger sites it may be appropriate to submit an outline application, but this would need to be accompanied by a master plan showing a high level of detail to enable the application to be assessed and the design quality of the scheme to be assured. The level of detail required will need to be agreed in advance with the local authorities.

5.5 The provision of the transport interchange and other essential transport infrastructure are key aims and the City and/or County Council may seek authority to use Compulsory Purchase Order powers if these are needed to ensure the delivery of this essential infrastructure.

5.6 Planning Obligations

5.7 Developers will need to comply with the Planning Obligations Strategy at the time the planning applications are made.

5.8 Transport

5.9 The currently approved Southern Corridor Area Transport Plan (SCATP) does not include the transport infrastructure required in the Station Area. However, as SCATP is considered the most appropriate mechanism for delivering the Station Area transport infrastructure in

an equitable manner, the SCATP formula will be amended to include the key elements. These will be secured via Section 106 agreements, and trigger points will be built into each agreement to facilitate the delivery of necessary infrastructure at the appropriate time. Notwithstanding any SCATP contribution, the merits of each planning application will need to be assessed and any other transport-related mitigation that might be required will also be secured through a Section 106 agreement.

5.10 The following items not currently within SCATP have been identified and will be included in the next review:

- Provision of the transport interchange facilities, including the bus interchange.
- Re-modelling of the Station Road/Hills Road junction, including relocation of the War Memorial.
- Pedestrian Crossing at the junction of Station Road and Hills Road
- Improvements to the cycle network in the Station Road Area including provision of a new cycle ramp onto Carter Bridge.

5.11 In addition to the transport infrastructure funded via SCATP listed above, all developments in the Station Road Area will be expected to contribute, in cash or in kind, to the following facilities:

- Improvements to the station forecourt including improved facilities for taxis and drop-off.
- 2000 space cycle park
- Contribution to Cambridgeshire Guided Bus
- Traffic calming measures in Tenison Road

5.12 In addition, the following facilities will be sought from specific sites:

- Link Road from the station forecourt to Hills Road to be provided as part of the development of the Flour Mill and Network Rail land
- Land for the forecourt improvements, bus interchange, improved cycle parking and guided bus link to be provided as part of the development of the Network Rail land.

5.13 All developments in the Station Road Area will therefore be expected to contribute:

- SCATP contribution at the current multiplier

- Contributions in cash or kind to the facilities listed in paragraph 5.12 above
- Site-specific infrastructure as listed in paragraph 5.13 above as appropriate
- Any other site-specific highway or transport measures required to deliver an acceptable development

5.14 Local Transport Plan funding may be available to supplement the funding of new facilities that serve a city-wide function such as the bus interchange.

Note: Section 5 was considered by the City Council's Environment Scrutiny Committee and approved by the Executive Councillor (Environment) on 16th November 2004 as a revision to the adopted Station Area Development Framework (April 2004).

APPENDIX 1

PLANNING POLICY CONTEXT

National Policy

This Area Development Framework also takes into account national Planning Policy Guidance. Of particular relevance to the Cambridge Station Area are:

PPG 1: General Policies and Principles

PPG 3: Housing

PPG13: Transport

PPG 15: Planning and the Historic Environment

In addition to the advice contained in PPGs, this framework pays close regard to the advice and guidance on achieving high quality design in the built environment contained in the following publications;

By Design - Urban design in the planning system; towards better practice (DETR 2000)

Places, Streets and Movement (DETR 1998)

Urban Design Compendium (English Partnerships, Housing Corporation 2000)

Cambridgeshire and Peterborough Structure Plan 2003

The key Structure Plan policies underpinning this framework are:

P1/2 (Environmental restriction on development)

P1/3 (Sustainable design in the built environment)

P2/2 (General location of employment)

P7/6 (Historic built environment)

P7/7 (Renewable energy generation)

P8/2 (Implementing sustainable transport for new development)

P8/6 (Improving bus and community transport services)

P8/8 (Encouraging walking and cycling)

P9/7 (Selective management of employment development)

Cambridge Local Plan (1996)

Sites in the Cambridge Station Area are specifically identified in the Schedule of Proposals as 6.5 for Housing and 12.1 for Hotel, B1 and housing. In addition there are a number of key policies which are applicable to development in this area;

EO5 (Re-use of existing buildings)
EO11 (Regeneration of the station area)
BE 1 (Excellence in urban design)
BE2 (Respecting character of surroundings)
BE3 (Mix of compatible uses)
BE4 (Townscape quality)
BE11 (High standard of building design)
BE15 (Public safety)
BE32 (Preserve and enhance character of Conservation Area)
HO7 (Affordable housing)
RL1 (Creation of network of open spaces)
RL3 (Open space provision)
RL4 (Space for play)
ET2, ET3 and ET4 (Business development)
TO1 (Hotel development)
TR2 (Traffic impact assessment)
TR 16 and TR17 (improvements to pedestrian and cycle network)
TR23 and TR24 (Car parking)
TR33 (Bus accessibility)
CS3 (Provision of Community Facilities)

Supplementary Planning Guidance

The City Council has also prepared Supplementary Planning Guidance which will be applicable to this area and includes;

Housing Development and Design Guide
Planning Obligations Strategy
Cambridge Sustainable Development Guidelines
Parking Standards

Cambridge Local Plan (First Deposit Draft June 2003)

Account has also been given to the emerging policies of the new Local Plan.

APPENDIX 2

SUMMARY OF PREVIOUS STUDIES

Station Road Area Design Brief (March 2000)

The City Council adopted Supplementary Planning Guidance for the Station Area in March 2000. This guidance set out an overall vision for the area, as well as site specific guidance for two sites specifically identified in the Local Plan (1996).

