

Mitcham's Corner Development Framework

Supplementary
Planning Document



CAMBRIDGE
CITY COUNCIL

DRAFT

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"Create a destination - a place to visit on a Saturday as you know that something good will be going on "

Workshop attendee



1. Introduction and Background

1. INTRODUCTION AND BACKGROUND

1.1. Purpose and scope

- 1.1.1.** The Mitcham's Corner Development Framework takes the vision forward set out in the emerging Local Plan for the Mitcham's Corner Opportunity Area by providing a more detailed framework to guide development.
- 1.1.2.** Located to the north west of the City Centre, Mitcham's Corner covers an area of approximately 12.5 hectares. It is designated within the emerging Local Plan (2014) as an Opportunity Area, under Policy 21. This Policy 21 requires guidance to promote and shape overall change within the Opportunity Area during the life of the plan. The area contains a District Centre and proposal site R4 Henry Giles House, both of which are designated in the emerging Local Plan.
- 1.1.3.** This Development Framework is intended to expand upon the allocations as well as the policies contained within the emerging Local Plan. It provides a framework to help guide the preparation and assessment of future planning applications within the area. As such, this document will be adopted as a Supplementary Planning Document (SPD) and will form a material consideration which will be taken into account by Cambridge City Council when determining any future planning application(s) for the area. In addition any proposals will have to comply with the policies in the emerging Local Plan.
- 1.1.4.** This Development Framework has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.2. Structure of the document

- 1.2.1.** The Development Framework is structured in four chapters:
- **Chapter 1** describes the background to the Development Framework including the planning context, the status of the document and process of preparation. It sets out the vision and strategic objectives.
 - **Chapter 2** provides a contextual analysis of the area, summarising with a description of the opportunities and constraints.
 - **Chapter 3** presents a high level strategy for change to the existing movement framework, by setting out strategic principles for the remodelling of the existing gyratory system and aspirations for potential public realm improvements within the area.
 - **Chapter 4** establishes key development principles for the area as a whole. It also provides further detailed guidance on two key development sites located within the Opportunity Area; setting out the parameters for future development and providing guidance as to how these should be implemented. The two sites are Henry Giles House, which is allocated within the emerging Local Plan as site R4 and a large potential development site known as Staples.

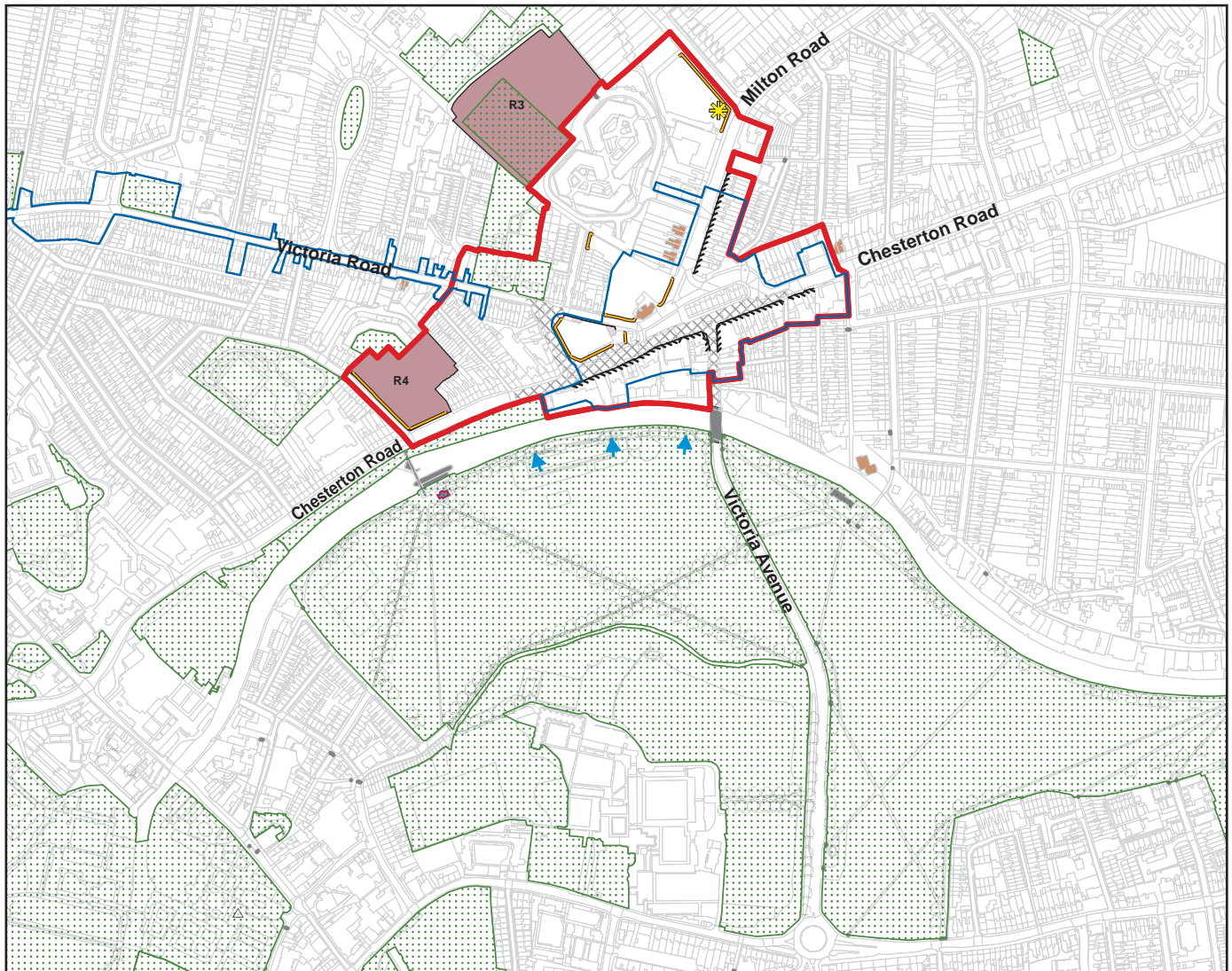


Figure 1: Mitcham's Corner Opportunity Area designated within the emerging Local Plan.

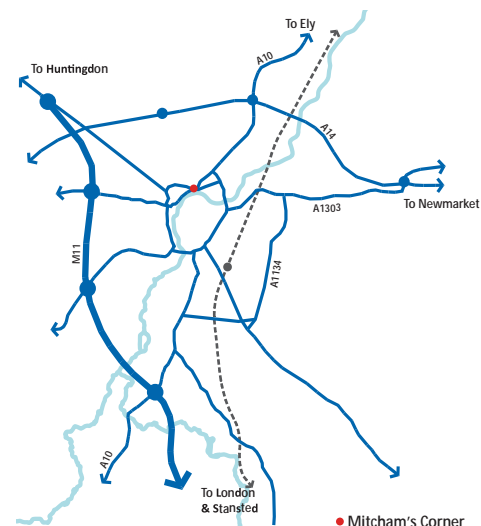
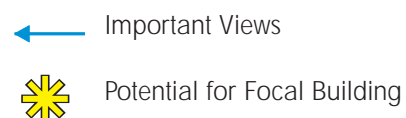


Figure 2: Location

1.3. Process of preparation

- 1.3.1. The adjacent flow chart (figure 4) provides an overview of the key stages regarding the preparation of this Development Framework.
- 1.3.2. The Development Framework has been informed by consultation with local stakeholders in the community. A 'Planning for Real' workshop was held in June 2015. The main findings of the event have been used to develop this guidance and the design principles contained in this draft Development Framework. A summary of the event is available as a background document.
- 1.3.3. The preparation of the Development Framework has been guided by a Steering Group which is comprised of local ward councillors, the county councillor for West Chesterton, a representative of the Friends of Mitcham's Corner, and a city and county council officers. The Steering Group has provided important steer and feedback.
- 1.3.4. Feedback on the emerging aspirations and key development principles contained within this Development Framework were sought from the City Council's Design and Conservation Panel in April 2016.
- 1.3.5. It is intended that a 6 week formal public consultation period will be undertaken when all stakeholders will have the opportunity to give feedback on the draft Development Framework.
- 1.3.6. Comments received during the consultation period will inform the final version of this document.



Figure 3: Planning for Real workshop, held June 2015



Figure 4: Process of preparation

1.4. The need for co-ordinated change

- 1.4.1. The area owes its name to Charles Mitcham, who owned a draper's shop on the corner of Chesterton Road and Victoria Avenue from the early-to-mid 20th century. Today, the name and identity of the area is associated with the gyratory system that was introduced in the late 1960s. The current traffic arrangement which provides high highway capacity, consists of an elongated two-three lane, one-way gyratory which has left the backs of terraces exposed, created an unpleasant and confusing environment for pedestrians and cyclists, and has come to dominate, fragment and erode the character of the area.
- 1.4.2. Given its location, proximity to the historic core of Cambridge and the surrounding population densities, the district centre as a whole is not realising its full potential. Growth opportunities and investment potential are being lost as a result of the poor streetscape. Above all, Mitcham's Corner suffers from large areas of underused space and a poor sense of place.
- 1.4.3. However, despite these challenges, a mix of services and shops do exist in the area surrounded by a vibrant community. A number of significant development sites are nearing completion within the area: student accommodation with retail provision on the ground floor at 1 Milton Road and residential development of the old city football ground (proposal site R3).
- 1.4.4. There are still a number of significant development sites within the area and there is potentially a unique opportunity to fund transport infrastructure improvements through the area under the City Deal programme. Given this, there is potential for positive change within the area.