When written there were no known proposals for the closure of the Rank Hovis site and consequently the SPG concentrated on developing guidance for the two sites identified in the Adopted Local Plan.

Strategic Development Framework (2002)

In January 2002 the City and County Councils commissioned a team of consultants led by EDAW to prepare a Strategic Development Framework in light of growing interest from developers in this area. The aims of preparing this framework were to;

Assess critically the full potential of the area and evaluate development options;

Provide a strategic development framework integrating land use and transportation; and

Demonstrate that there was a real prospect of implementation through an understanding of market conditions.

The Framework was subject to public consultation in the autumn of 2002 and a report presented to the Environment Scrutiny Committee in January 2003.

Statement of Development Principles and Policies (2003)

A set of development principles based upon the EDAW report and the results of public consultation were adopted in March 2003. This statement superseded the SPG of March 2000.

APPENDIX 3

CONTAMINATED LAND

It is likely that this site will be heavily contaminated in various proportions due to previous land uses e.g. hydrocarbons due to the car park/scrap metal dealers and railway use.

The developer should refer to "Contaminated Land in Cambridge – A Developers Guide".

This pamphlet aims to provide initial advice to all persons who are proposing to develop or are involved in the development of land, which may be affected by contamination throughout the planning process.

It takes the developer step by step throughout the process of initial desk top study, intrusive survey, remediation through to final remediation statement/validation report. It also includes a section on recommended references and standards.

Applications for development on this site will be expected to have considered this guidance acted on it and submit complete applications with the relevant details being provided.

APPENDIX 4

STATION AREA CONSERVATION APPRAISAL

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June 2004

1. Buildings

A. 55-59 HILLS ROAD AND 1-7 STATION ROAD

Large corner building of 3 storeys and 28 bays originally housing 3 shops on Hills Road, 3 on Station Road and with the Great Northern Hotel between on the corner. Gault brick with stone detailing and a slate roof. The first floor has large 2/2 sash windows with arched stone heads. The second floor has similar but smaller windows with flat stone heads. Above is a decorative cornice with dentils and pendentive brackets between the windows. The windows at 1st and 2nd floor are bricked up in bay 12 (from the left), as is the 2nd floor window in bay 15. With the exception of the first shop (55 Hills Road), which had five bays, the other shops were of three bays. The hotel seemingly occupied bays 12 to 19. Some original shopfronts with pilasters with stepped console brackets survive to 59 Hills Road, 7 Station Road and in part to nos 55, 57 and 5. Large ridge stacks survive at each end and between bays 5 & 6, 8 & 9, 11 & 12, 19 & 20 and 22 & 23.

An important building in townscape terms especially when looking N along Hills Road. Has group value especially with the Hills Road terraces and historical linkages as the former Great Northern Hotel. A building of local interest and a positive feature within the Conservation Area.

B. ARUNDEL VILLAS (9-15) / ST ANDREWS (17) SALISBURY VILLAS: (19-29) STATION ROAD

Group of houses built c1874 possibly by Richard Reynolds Rowe. Arundel Villas are two pairs of semis which had their own shared access. Salisbury Villas were six detached properties with another shared access whilst in-between was the largest house, St Andrew's, which had its own double access to Station Road. All the properties are similar in style, of 2-3 storeys with semi basements, of gault brick with red brick and stone dressings and slate roofs. Whilst all the buildings are different, they share common features and mostly Gothic detailing; Most have prominent gables and end chimney stacks (except no. 13) and plate glass sash windows.

The original separate (but shared) accesses have now been consolidated into one combined access road / car park, though the lime trees adjacent to the road and 'no-fines' concrete boundary wall is of interest in its own right.



55-59 Hills Road and 1-7 Station Road



9-11 Arundel Villas, Station Road



27, Salisbury Villas, Station Road

This is a fine group of houses of consistent character, probably by an architect of some note (his Corn Exchange and Red Cow PH are Grade II Listed). They should be considered for 'spot-listing'. In townscape terms, the no-fines concrete wall to Station Road is of interest and the rhythm of the set-back houses and avenue of trees are vital to the character of Station Road. Most of the buildings retain their rear gardens though these do not contribute greatly to the townscape, with the exception of the brick wall to no 29 which defines the edge of Tenison Road.

C. GREAT EASTERN HOUSE, STATION ROAD

1956-7. Architect HH Powell, Chief Architect of BR Eastern Region. One of the first buildings in the city to use pre-fabricated construction techniques. 4 storeys plus lift / water tower on roof. Reinforced concrete columns and first floor slab with pre-cast concrete panels below windows and at N and S ends. Ground floor has brick walls and a hardwood canopy on W side, whilst on the E an external hardwood screen defines the lift / stair tower. The ground floor housed club rooms with 3 storeys of offices above. The original windows with slender timber frames have been replaced and the parapet altered robbing the building of much of its elegance.



Great Eastern House, Station Road

Whilst the building has functional linkages with the station and some interest due to its (at the time) pioneering construction techniques, later alterations have robbed it of character and the site is dominated by car parking. It is therefore felt to have at best a neutral impact on the character of the Conservation Area and capable of being replaced by a building which better augments the area's character.