1.5. Vision and strategic objectives

- 1.5.1. To help shape future change within Mitcham's Corner Opportunity Area, it is important to establish a clear vision and set of objectives for the area. These are set out in the adjacent image (figure 5).
- 1.5.2. To help achieve the vision, a series of strategic objectives have been developed. These have been grouped into three themes and relate directly to the vision set out in the emerging Local Plan. The objectives reflect the key issues to be addressed and have been derived from stakeholder workshops and a through an understanding of the context of the area (as summarised within Chapter 2).
- 1.5.3. Collectively the objectives form the basis of this Development Framework and have informed the guidance contained within this document.

The vision for Mitcham's Corner is to “maintain the vibrancy of the District Centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places, and reinforce the area with a strong local character and identity”.

(Emerging Local Plan, Policy 21)

Theme 1- Creating a connected place:	Theme 2- Improving the District Centre:	Theme 3- Creating places for people:
<ul style="list-style-type: none"> ■ Maximise the benefits of the Greater City Deal. ■ Address the major barriers to pedestrian and cycle movement by promoting the radical transformation and severance of the highway layout, potentially through severing the gyratory system. ■ Create a low-speed, simplified and integrated highway space and help restore the balance between people and motor vehicles. ■ Improve the legibility of the area, making it easier to find your way around. ■ Improve access and connections to and through the area. Reconnect existing communities severed by the current road network. ■ Improve bus facilities and the pedestrian connections to them. Maximise the benefits of the existing bus services which currently pass through the area. ■ Ensure new development promotes healthy and active lifestyles. 	<ul style="list-style-type: none"> ■ Create a destination and positive identity to the district centre Strengthen the role of the area as a northern gateway into the City Centre. ■ Reduce the severance effect of the existing gyratory system to create a better connected catchment of customers and improve access to local facilities. ■ Facilitate the delivery of high quality new development within the area to help sustain a catchment population for the District Centre. ■ Rediscover the ‘high street’, by creating the right conditions in which a mixed use high street can thrive throughout the day and evening. ■ Improve the evening economy and create a place that encourages street life more cafes and cultural offerings. ■ Improve access for local people by supporting local shops. ■ Celebrate the areas distinctiveness by promoting legible and direct connections from Mitcham's Corner to the River Cam. 	<ul style="list-style-type: none"> ■ Create an inclusive place for all, residents and visitors alike. ■ Improve the perception and first impressions of the area. Rebuild a positive and coherent sense of identity. ■ Respect local character by promoting high quality, context led development based upon sound placemaking principles. ■ Preserve and enhance the historic environment and use heritage as an asset to promote positive change. ■ Promote the creation of new and exciting public spaces for people to relax and enjoy, by changing the use of existing highway space and realising the potential of underused areas. ■ Create the opportunity for an active, vital and vibrant public realm. ■ Promote measures to physical ‘green’ the area and encourage water sensitive urban design.

Figure 5: Vision and strategic objectives

"Simplify and rationalise the road system"

Workshop attendee



2. Context Analysis

2. Context Analysis

2.1. Historical Context

- 2.1.1.** This section forms an analysis of the study area using historic map information to illustrate how the area has changed and evolved, and what factors have led to the form and appearance we see today.

Victorian Era

- 2.1.2.** Comprehensive redevelopment of the area commenced in the second half of the 19th century. In 1890, Victoria Avenue and Bridge were built in order to improve links between Chesterton and Cambridge. Victoria Bridge replaced the old Bates Ferry, which when it opened in 1895 encouraged middle class migration to new roads further north (figure 7). The Portland Arms opened on Milton Road in 1839 and was converted in the 1880s into the Searle's Hotel (figure 13), it was later rebuilt in the 1930s when the old name was revived.

20th Century

- 2.1.3.** Further housing expansion to the north of Victoria Road and Milton Road took place in the first half of the 20th century (figure 8).
- 2.1.4.** The original Mitcham's Corner premises were built in 1909 in the garden of 'Bridge House', the Mitcham family home, from which Charles Mitcham began his Chesterton Drapery Stores and operated from this premises from 1909 to 1977. The 'Mitcham's Corner' sign above No. 34 Chesterton Road became a local landmark. As time went on, the original junction was dubbed Mitcham's Corner by motorists, the name later becoming associated with the 1960s gyratory.

The gyratory

- 2.1.5.** A central island was introduced in the 1930s to try and solve the areas ever increasing traffic problems (figure 10).

Extracts from newspaper articles of the time reported that Mitcham's Corner was "something of a puzzle to road users not familiar with local custom" but also reported that "the new system appears to be working well with the aid of two police constables – and there is every indication that, once it becomes familiar, it will be entirely successful " (extracts from Cambridgeshire Daily News 6th Aug 1932).

- 2.1.6.** Mitcham's Corner was again transformed in 1967 when a new one way traffic system was implemented to relieve congestion. At the time around what was reported at the time as "Cambridge's Chaos Corner".
- 2.1.7.** The 1972 Ordinance Survey (OS) map (figure 9) shows the new block structure with the one way gyratory system and large garage on the Victoria Road island (the site of the current Staples Store). Norah Wolfe, niece of Charles Mitcham stated " The original Mitcham's Corner...has become a sprawling roundabout...it is still the heart of Chesterton, but is now so clogged with traffic what it undoubtedly needs is a triple by pass".
- 2.1.8.** In summary, whilst the Victorian era saw extensive redevelopment, what is notable from the historic maps is that Mitcham's Corner has always been a key northern arrival point into the City and a natural convergence place for routes. Old Ferry crossings that lined the Cam were later replaced with Victoria Bridge, and in the 1960s in the absence of the M11 and the A14, the radical one way system was introduced to cope with the ever increasing traffic travelling through Cambridge.
- 2.1.9.** Today, the gyratory still dominates the image of the area, and the conflict between pedestrians and vehicular movements remains a constant issue.

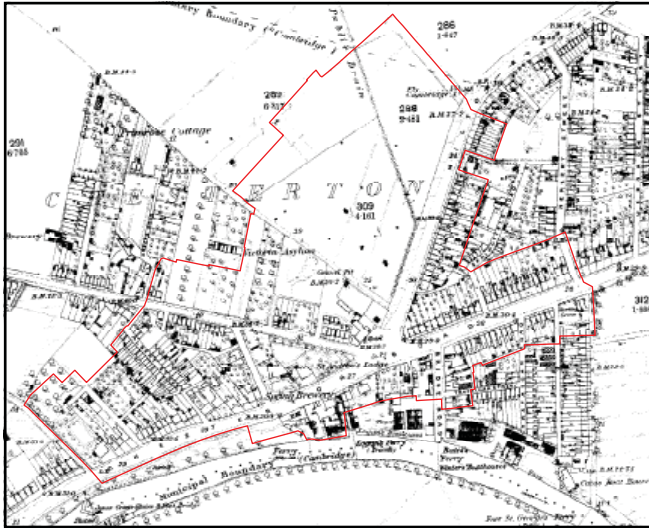


Figure 6: 1886 OS Map

The area of land to the west of the study area between Victoria Road and Chesterton Road was called New Chesterton. Most of the terraces constructed during the Victoria era remain in its original form today. Terraced housing also extended a short distance to the east of Mitcham's Corner, to the north and south of Chesterton Road and on the east side of Milton Road.

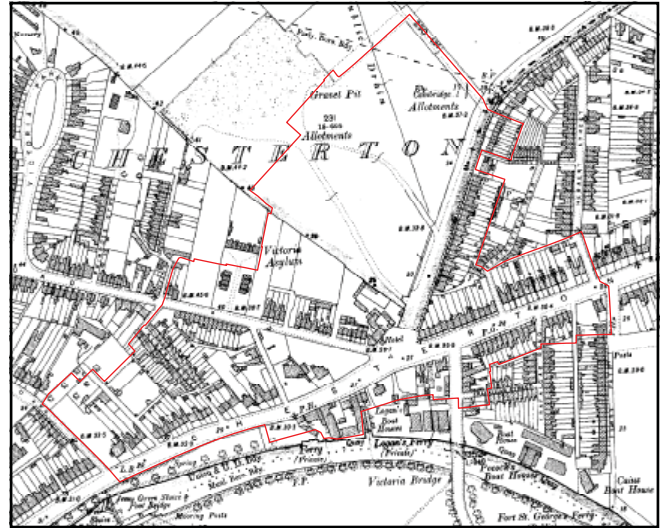


Figure 7: 1903 OS Map

Between 1891 and 1893, the De Freville estate was laid out and large houses infilled the empty land to the east of Mitcham's Corner between 1903 and 1910. Houses in Victoria Park, to the west of Mitcham's Corner, were also built during this period.



Figure 8: 1927 OS Map

Houses on Corona Road, the Cambridge City Football Ground and Infant School on Milton Road were built in the 1920's.

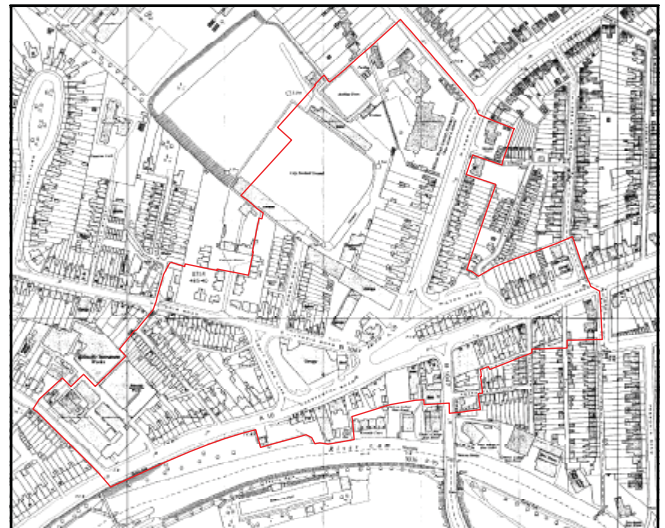


Figure 9: 1972 OS Map

The introduction of the one way system in 1967, reportedly one of the largest gyratory systems in the country at the time, involved the construction of large road islands, re-routed traffic away from the Milton Road junction, severed rear gardens of terraces facing Chesterton Road and incorporated Croft Holme Lane into the scheme to take heavy traffic. "Three lanes of traffic drive past where our back garden use to be and no crossing has been put there for children walking to school. It's impossible to cross sometimes" (extract from 'When Mitcham's had a Corner' by Andrew Brett 2004).