D. THE RED HOUSE, STATION ROAD

Built sometime between 1888 and 1903 as Midland Railway Company offices. Queen Anne style in red brick with a slate roof and with 6/6 box sash windows with voussoired brick heads and stone keystones. The original building was 3 bays and 2 storeys. The central bay has the effect of pilasters of brick quoins (formed by recessing every fifth brick course) supporting a broken-base pediment. Within this bay is the central panelled doorway with tripartite fanlight and timber canopy over. To the first floor is a window with a small oculus above. The two side wings have sash windows to ground and first floor. By 1927, a matching set-back two bay extension had been added to the E, and between then and 1954 a similar extension of three bays was added to the W. A low relatively modern but dilapidated wall lines the pavement to the front. The rear yard is overgrown and dilapidated. The building is currently (May 2004) boarded up.



The Red House, Station Road

Whilst of some interest architecturally, and with historic links to the railway, the building is very much a one-off and for this reason it was identified as a Building of Local Interest. Whilst attempts should be made to reuse the building, the scale of Gt Eastern House, the dilapidated condition of the building and the opportunity which the whole former Midland Railway site offers means that a replacement building of more appropriate scale and character may be achievable.

E. THE RAILWAY STATION, STATION ROAD

A Grade II Listed Building. The list description reads:

1845. Architect Sancton Wood. White gault brick. Stone bracket cornice. 15 tall round-headed arches, originally all open but of which the northernmost ones now are. The centre 6 arches have been completely enclosed with semi-circular fanlights in the heads, and the 4 southernmost arches partly enclosed with open heads. Stone roundels in the spandrels of the arches with coats of arms of the Colleges, the City and various City officials of the time. The original design of the station was materially altered in 1863. (RCHM 85)

The listing will protect the building from unconsidered alterations. However, the description needs to be updated.

E1. The main range (1845 building)

West elevation is an arcade of 15 arches. The central five arches are completely blocked with entrance doors in bays 6 & 7 (from the N). The other bays are open above the impost. All the bays except nos 6 & 7 have a gault brick plinth wall with paired aluminium windows above. Bays 6-10 have aluminium fanlight windows above, whilst the others have a flat roof with fascia visible. The N elevation has the large original vehicle entrance arch and smaller arch for foot passengers still visible. Above, a band runs E from the impost level of the main arch and above that is a plain stucco-framed panel. The truncated appearance of the elevation clearly shows the loss of the original E arcade. The other detailing is as the W front. The large arch has modern aluminium window to impost height with a modern flat-roofed extension below. The large vehicle arch survives also on the S end. This was blocked to impost level in brick probably in 1908 when offices were created within the S end of the arcade.

E2. N Wing

Built 1863. 7-bay single storey wing of gault brick with stucco window / door surrounds and a hipped slate roof. The N and S ends have crow-stepped gables, the S one with an integral chimney. Bays 1 and 5 (from the N) have 4-panelled doors with stone architraves, the other bays have 6/6 sash windows with pronounced cornices as



Cambridge Station – The main range



Cambridge Station – northern wing

drips. The parapet has a stucco-framed fascia with roundels inset in 1986 to match the main range.

E3. British Transport Police

Single storey gault brick building with a slate roof. This appears as a two-bay freestanding building on the 1888 OS; the westernmost bay being added by 1903. Central panelled door with an overscaled halved fanlight above. 2/2 sash windows in the side bays. All have segmental brick heads. The ends and central bay have prominent brick piers and there is a plain brick plinth. To the rear in 1863 was a northern wing of the station. By 1888 this linked to an engine shed behind and by 1927 this range also connected to the BTP range. Although the engine shed was demolished in the 1960s, some of the brick and stucco arcading of the 1863 wing survives.



British Transport Police building

E4. S Wing

Built 1863. Gault brick with slate roof not visible. Adjoins the main range at the height of the frieze. The N part is of two storeys. 10 bays. The ground floor originally had a cart entrance in bays 3-5. This has now been infilled by a panelled pedestrian door and window. The last bay has a double pedestrian door. The ground floor windows are 6/6 horned sashes with stucco surrounds. A drip mould forms the sills of the first floor windows which are rectangular 3/3 sashes in stucco surrounds. Above is a moulded cornice with a modern red brick parapet above. The range continues to the S but as a single storey 5-bay wing of similar form to the N wing.



Cambridge Station – southern wing

E5. S extension

Linked to the above is a prominent gault brick building with a slate roof presumably built c1863 as the Midland Railway part of the station. Originally the W elevation had projecting 2-bay wings with hipped roofs linked by a 4-bay range. The 6/6 sash windows in stucco surrounds mirror those of the contemporary parts of the station. There are two chimney stacks at the junctions of the wings and main roof. The ground floor has been obliterated by modern extensions though early maps show a canopy between the two recessed wings. Attached to the S are further single storey wings similar in style to the contemporary parts of the N and S wings.



Cambridge Station – southern extension

E1-E5 are all part of the Grade II Listed station building.

F. SLEEPERZ HOTEL

Probably built in 1863 for the Midland Railway as one of three parallel ranges of warehouse building; its twin and the larger central range were demolished by 1927. Gault brick with pitched roof felted over.

The main façade is to the S and has a range of relatively haphazardly spaced multi-paned windows, blocked windows and rebuilt brickwork. The ground floor has fenestration within shuttered iron loading doors. The W elevation has loophole doors and the remains of a crane jib in the gable apex. The E has a modern timber-clad extension.

Despite the numerous alterations, this is the best of the remaining unlisted railway buildings and the one with the strongest relationship in terms of style and materials with the station. A positive feature which should only be altered / replaced with good justification.



Sleeperz Hotel

G. NORTHERN WORKSHOP / OFFICE BUILDING

The two northernmost workshop ranges may date from 1863, the southernmost range is dated 1932. The workshops comprise a pair of linked brick single storey buildings with pitched slate roofs running E-W. The L-shaped office/workshop building of 1932 has a pair of bay windows in the W end. The roof appears to have been raised.