Figure 10: Above - The original traffic island in the 1930s. The Chesterton sub-police station had just been demolished and replaced with a police box. The Mitcham's Corner Drapery store and "Mitcham's Corner" sign can be seen in the background as well as Waller's Butchers Shop, part of the Old Jolly Waterman Pub and Barclays Bank (Image courtesy of Cambridgeshire Collection, Cambridge Central Library). Below - the same view today.





Figure 11: View looking northwest from the junction with Milton Road and Chesterton Road showing the original Searle's Hotel in the 1880s and garden boundary of St Andrew's Lodge on the site of the current Lloyds Bank, with the spire of St Luke's Church in the distance (photograph taken 1874, courtesy of Cambridgeshire Collection, Cambridge Central Library). Right - the same view today.



Figure 12: Left - Searle's hotel was later replaced by the Portland Arms Pub in the 1930s (Image courtesy of Cambridgeshire Collection, Cambridge Central Library). Right - the same view today.



Figure 13: View looking north towards the Henry Giles House site showing Nos.73 to 79 between Carlyle Road and the Cambridge Instruments entrance. (photographs taken 1958 courtesy of Cambridgeshire Collection, Cambridge Central Library). Right - the same view today.

2.2.Existing scale and massing

2.2.1. Figure 15 shows the existing scale and massing of buildings within the area. The map illustrates the following key elements:

- Historic fine grain development predominates;
- Domestic scale of 2-2.5 storeys frequently arranged in groups of terraces and pairs;
- Grander townhouses line Chesterton Road;
- Large format buildings with horizontal emphasis exist, although are not common features within the wider surrounding area. The scale of these buildings range between 3-5 storeys



Figure 14: Examples of existing scale and massing within the Opportunity Area.

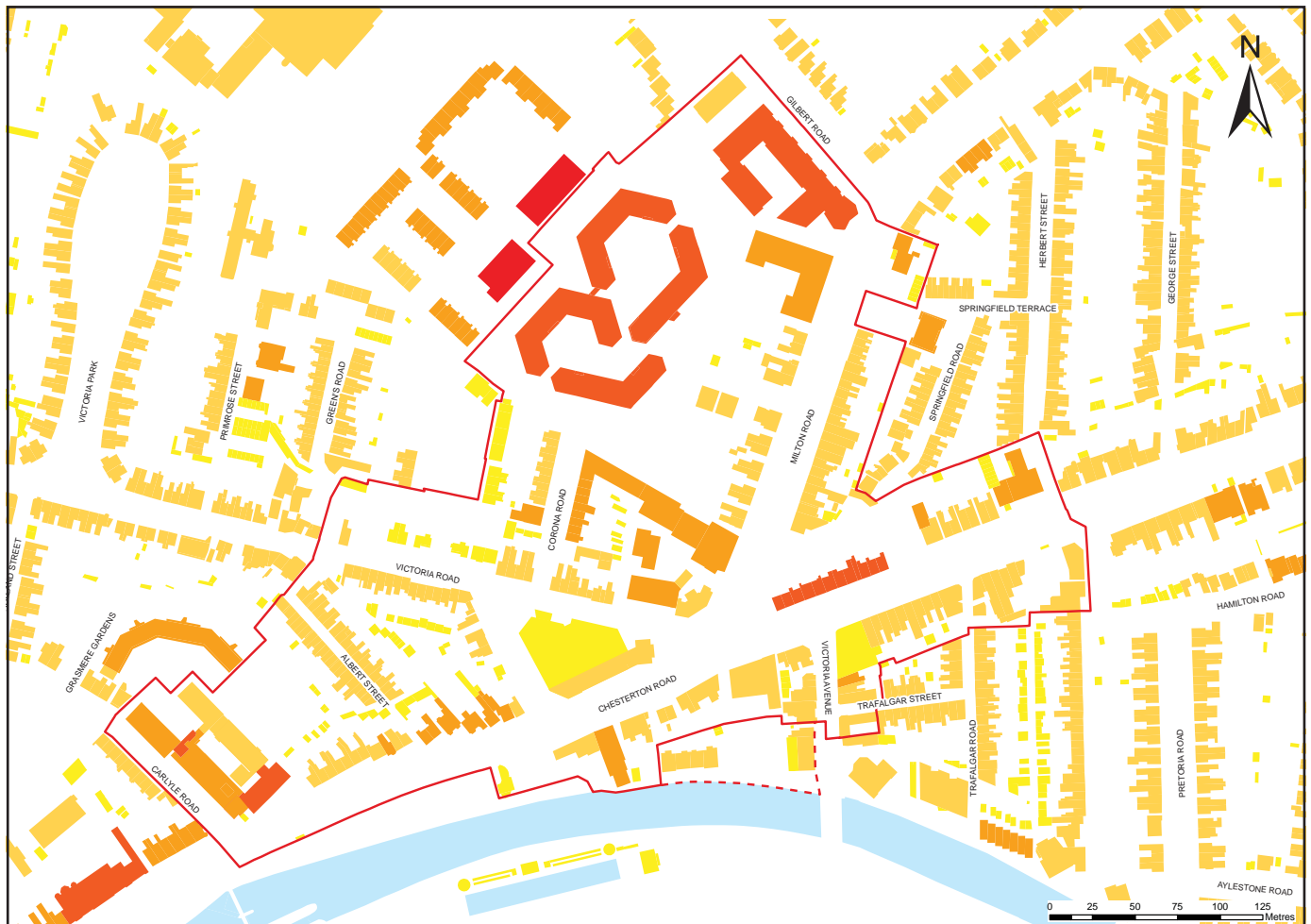
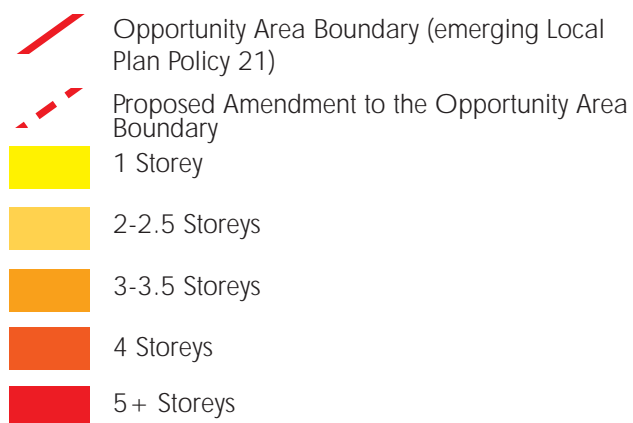


Figure 15: Existing building heights



2.3.Existing land uses and activity

2.3.1. Figure 17 illustrates the broad land uses within the area. Key elements are as follows:

- Concentration of retail uses around the junction but retail areas are severed from one another by the gyratory;
- Established residential communities within and around the Opportunity Area, interspersed with student residences, a care home and B&B's. There are a number of supporting facilities such as doctors' surgery, dentist, pharmacy etc.
- Leisure and recreational uses associated with the riverside and Jesus Green serve as tourist attractions and are within close proximity. However, there is a lack of open space within the Opportunity Area itself;
- Westbrook Centre and Henry Giles House are significant employment movement generators.
- Number of 'people attractors' such as the Co-operative and Portland Arms are physically and perceptually separate from other retail uses;
- Evening activity in the area is generated by a number of pubs and some restaurants;
- A number of cafes exist within the study area, but opportunities for outdoor seating is generally limited by footway widths;
- Remnants of the historic high street survive;
- Community events and food vans visit the area.



Figure 16: Examples of existing land uses within the Opportunity Area.

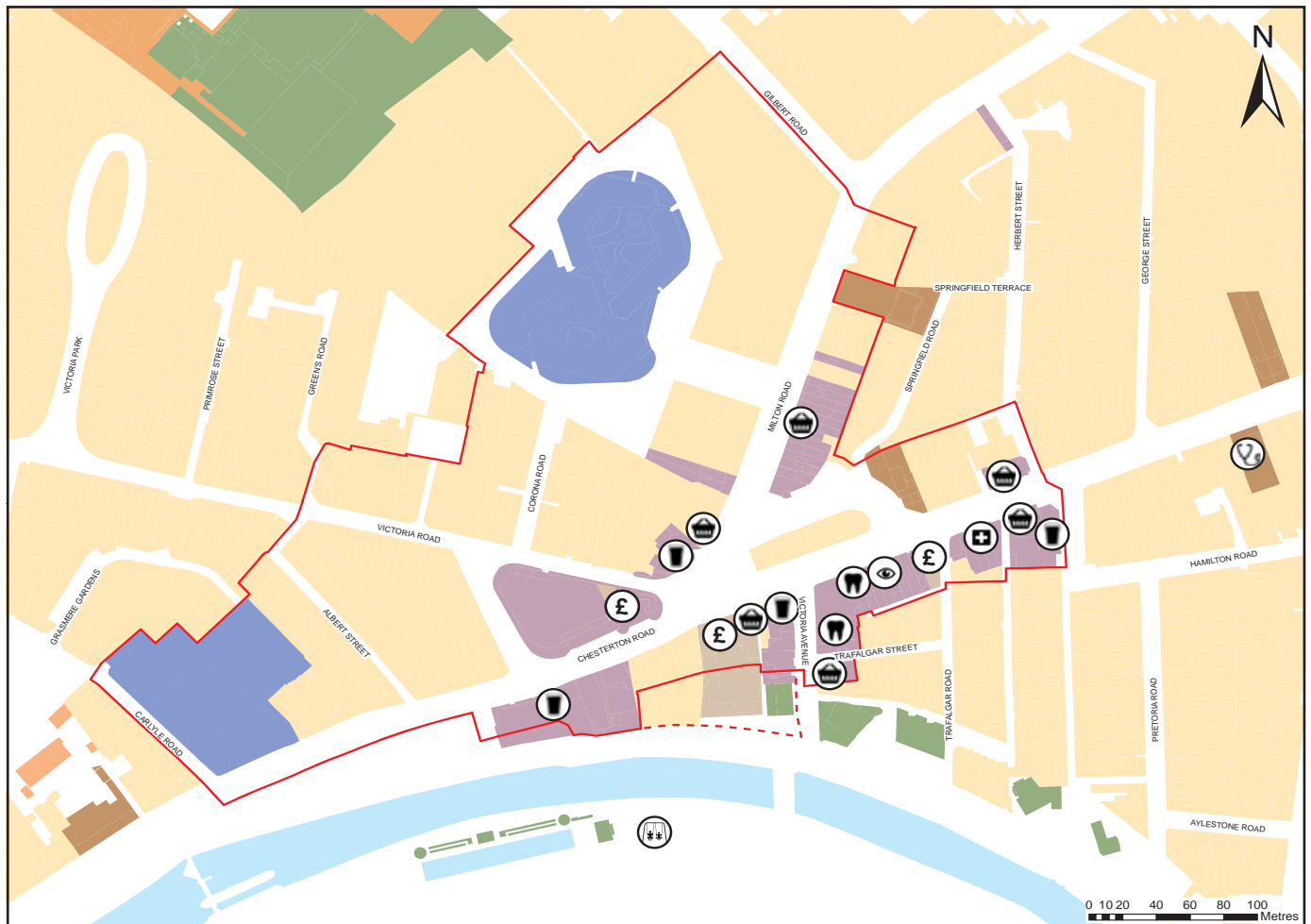
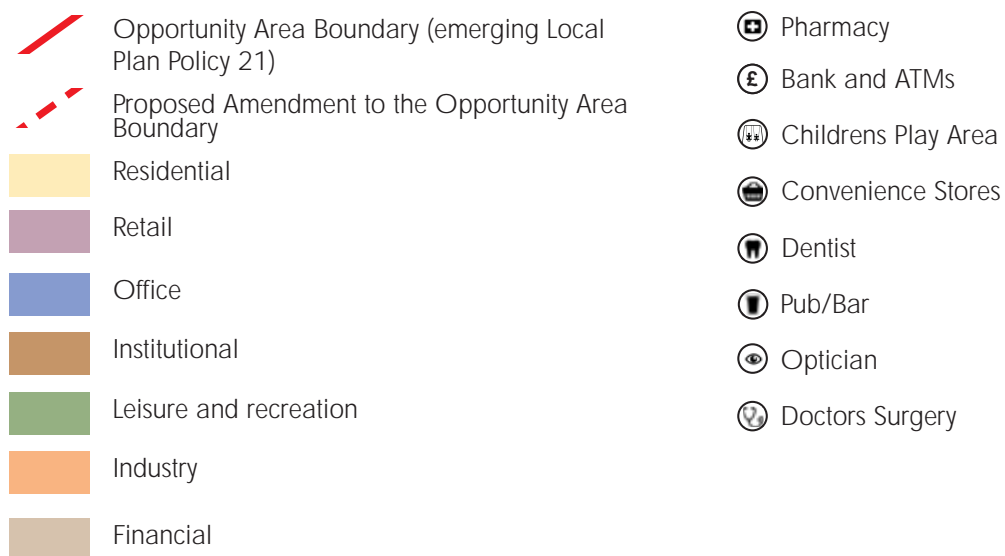


Figure 17: Existing land use



Note: Broad land use data provided by Cities Revealed
Data captured in 2008.

2.4 Opportunities and constraints

2.4.1. Figure 18 summarises the main constraints and opportunities to be considered for redevelopment within the area. Key issues and challenges are outlined within the below SWOT analysis.

Strengths



- The area is well located for access to the City Centre and the river;
- Public transport links;
- Domestic scale and character predominates;
- Areas of architectural richness and a fine urban grain;
- Established residential areas surrounding the Opportunity Area;
- Established District Centre with shops and services. Remnants of the historic high street still evident;
- A degree of evening culture and activity;
- Vibrant and strong community. Active residents group;
- Community events: "Mitcham's and More Festival", "Mitcham's Models";
- Gyratory handles high traffic levels well.

Opportunities



- Improved District Centre and enhanced gateway to City Centre;
- Greater City Deal: undoing the gyratory, rationalised bus stops, improved connectivity and legibly;
- Public realm enhancements and scope for new public open space to strengthen identity;
- Building on existing assets: conservation area, proximity to river, vibrant community.
- Allocated development site.

Weaknesses



- Hostile, busy junctions and an uncomfortable and confusing pedestrian/cycle environment;
- The dominance of vehicular traffic on the gyratory divides surrounding residential neighbourhoods;
- Large areas of negative, under used space and poor quality public realm;
- Lack of positive gateways into the area and negative perceptions of place associated with the gyratory;
- Poor legibility and connectivity through the area for pedestrians and cyclists;
- Large format, poor quality buildings with limited active frontages;
- Limited areas for community events and space for shops and cafes to 'spill out' into the street.

Threats



- The existing gyratory one-way system;
- Land ownership and appetite for redevelopment;
- Funding;
- Utilities and services.

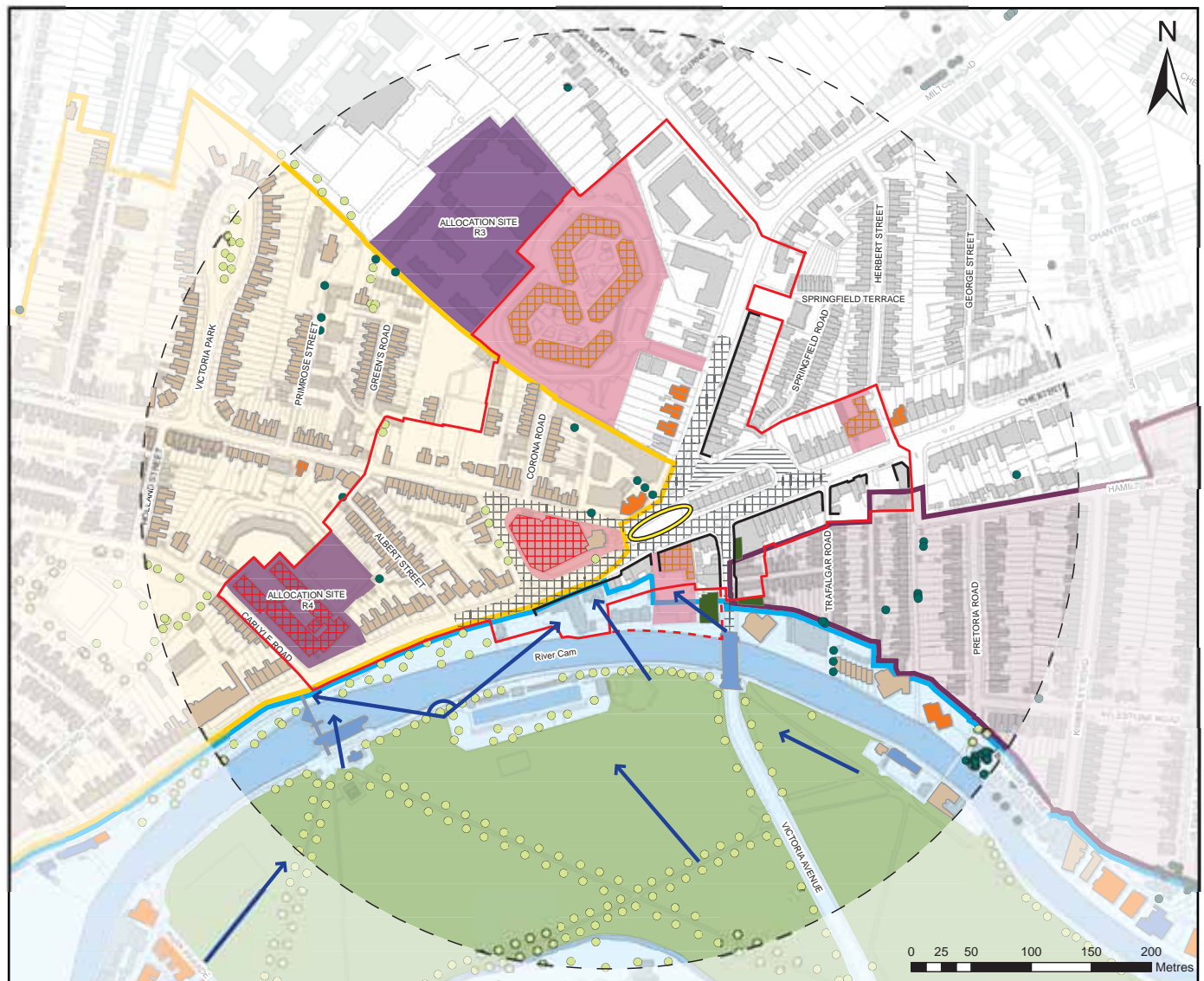


Figure 18: Opportunities and constraints



**"Reconnect the four
separate communities
severed by the road
system"**

Workshop attendee



3. THE GYRATORY



Figure 19 : The benefits of creating place (Source: Project For Public Spaces)