Although of some interest, these buildings have been too significantly altered to have any meaningful relationship with the station. These buildings are considered to have a neutral impact on the area and are therefore capable of suitable replacement.



1932 Northern workshop/office building

H. LARGE SHEDS

Utilitarian building mostly erected after 1927 in common brick with a corrugated roof. The N end has a brick range, with windows framed in brick surrounds on the W elevation. The end of this range has been demolished revealing a steel roof truss. Part of the E boundary wall is the original (much altered) west wall of the 1863 Midland Railway shed.

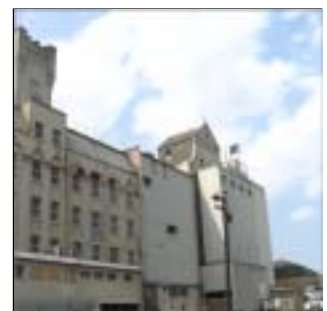
Only a few, much-altered fragments of any interest remain. Their bulk and unsightly appearance means that they have a negative impact on the area.



Large Sheds

I. FOSTER MILLS

Built 1898. Architects Calder and Kitchen of Hull. For the Foster Family. Painted gault brick. The mill has a 12 bay E facade, parallel to the railway line and was a 5-storey building with further accommodation in the pitched roof and a castellated tower above. The roof has been altered. The bottom 2 storeys form the base whilst the upper 3 were built as a tall arcade defined by brick pilasters with impostes and arched heads with keystones with a pair of



Foster Mills

large double-height openings in bays 7-10. 2/2, 4/4 and 8/8 sash windows. Rising above bays 7 & 8 was a tall tower, presumably housing the water tank with corner tourelles, battlements a tall arcade and pitched roof above. The E and W elevations were of similar form but with a scrolled central gablet with oculus. The taller silo is to the N of the mill and at right angles to it. The tall E façade was of 5 bays. The ground floor had a central doorway with a 5-bay blind arcade of tall arches similar to the mill above. The whole is topped by an almost baroque gable with scrolled sides supporting a pediment. On the roof was a high level penthouse, fully glazed and with a half-hipped roof leaning against the gable. Above bays 2-5 from the W were three linked dormers each of 3-2/2 sashes with a pediment over the central ones. Both mill and silo have been altered and have several modern extensions.

The mill and silo are important landmark buildings, are rare industrial buildings in their Cambridge context and have good historical associations with the station. They are currently being considered for listing. Should this fail they should be made Buildings of Local Interest. Although it is not possible to make a detailed inspection at this time, none of the other buildings on the site appear to contribute positively to the character of the area. This includes the brick and curtain wall building of 1959 to the S of the mill by Oscar Faber.

J. MURDOCH HOUSE, STATION ROAD

1987. Fitzroy Robinson architects. 2 storeys with additional floor in mansard slate roof and semi-basement car parking. Exposed buff brick arcade with gentle arched heads. Corner entrance, 8 bays to Station Road, 7 to Station Yard. Southern-most bay of Yard façade is narrower and has a secondary pedestrian entrance, W bay to Station Road has wider bay with entrance to car park. Other bays have recessed windows linked by red brick spandrel panels. At ground floor within the bays are raised planters with ventilation grilles to car park either side.



Murdoch House, Station Road

On the site of the former Station Hotel. No historical or functional links with the station. Architecturally tries to mimic the arcade of the Station but lacks its finesse and appears squat and bulky on the corner. Negative impact on the conservation area.

K. FORMER SPILLER'S LABORATORY, STATION ROAD

E wing completed in 1951 by Lanchester and Lodge, extended to W in 1961 as chemical laboratories associated with the mill. The E wing is at an angle to the road and has 8 bays, 3 storeys in red / brown brick with buff terracotta window / door surrounds and a flat roof behind a

soldier course parapet. Crittall-style windows 4-lights high. Entrance door in prominent block 2nd bay from the E. The 3-bay W wing is similar but plainer and parallel to the road. Linking the two wings is a recessed panel of vertical and horizontal blocks with a statue of a cloaked Ceres stood on a stone plinth at its foot.

The first phase is a reasonable building of its time. However the architectural style and curious alignment give little to the conservation area. With the exception of the fine statue, which is a positive feature, the rest of the building has a neutral impact on the character of the area.



Former Spiller's Laboratory,
Station Road

L. WILTON TERRACE, 32-38 STATION ROAD

Terrace of 4, 2-bay houses built sometime between 1863-1888. Gault brick with red brick detailing. Crow-stepped end gables. The panelled entrance doors are in bays 1,4,5 and 8 and have steps up. Above are 2/2 sashes with stone lintels and red brick relieving arches to ground and first floors. In the other bays are two storey bay windows with slate roofs. The front window of each bay has 2/2 sashes, the narrow side windows are plate glass sashes. Glazed brick 'spandrel' panels above and below the ground floor windows. Corbelled brick eaves detailing. Large central chimney stacks in each pair of houses. No fines concrete boundary wall to front, high gault brick boundary wall to rear; both of interest.



Wilton Terrace, 32-38
Station Road

Similar materials and detailing as 9-29. Not of sufficient quality to list but worthy of BLI status. The front wall and landscaped former carriage-drive and rear wall are good surviving features.

M. CRANE BASE, THE TRIANGLE SITE

Base of crane erected sometime between 1863 and 1888 within the Great Northern Railway's Goods Yard. Cast iron with six fins bolted to concrete base. Circular cast-iron plinth surrounded by a course of sett work with tapering column rising from it to height of approx 6ft. Domed column top with heavy drip beneath has connection shaft to missing jib above. Beyond the concrete base is a brick 'kerb'.