3. THE GYRATORY: a vision for change

3.1. Introduction

Purpose

- 3.1.1.** This chapter presents a vision for change to the existing movement framework within the Opportunity Area, by setting out high level principles for the remodelling of the existing gyratory system and aspirations for potential public realm improvements within the area.
- 3.1.2.** The preferred movement option shown on page 33 seeks to better balance the needs of all road users and create the right conditions to promote a positive sense of place. It represents an option for achieving the vision and objectives for the Development Framework by removing barriers to movement, unlocking land for positive development and the creation of a new public open space.
- 3.1.3.** Overall, the chapter promotes a placemaking approach to streetscape design; the benefits of creating a sense of place are summarised in the adjacent image (figure 19). It advocates that by making the area more enjoyable, safer, easier to get to and move around, these improvements would be good for local businesses and may help to attract investment within the area.
- 3.1.6.** The aspirations and key development principles set out within this chapter are consistent with those set out in Manual for Streets 1 & 2.

speed in creating safe, sociable and attractive streets. Both documents stress the importance of streets not only as conduits for movement but as places to visit and spend time. Furthermore, Manual for Streets 2 outlines and provides evidence for the benefits of better streets including: increased economic vitality, improved noise and air quality, and an increase in sustainable travel choices.

A shift in street design & addressing the issue of speed

- 3.1.4.** A shift in attitude towards street design and management is taking place. The Manual for Streets by the Department of Transport was an important step in 2007 and then was followed in 2010 by Manual for Streets 2, which extended the principles to cover all roads except trunk roads.
- 3.1.5.** Through these documents the government has recognised the importance of low

3.2. Current problems

- 3.2.1.** Mitcham's Corner is a vehicle dominated space, which prioritises motorised vehicle use above that of pedestrians and cyclists. As a result, the gyratory has a negative effect on the identity and physical environment of Mitcham's Corner.
- 3.2.2.** The current traffic arrangement consists of a two-three lane, one way gyratory system introduced in the late 1960s. The resulting layout includes five junctions, three of which are signal controlled in addition to puffin and zebra crossings. Stop-vehicle movements patterns and one way flows creates perceptions of high traffic speeds.
- 3.2.3.** For pedestrians and cyclists, the confusion of routes (see figure 26) is compounded by the complex crossing arrangements. Pedestrian footways are very narrow in a number of places, which is exacerbated by the need for a shared-contra-flow cycle provision along several lengths.
- 3.2.4.** The gyratory and associated increased vehicle movement have come to dominate, fragment and erode the character of the area. Large areas of underused space are evident and there is a notable absence of any clear, identifiable sense of place.
- 3.2.5.** The current problems are summarised below:
- Confusing environment for drivers, cyclists and pedestrians; extensive on-way flows, lane changes and complex crossing arrangements;
 - Fragmented nature limits the accessibility of the area and increases journey times and distances for pedestrians and cyclists;
 - The gyratory forms a barrier to movement and severs surrounding communities;
 - Traffic volume and street 'clutter' has diminished the quality of the streets. It is an unpleasant cycling and walking environment;
 - Lack of regard to pedestrian desire lines as crossings; key destinations and streets are poorly connected;
 - Fragmented and incoherent retail provision. The Co-operative is physically and perceptually isolated from the small shops and businesses on the south side, which in turn have no connection with the retail provision at the south-east end of Milton Road;
 - Large areas of underused space. An isolated and deserted raised green space adjacent to Lloyds Bank severs the area and interferes with pedestrian/cycle desire lines;
 - A lack of destination or places to stop and rest, contemplate or 'watch the world go by';
 - A general lack of quality in streetscape creates a poor northern gateway to the City Centre.



Figure 20: Mitcham's Corner looking east



Figure 21: Significant areas of underused space and guard railing



Figure 22: Clutter



Figure 23: Confusing signage



Figure 24: Wide carriageway dimensions



Figure 25: Extensive one-way flows

Current pedestrian and cycle movement at key junctions

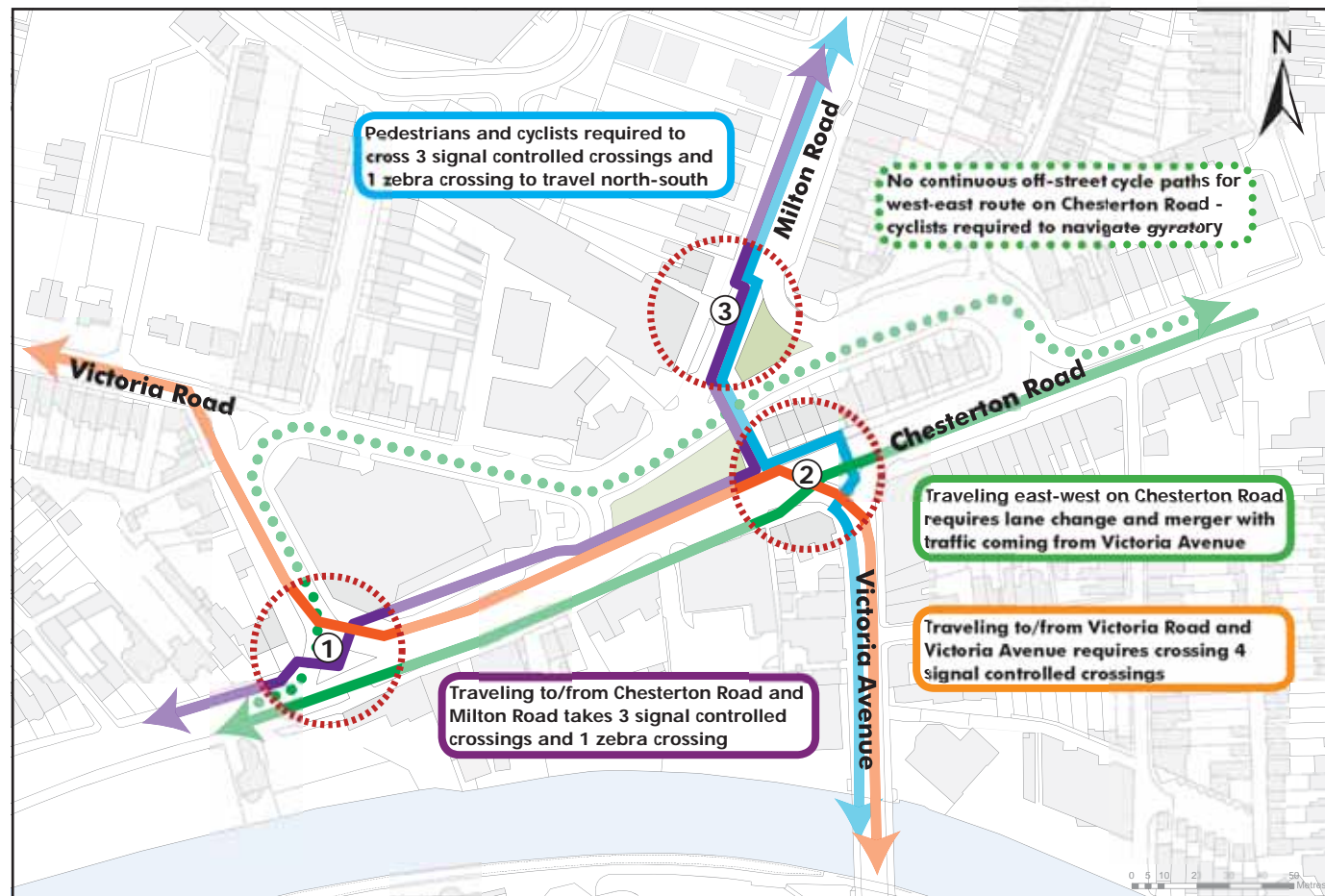
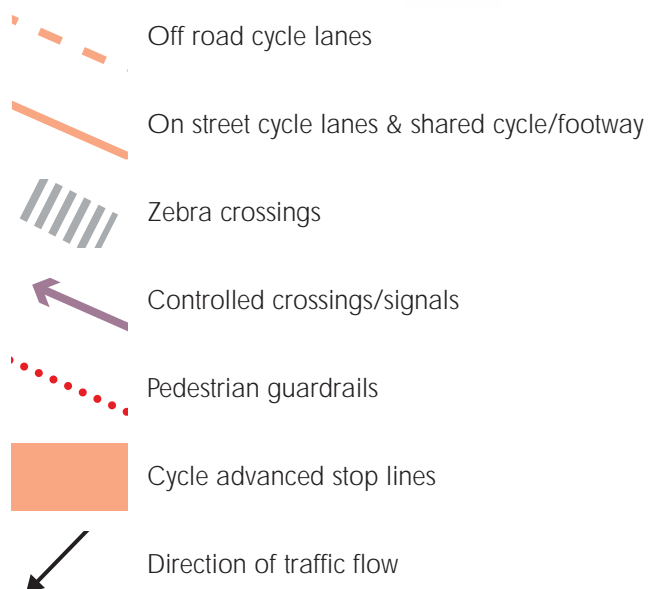
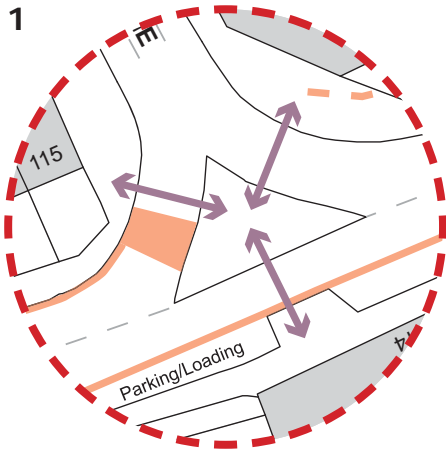
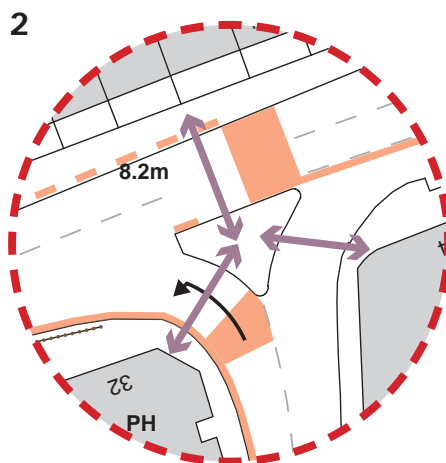


Figure 26: Challenges for pedestrians and cyclists

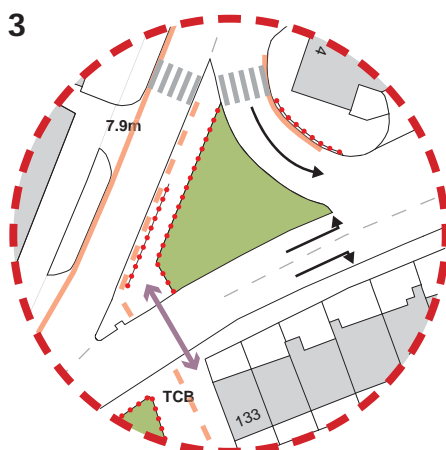




- Inconsistent on and off street cycle routes and narrow footpaths creates a confusing environment for cyclists and pedestrians.
- The off street contraflow cycle lane (adjacent to southern staples frontage) does not continue along Chesterton Road. As a result, cyclists are either forced to navigate the gyratory or cycle on the footway in front of the terrace houses.



- Travelling north-south through the study area requires crossing 3 signal controlled crossings and 1 zebra crossing.
- Cyclists travelling from the eastern end of the study area have to change lanes when continuing along Chesterton Road, making the route feel confusing and unsafe.
- The narrow footway widths adjacent to crossing points and one way traffic flows creates a hostile environment for pedestrians.



- Wide sweeping junctions encourage higher traffic speeds on the approaches into the gyratory and further reinforce the hostile nature of the area.
- The arrangement of guardrails, restricts cycle and pedestrian movements and creates pinch points.
- Cycling south along Milton Road requires using the Zebra crossing and turning right into oncoming traffic.



3.3. A solution...Severing the gyratory & creating a low speed environment

A revised movement proposal

- 3.3.1.** The radical transformation of the gyratory system is identified as a key public realm and infrastructure project within Policy 21: Mitcham's Corner Opportunity Area.
- 3.3.2.** The severing of the gyratory system to create opportunities for public realm improvements are considered fundamental to achieving the vision of "maintaining the vibrancy of the local centre, improving connectivity between people and places and to reinforce a strong local character and identity" (emerging Local Plan, supporting text Para 3.89).
- 3.3.3.** A County Council and City Council officer/consultant workshop was held in February 2016 to consider the best options for changing the highway configuration of the junction. From this process two favoured options emerged which are currently subject to traffic modelling work by the County Council to assess the likely impacts. A note of the workshop is available as a background document.
- 3.3.4.** Key to creating space for streetscape improvements is the adoption of a low speed highway design, as this is considered the most critical measure to restoring the balance between people and vehicles. Adopting a low speed design could manage the impact on traffic delays and queues.
- 3.3.5.** The application of standard highway solutions, is increasingly coming under question and a number of established precedents do exist in the UK which have replaced conventional street and junction design by simpler and more integrated solutions.
- 3.3.6.** A recently completed major junction improvement in Oxford which is similar in nature to Mitcham's Corner, was redesigned to create an integrated low speed environment. A general arrangement plan and photos of the scheme can be found on page 37.
- 3.3.7.** Early feedback on the scheme in Frideswide Square, Oxford suggests that traffic delays have reduced despite a reduction in overall carriageway space, which has facilitated significant public realm improvements in the square. This scheme accommodates around 37,000 daily movements as well as very large volumes of bicycles and pedestrians from the adjoining railway station.
- 3.3.8.** Whilst every street is unique and the context of Mitcham's Corner is different, existing precedents are helpful in exploring options and generating ideas for improving the public realm within the Opportunity Area.
- 3.3.9.** A preferred officer option for remodelling and severing the gyratory system is illustrated in figure 27.

Relationship with The Greater Cambridge City Deal

- 3.3.10.** The Greater Cambridge City Deal is an agreement set up between a partnership of local organisations and Central Government, to help secure future economic growth and quality of life in the Greater Cambridge city region. It is the largest of several City Deal programmes taking place in the UK
- 3.3.11.** The City Deal programme is based on the Transport Strategy for Cambridge and South Cambridgeshire and supports the emerging Local Plan.
- 3.3.12.** The City Deal scheme for Milton Road is part of tranche 1 of the City Deal and seeks to integrate transport improvements along the corridor. Whilst existing gyratory system is not part of this scheme,

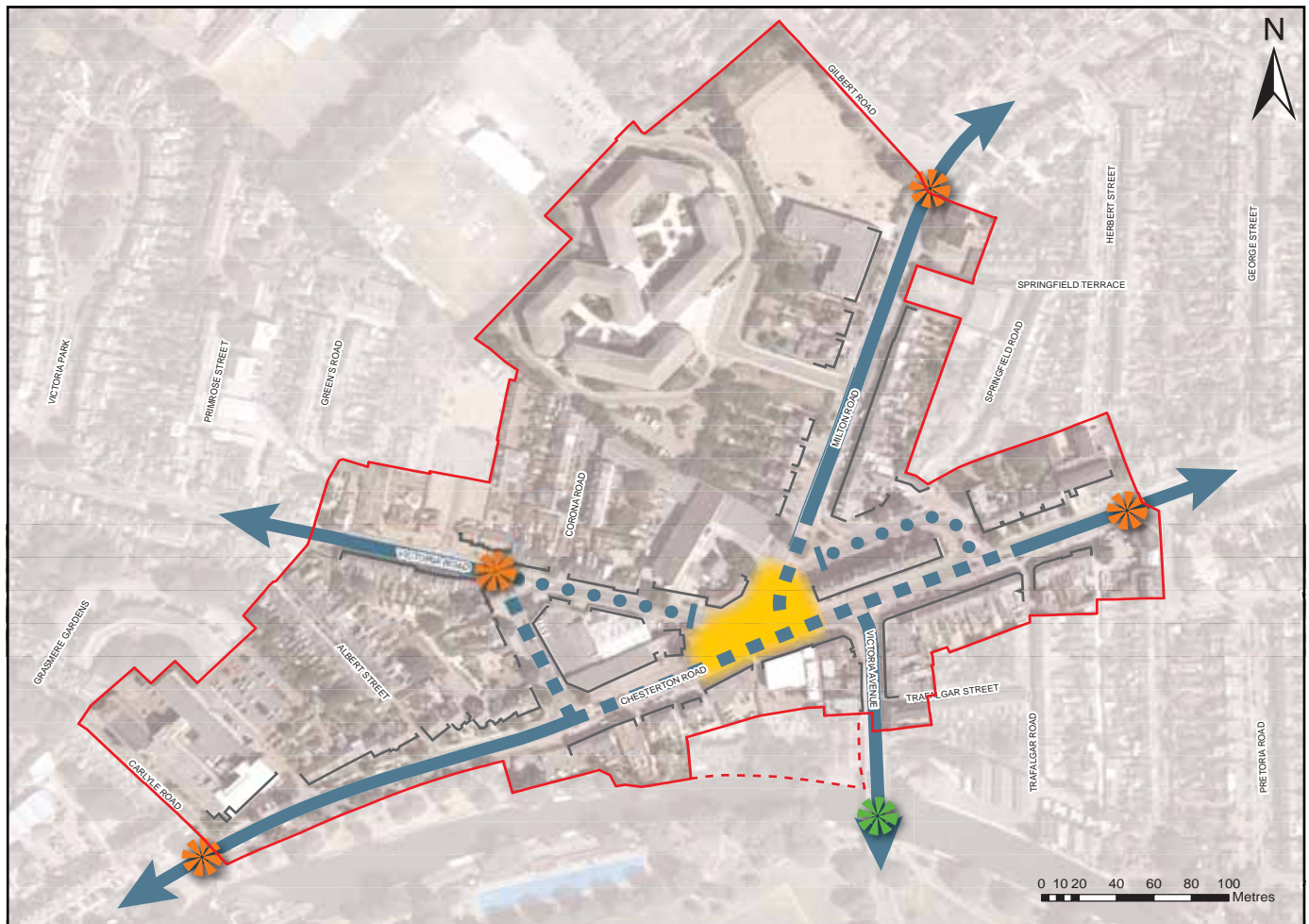


Figure 27: Movement proposals for Mitcham's Corner

-  Opportunity Area Boundary (emerging Local Plan, Policy 21)
-  Proposed Amendment to the Opportunity Area Boundary
-  Existing Streets
-  Reintroduce two way traffic movements
-  Local access only
-  Opportunity for new urban space through remodelling of the existing gyratory
-  Create new gateways into Mitcham's Corner
-  Existing positive gateways

there is potential for it to be included in future tranches of the City Deal programme.