Crane Base on the 'Triangle Site'

One of the few remaining pieces of industrial archaeology remaining on site though has entirely lost its context. If possible, should be retained or re-sited.

N. DAEDALUS HOUSE

1980s office block. Brown brick with hipped concrete tiled roof. T-shaped, 3 storeys plus high pitched roof. Main façade to Station Road has off-centre corbelled stairtower adjacent to entrance with

canopy. W end ground floor is open for vehicle entrance to car park. Windows are vertical aluminium with brick aprons beneath.

The building lacks the elegance of the 'Three Deities'. Although the planting contributes to the boulevard effect, generally the building has a negative impact on the character of the Conservation Area, largely because of the length of the frontage, the blandness of the design and views into the car park.

O. DEMETER, LEDA & JUPITER HOUSES

Planned in 1963 by Viscount Esher of Brett & Pollen as part of a comprehensive development, the rest of which was never realised. The buildings were completed by Fitzroy Robinson in 1969. 5 storey office blocks, gable end to the street with car parking and planting between them. Concrete framed. Repairs to the frame in the 1980s reconfigured the fenestration and made them horizontal rather than vertical. Roof top plant. Brown brick wall hides much of car parking and frontage landscaping contributes to the avenue effect along Hills Road.

Unlike Daedalus House, the 'Three Deities' respect the rhythm of the street, are elegant in themselves and sit within generally positive landscaping. Their contribution to the character of the area is therefore positive.

P. KETT HOUSE

1961-2 by Trehearne & Norman, Preston & Partners refurbished in 2000 by CMC Architects. L-shaped. 5 storeys to Station Road, 3 to Hills Road. Concrete frame clad with buff brick with brown brick infill panels. Modern fenestration. Prominent W gable has a vertical block of glazing and a *bas-relief* tree by Willi Soukoup.

Despite the refurbishment and the artwork on the W gable, the building lacks the quality required of such a prominent site. The over-dominance of the car parking also contributes to the negative impact on the character of the area.

Q. WAR MEMORIAL, HILLS ROAD, CAMBRIDGE

Grade II Listed Building. List description reads:

World War 1 memorial. 1922. Bronze figure by R Tait McKenzie. Stone-faced brick plinth. Rectangular base with inscriptions supporting sarcophagus with rounded ends to north and south. Sarcophagus carved with high-relief plaque to the east side, coats of arms to remaining 3 sides. Sarcophagus supports full-size bronze



Daedalus House, Station Road



Demeter, Leda and Jupiter Houses, Station Road



Kett House, Station Road/Hills Road junction



War Memorial, Hills Road

figure of British soldier in military dress striding forward, rifle slung, gazing to the right.

The memorial was moved slightly to the W in the 1950s when it formed the centrepiece of a lozenge-shaped vehicle roundabout. Further alterations to the road layout in the 1970s have left the memorial marooned in the carriageway. Provided the memorial retains 'eye' contact with the station, given it has been moved once, consideration should be given to moving it further west to allow it a better setting.

R. EASTBOURNE TERRACE, 63-99 HILLS ROAD

Built sometime between 1863 and 1888. Terrace of 19 houses, the plans alternately handed. Each 2 bay, 2-storey plus basement and dormer. Panelled door with arched head and plain fanlight. Bay window to ground floor with slate roof. Windows 2/2 sashes with flat brick arches to 1st floor. Shared stacks. Dormer window in same bay as bay window. Originally all had small front gardens behind low walls. Various incremental alterations have taken place.



Eastbourne Terrace, 89-91 Hills Road

S. COLLEGE TERRACE, 101-123 HILLS ROAD

Terrace of 12 houses, virtually identical to the above, but only 2 storeys plus basement.



College Terrace, 109-111 Hills Road

Both R and S are good rows of terraced properties with group value along Hills Road and some historic associations with the railway behind. Should be considered as BLIs and for Article 4 Directions to protect them from further incremental change.

T. 125 HILLS ROAD

Built between 1863-1888, probably as railway coal yard offices and manager's house. 2 storeys, 3 bays in gault brick with overhanging hipped slate roof. Central panelled door with red brick flat arched head. To each side are bay windows to ground floor with slate roofs. 3, 6/6 sashes to first floor with similar heads to ground floor. End stacks. Rebuilt front garden wall in disrepair. Part of an iron gate and railing survives to S. Ground floor boarded up (May 2004). At the other side of the gateway is a small gate lodge.



125 Hills Road

U. 127 HILLS ROAD

Offices built between 1888 and 1903, contiguous with 127a and its use as coal yard offices / manager's house. Single storey 7-bay building of gault brick with hipped slate roof behind panelled parapet. Entrance with panelled door in 3rd bay from N with good red brick arched head with keystone and moulded drip. Windows have

similar arched heads. Heavy drip-moulding below parapet. End stack to N. Front garden wall rebuilt. Boarded up (May 2004)

V. 127A HILLS ROAD

Built between 1863-1888 probably as coal yard manager's house connected with the GNR. Virtually identical to 125 though stacks presumably removed.

T, U and V all make a positive contribution to conservation area in terms of historical use, scale and materials.



127 and 127a Hills Road

W. EARL OF DERBY PH, HILLS ROAD

Late C19, probably purpose built public house. 2 storeys, 3 bays to main W and S elevations. Gault brick with hipped slate roof. Ground floor W elevation has flat roofed addition to N with canopied entrance and rusticated plasterwork wrapping around to part of S elevation. All windows are 6/6 sashes. N end stack and ridge stack to S side. Undergoing refurbishment (May 2004) and new rear accommodation block under construction replacing stables / outbuildings.