- 3.3.13.** Mitcham's Corner is at a pivotal location in the transport network and improvements to how it currently functions could greatly help both increase and improve the use of more sustainable modes of travel in Cambridge. It is considered that the proposed changes to Mitcham's Corner as set out herein are fully compliant with the agreed objectives for City Deal.

Phased delivery

- 3.3.14.** The delivery of improvements to the gyratory at the scale set out in this Development Framework will more than likely require a phased approach to delivery. This means that it could be possible, or even preferable, to stage the works across different months/years such that it is both practical and keeps the network moving in the meantime as well as achievable financially.
- 3.3.15.** For example, subject to further modelling and agreed design speeds/capacity on this part of the network, the works could include : 1) reversion of the one-way system and removal & re-modelling of existing junctions only; 2) delivery of the majority of landscape and public realm improvements; and finally 3) creation & assignment of areas for cycle and car parking, public use, street furniture, etc.

3.4. Moving forward...Key objectives for remodelling the gyratory

- 3.4.1.** It is likely that the revitalisation of Mitcham's Corner will take place over many years. Collectively the aspirations set out within this chapter represent a longer-term vision.
- 3.4.2.** It is essential that any potential options for the remodelling of the gyratory system should successfully combine efficient traffic movements with the broader placemaking objectives for Mitcham's Corner to:
- **Maintain sufficient capacity and flows through and around the area;**
 - **Maintain and improve access and connectivity to residential and business areas;**
 - **Enhance the spatial quality of the public realm to promote investment;**
 - **Improve safety and comfort for all modes, especially pedestrians, cyclists and those with disabilities;**
 - **Provide opportunities for business expansion and development;**
 - **Create a more coherent, permeable and distinctive district centre, with well located bus stops as a key element.**

3.5.Key design principles

3.5.1. Any future potential options for remodelling the gyratory must successfully combine traffic and streetscape arrangements. A number of key design elements are identified below which have been successfully designed in other urban areas with similar challenges. These are consistent with Manual for Streets 1 & 2, in addition to the emerging Local Plan Policy 21, and should therefore be incorporated within any future option for the remodelling of the gyratory. Precedent images can be found on pages 36-37.

- **Create a low-speed environment of between 15-21mph;**
- **Create clear gateways and transition points into Mitcham's Corner;**
- **Keep carriageway widths to a minimum and employ visual narrowing;**
- **Reintroduce two way flows;**
- **Minimal signage and road markings.**

Design speed

3.5.2. The creation of a low-speed environment is central to creating a better balance between people and vehicles and should service as the starting point. Design speed should not be confused with speed limits.

3.5.3. Carriageway widths, turning geometries, sight-lines, crossing arrangements and junction controls are all determined by design speeds. For example, the lower the design speed, the tighter turning angles can be at corners making motor vehicles approach a junction with more caution and slow down. Tighter corner

radii also results in shorter crossing distances and responds better to pedestrian desire lines.

3.5.4. Design speeds of between 15-21mph are the most effective in achieving the most efficient and safe use of streets in complex urban areas.

Transition points (gateways)

3.5.5. Achieving the appropriate design speed depends upon establishing clearly defined transition points between the higher speed, more segregated highway, and the lower speed, more integrated context that is promoted for the Opportunity Area

3.5.6. Distinctive transition points can help modify driver expectation and speeds close the boundary of Mitcham's Corner.

3.5.7. A number of potential transition points (gateways) have been identified on figure 27 and these should be emphasised in any detailed design proposal.

Reduced carriageway widths - physical and visual

3.5.8. Drivers slow down when they feel the space they are travelling through is narrow. Activity at the side of the street is closer to the carriageway, more visible and more likely to encroach onto the carriageway, meaning that motorists may reduce their speed.

3.5.9. Reduced carriageway widths are also essential in maximising opportunities for pedestrian and cycle crossings, and minimising the interference of these crossing with traffic flows.

Reintroducing two way flows

3.5.10. Extensive one way systems are rarely compatible with lower speed environments and do not create legible environments.

3.5.11. Any detailed design proposal for Mitcham's Corner should seek ways to

return to two-way traffic flows. None of the principal streets in the Opportunity Area are too narrow for two-way traffic flows.

Other elements that promote low speeds

3.5.12. There are a number of other elements that promote slower speeds and greater integration of traffic with pedestrian and cycle movement. These include:

- **Visual narrowing** - reducing the apparent width of carriageways. For example the space next to the kerb (the traditional gutter area) can be of a different material/colour to the carriageway to make the carriageway appear narrower. Although this feature is flush and drivable, it appears as part of the footway/kerb edge.
- **Signs and lines** - Highway elements such as road markings and excessive signs are rarely compatible with placemaking, and should therefore be reduced wherever possible. The starting point should be "design with nothing and then add only what is necessary" (Manual for Streets 2). Minimal signage and road markings make the carriageway feel like it is not designed solely for motor vehicles and encourage drivers to be more aware of their surroundings.



Figure 28: A reduced carriageway width, a central median strip and visual narrowing of the carriageway promotes lower speeds. (Hornchurch, London Borough of Havering).



Figure 29: Courtesy pedestrian crossings replace the old signal controlled crossings. The 8m width of the crossings respond to key desire lines and simplifies the pedestrian experience (Frideswide Square, Oxford).



Figure 30: Extending footway treatment across side streets can help wheelchair users and people with prams move more freely and highlight pedestrian priority (London Borough of Lambeth)

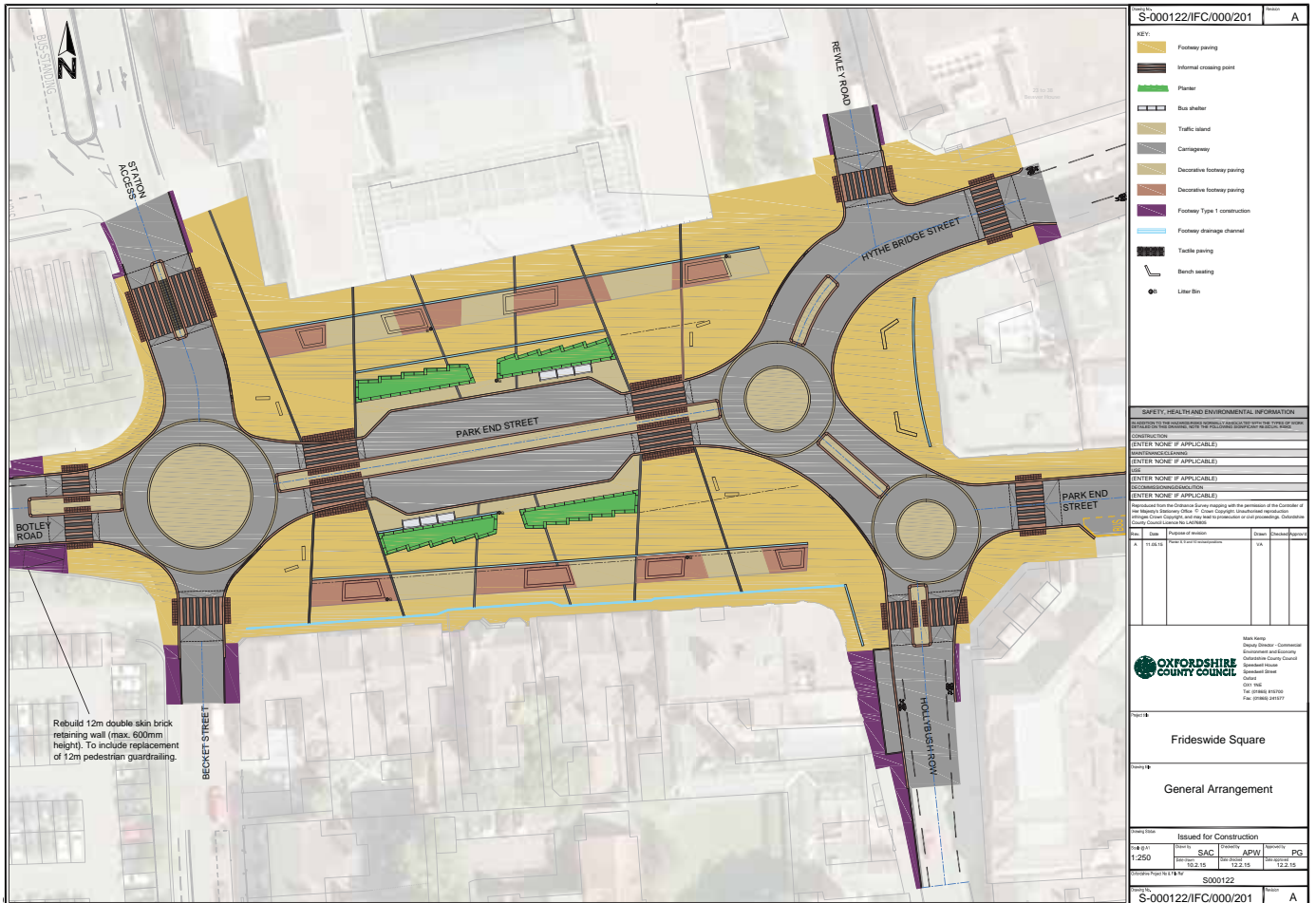


Figure 31: Frideswide Square, general arrangement plan (Source: Oxfordshire County Council).



Figure 32 : Narrow lane widths of 3.5m has allowed the creation of wide spaces for shared cycle/ pedestrian footpaths, seating and planting. Raised planting areas help to define pedestrian and cycle paths and offers opportunities for informal seating. (Frideswide Square, Oxford).