Makes a positive contribution to character of the Conservation Area. Has group value with buildings on E side of Hills Road and Royal Albert Almshouses opposite in terms of scale and materials.



Earl of Derby Public House, Hills Road

2. Townscape

A. HILLS ROAD

A1 Looking N along Hills Road from the railway bridge, the Earl of Derby sets the scale for the buildings on the E side of the road. The scale and unity of materials is a key element of the townscape here. Although this pub is on the footpath edge, as one heads N, the buildings recede slightly allowing small forecourts and then gardens to line the footpath. The occasional trees on the E side produce a strong canopy in summer and relate to those in the Botanic Garden on the W side of the road to produce a strong boulevard effect. The angularity and height of Kett House give it undue prominence, though as one heads N, this effect is lessened as the more pleasing former Great Northern Hotel forms a backcloth. The Royal Albert Almshouses on the W side of the road are a fine feature on the corner of Brooklands Avenue and relate well in scale and materials to the buildings on the E side. City House appears as a clumsy modern parody of the well detailed Victorian buildings.



View along Hills Road from railway bridge looking north

A2 Looking S the terraces on the E side form a continuous frontage, interspersed with some good, and some heavily lopped trees nearer to Station Road. The office buildings on the W side, which are hidden in views N by the Botanic Garden trees, are much more prominent looking S and do not contribute greatly to the character of the area. The Flying Pig and Osborne Arms are rare survivals of the C19 buildings which used to line the W side of the road until the 1960s.



Frontages to terraces along E side of Hills Road

A3 The granite crossovers either side of no 125, and between College and Eastbourne Terraces hint at the former industrial character of the area as does the surviving iron gate and railing between 123 and 125. The loss of the small garden walls and parking in the front gardens of houses on the E side weakens the quality of townscape. The incremental loss of original doors, windows etc from the terraces have also weakened their collective character.

A4 Views out from Hills Road include the dramatic panorama across the rail tracks to the landmark mill; into the industrial Rank Hovis site with its mixture of indifferent buildings and into the Triangle Site which at first sight is green and inviting but becomes more obviously a waste ground as you head towards the station.



Panorama across to mill from Hills Road bridge

B STATION ROAD

B1 The two listed buildings, the War Memorial and Station, effectively mark the two ends of Station Road. Although attractive, neither are structures of great scale and so they do not read as strong blocking features in townscape terms. The overriding impression of Station Road, looking E or W is its tree-lined nature. The large lime trees reduce the scale of the office buildings on the S side (and Gt Eastern House on the N), and allow attractive glimpse views of Salisbury and Arundel Villas also on the N side of the road.



Tree lined view along Station Road looking east

B2 From Hills Road to Tenison Road, Station Road has a strong character despite the differences of building form on its opposite sides. This is due to a large extent to the trees, but also because of the recessive nature of the buildings and their rhythm along the street. The 'Three Deities' are particularly well-mannered in townscape terms; Daedalus House is not due to its heavy appearance and the length of its frontage to the road.



Victorian villas on the north side of Station Road

B3 From Tenison Road to the Station, the character is much more fragmented. The buildings (with the exception of the Red House and Wilton Terrace) are poor and the space in front of the Station lacks definition and has become vehicle dominated. Murdoch House relates very poorly to the Station because it sits on the footpath edge and therefore pinches the space, whilst the old Spillers Laboratory building gives no definition to the S side of the road because of its unusual building line. The large area of cycle and car parking to the N side is a prairie of shining metal when the sun shines.



Cycle parking and car parking next to Station Road

B4 The former grandeur of the W end of the street is an important part of its character. The quality of the buildings, the width of the road, the trees and the former shared carriage entrance to the villas give the street a generosity of scale in contrast even to streets such as Tenison Road where traditional buildings are much closer to the footpath edge. The 'Three Deities' have respected this character. With the exception of the station, the E end of the road lacks this quality – not surprisingly as it was much more the working end of the street.



Brickwork detailing on villas creates positive feature

B5 The brickwork detailing, no-fines concrete walls to the Villas and Wilton Terrace, surviving gatepiers, and granite crossovers are all very positive minor features. Views out include the vista into Tenison Road which is of mixed quality, into the car parking areas of the Three Deities which are well-populated with trees, over the wasteland

of the Triangle Site, of the rear extension of the Centennial Hotel (glimpsed between Kett and Jupiter House) and of the poor quality industrial buildings in the Rank Hovis site. Virtually all of these are capable of significant improvement.

C. TENISON ROAD

C1 The part of Tenison Road within the study area has a very mixed character. Nearest Station Road, the boundary wall of no29 neatly defines the footpath edge before buildings and shrubs take over. In the distance are terraces of medium-sized Victorian houses. The E side of the street has a useful hedgerow / tree belt defining the edge of Great Eastern House's car park. This helps soften views of the Focus DIY store and the blank N end of Gt Eastern House. Ravensworth Gardens, although generally respecting the character of the Victorian terraces opposite is still very prominent due to the newness of its red brick walls.

C2 Looking S, the vista is generally terminated by trees in summer, and by the bulk of Daedalus House in winter. Especially unfortunate is the position of the vehicle entrance cutting through the building which means that from Tenison Road one's eye is drawn straight into the rear car parking area.

D THE NORTHERN SIDINGS

D1 The area beyond Sleeperz / British Transport Police has the character of a wasteland. The buildings are of very poor quality with the exception of the southern part of the workshop buildings (see 1G). The site is dominated by a poorly surfaced car park and the mass and colour of the Carter Cycle Bridge when looking N.

D2 Positive features are restricted to parts of the old brick platform wall (laid in English bond) and the surviving traces of the arcade which ran at right angles to the main station range. The latter is in such poor condition, and so fragmented that it is difficult to envisage its reuse. Looking S, the mill and silo are key features which, if restored, could become an attractive and prominent landmark.

E THE STATION FORECOURT

E1 The area in front of the station is very much a wasted opportunity. The station itself including the N and S wings is a fine building, and the forecourt is to some extent defined by the British



Hedgerow and trees along GEH car park boundary



Vista along Tenison Road towards Station Road



Northern sidings now used for car parking



Short-stay car parking on Station forecourt

Transport Police building to the N and the Great Northern Railway part of the station (now the parcel depot) to the south. The tree planting in both areas also adds to the human-scale space created. However, this effect is significantly reduced by the dominance of roadways, manoeuvring vehicles and car and cycle parking. To the N, the lack of enclosing buildings means that the eye drifts away across the parking area, the opposite is true of the S forecourt where Murdoch House squeezes the space too tightly (despite its quite modest scale). The bulk of the mill is not as dominant as it could be as the tall silo is end on to the station, whilst the buildings opposite the mill step back.

E2 The station building itself could be given a more striking appearance by improving the glazing in the arches to make it more seamless and dealing with signage in a less intrusive way. The rationalising of the space using suitable hard landscaping and possibly reusing setts and other features from the wider site could significantly restore elements of character to the forecourt. The GNR building would be significantly improved by the restoration of its façade.

F THE SOUTHERN SIDINGS

F1 This area is defined by the long low S wing of the station to the E and the bulk of the mill together with its modern extrusions and later buildings defining the Rank Hovis site to the W. In the distance the signal box, with City House behind define the end of the site in an unattractive way, though turning slightly south the emerging buildings of the redeveloped Cattle Market are more positive and interesting.



Disused southern sidings and S wing of Station

F2 Generally the site is an overgrown wasteland with part of the surviving Great Northern sidings and platform cutting to the W of the southernmost station buildings (which have unattractive portakabins added to the end). The juxtaposition of scale between the S wing of the station and the redeveloped mill give some interesting possibilities for a street running south towards the bridge.

G. THE TRIANGLE SITE

G1 This is the site of the former Great Northern goods yard. Nothing of the industrial character survives except a crane base (see 1M) and the remains of a platform wall behind College Terrace. The space is overgrown and used as a car park. The W side of the site is defined by the Hills Road Terraces and the trees in their rear gardens,

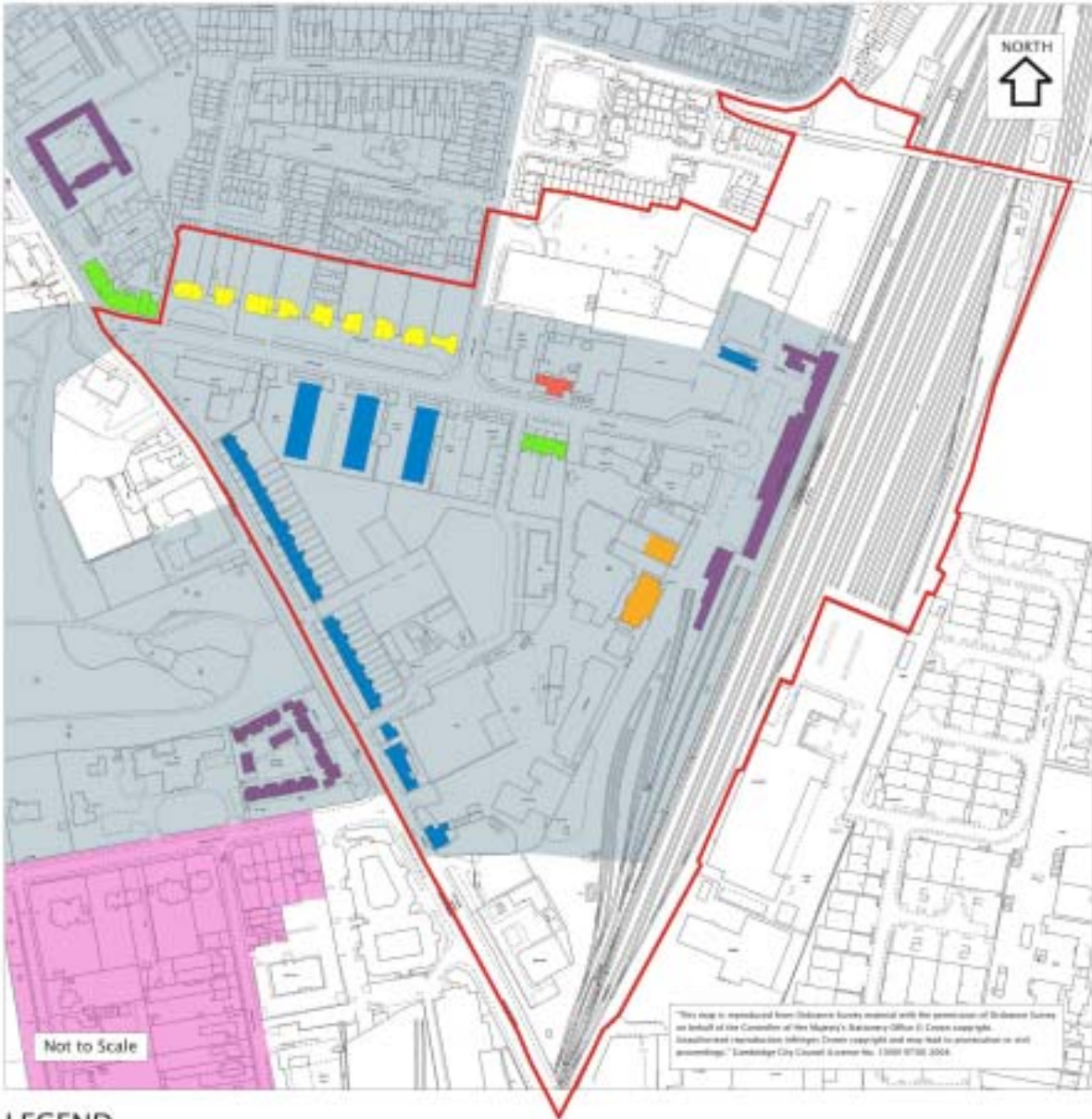


Car parking on the Triangle Site

the N by the ends of the Three Deities and their car park planting and the E by the haphazard range of buildings within the Mill Site.

G2 The only positive minor features are the crane base, the trees described above and the mill site boundary wall (which has been altered in places and had anti-climbing fencing added). The site is a useful cut-through from Hills Road to Station Road.

Station Area Conservation Appraisal

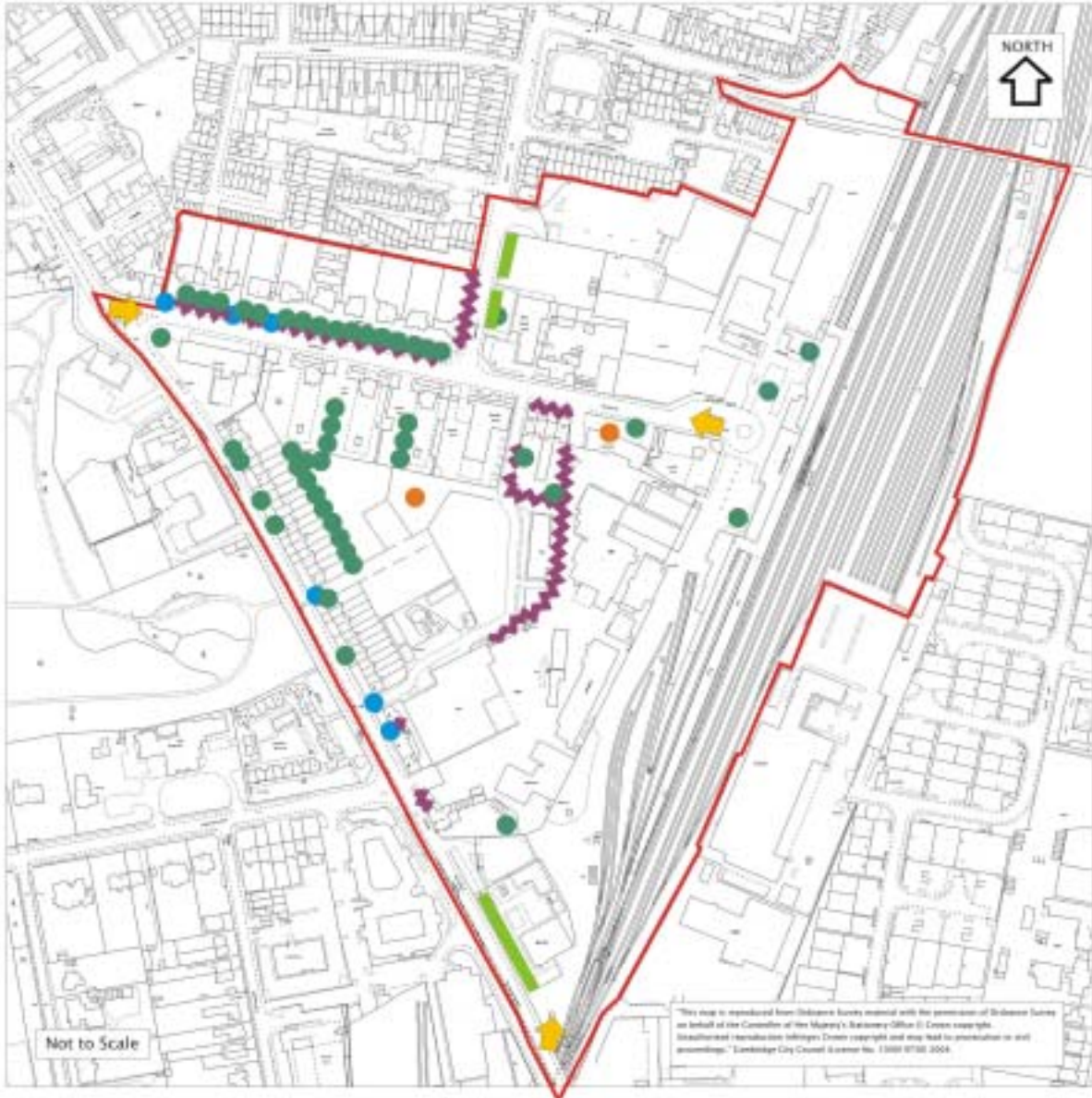


LEGEND

- Station Area Development Framework Boundary

 Grade 2 Listed Buildings	 BLI proposed for listing	 Central Conservation Area
 Building of Local Interest (BLI)	 Other buildings proposed for listing	 Brooklands Avenue Conservation Area
 Buildings of Positive Townscape Value	 Proposed BLI	

Station Area Townscape Appraisal



LEGEND

-  Station Area Development Framework Boundary
-  Positive wall/railing/gate
-  Trees currently important in townscape terms
-  Positive hedgeline
-  Positive minor feature
-  Granite crossover
-  Positive vista