Figure 33: The circular design of roundals creates a series of distinct spaces. Generous median strips (2.5m) separate the direction of vehicle movements, tighten vehicle approaches to junctions and provide opportunities for informal crossings. Limited signage and road markings encourages lower vehicle speeds (12-15 mph) and assists traffic flows. (Frideswide Square, Oxford).

3.6. Promoting place - Rediscovering the mixed use high street

- 3.6.1.** The change in road layout and street design promoted within this chapter supports the aspirations of the Local Plan for the Mitcham's Corner Opportunity Area of maintaining the vibrancy of the local centre and reinforcing local character and identity.
- 3.6.2.** Creating the right conditions and context in which a mixed use high street can thrive will provide many benefits. In terms of sustainability this can promote local shopping without the car. In economic terms a catchment of customers that are better connected and the creation of a destination in itself to visit is good for local businesses. Lastly, in terms of social benefits, it can sustain and build local community and identity.
- 3.6.3.** There is an opportunity to rediscover the function and viability of the high street within the area. The change in road layout coupled with the key design principles are intended to help generate a design proposal that provides a better balance between movement and place.
- 3.6.4.** The creation of space for streetscape improvements as a result of the 'un-doing' of the gyratory will help to define the District Centre as a place rather than simply a space to move through.
- 3.6.5.** Implementing a low speed design would allow the reallocation of space to footway, providing room for shops, cafés and bars to 'spill out' enlivening and activating the high street. There would be space to introduce street trees to physically green the area. Such an approach would also foster a place where people can walk, cycle, play, interact, and enjoy more easily.

3.7. A new public space for Mitcham's Corner

- 3.7.1.** The change in road layout and street design could also create the potential for a new public space. A place in its own right where traffic does not dominate but instead is carefully integrated into the public realm.
- 3.7.2.** The new south facing public space could become the focus of community uses and activity. Providing a place for meeting and socialising, which could accommodate events such as community markets. It could provide a new positive focus and identity for the area.
- 3.7.3.** For an area whose identity and spatial qualities have been so disrupted over the years by the gyratory arrangements, establishing a coherent and distinctive focal point and new urban space is likely to have benefits both for the development value of the area and for the patterns of traffic movement.
- 3.7.4.** The adjacent image (figs 34-43) illustrate the character and qualities that could exist within a new urban public space at Mitcham's Corner.



Figure 34: Space for pavement culture or 'sitting outability'.



Figure 35: Informal meeting space and places to sit.



Figure 36: A focus for community uses and activity; a place for all.



Figures 37 (left) and 38 (right): The perception of a unified space and using landscape such as urban swales to distinguish zones for movement and places to stay.



Figures 39 (left) and 40 (right): Raised planters and grassed areas could respond to pedestrian desire lines, and can create a feeling of 'green'. Raised edges offer sitting opportunities.



Figures 41: A plaza or a garden square, or a combination of both? (Source: Google Earth)



Figure 42: Making better use of underused space - an interim public plaza with temporary seating and planters.



Figure 43: Destination points - bespoke kiosks can provide identity and add activity to spaces.

**“more space for sitting
outability”**

Workshop attendee



4. Planning and Design Guidance

4. PLANNING AND DESIGN GUIDANCE

4.1. Introduction

- 4.1.1.** The previous chapter suggested a new movement framework, to create the public space that can support the objectives for the Opportunity Area. This chapter sets out how buildings and new development can contribute to these objectives and realise the overall vision.
- 4.1.2.** Specifically, this chapter of the Development Framework 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.
- 4.1.3.** There are two parts to this chapter:
- Area based and general requirements for all new development within the Opportunity Area is set out within figure 44 and supplemented by general guidance on a variety of themes (refer to section 4.2).
 - Site specific guidance for Henry Giles House and Staples forms the second part to this chapter and is set out within sections 4.3 and 4.4.
- 4.1.4.** As well as complying with the planning and design guidance within this Development Framework any future planning application(s) will have to comply with the policies in the emerging Local Plan.

4.2. Area wide guidance

- 4.2.1.** This section, including figure 44, sets out the general requirements that will be required with all new development within the Mitcham's Corner Opportunity Area. There are a number of sites that present potential opportunities for redevelopment (refer to figure 44). These are not allocated within the emerging Local Plan, but if they were to come forward would be classed as windfall sites. The future redevelopment potential of these sites has been considered as part of this Development Framework, but not in the same detail as Henry Giles House and Staples.

Promoting creative and contextual design

- 4.2.2.** Section seven of the emerging Local Plan sets out policies to protect and enhance the character of Cambridge. As such, proposals should provide a contextual approach to the design, scale and massing in response to the surrounding streets and edges of a site.
- 4.2.3.** The guidance contained within this Development Framework should not be slavishly copied. Excellence in architecture is important - well considered, high quality architecture is promoted.

Supporting the mixed use high street

- 4.2.4.** High streets have always been about much more than shopping. Whilst retail is an important part of the high street, people also visit for other reasons such as to visit cafes, pubs, hairdressers, doctors and dentists, banks and estate agents. They also perform an important social role too - often providing the setting where local people can come together to meet friends and participate in community activities.
- 4.2.5.** Maintaining the vibrancy of the District Centre and reinforcing the local character

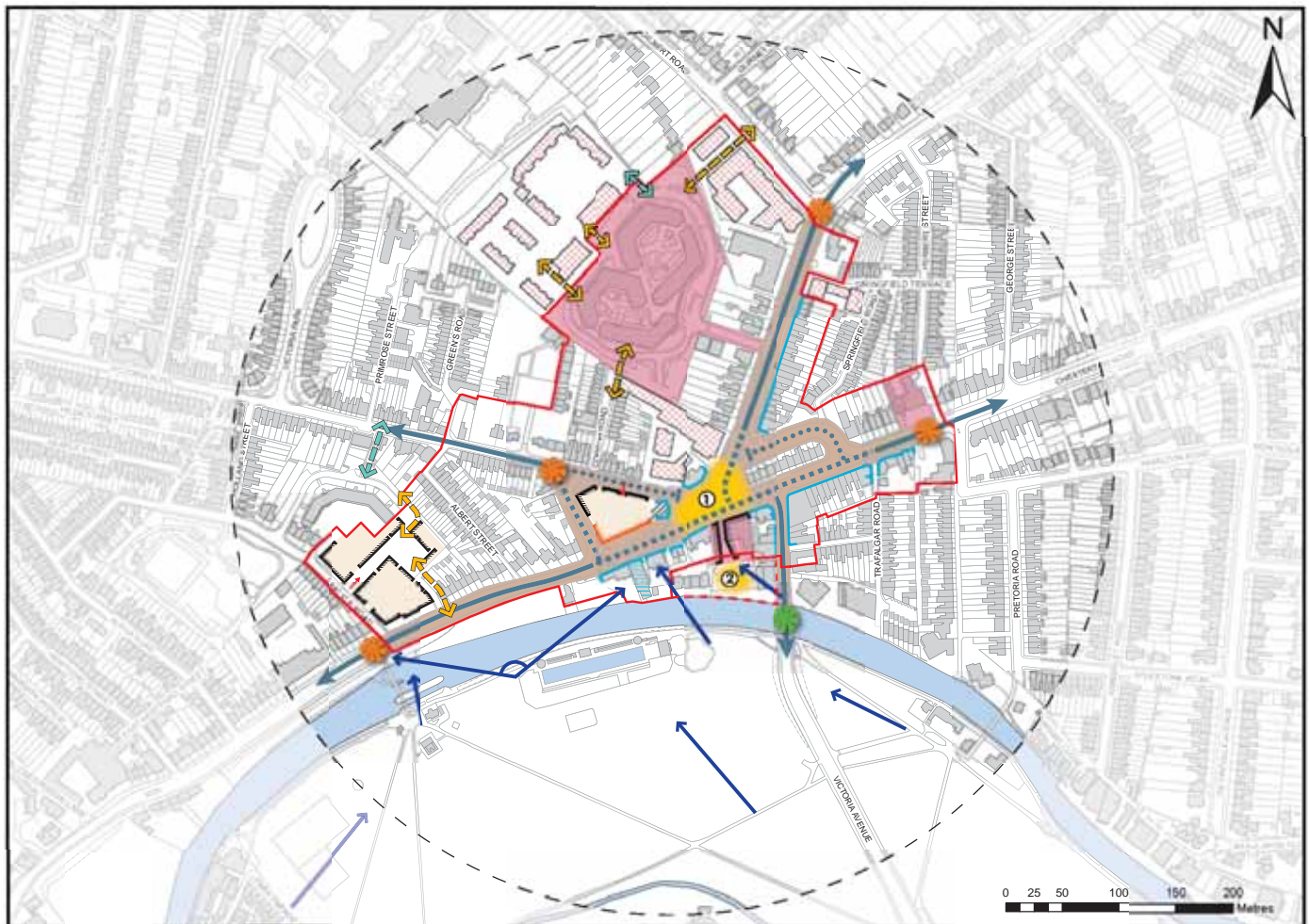


Figure 44: Composite Plan

-  Mitcham's Corner Opportunity Area (Local Plan 2014 Policy 21)
-  Proposed Amendment to the Opportunity Area Boundary
-  Indicative building frontage
-  Location of possible retail frontage
-  Retain Lloyds Bank building and explore opportunities for adaptive reuse
-  Remnants of historic High Street
-  The Tivoli - Opportunity to enhance and repair frontage. Explore options to engage with river setting.
-  Consented schemes
-  Existing pedestrian/cycle links
-  Potential for new pedestrian and cycle links
-  Potential vehicle access
-  Opportunity for new urban space:
 1. Through remodelling of the existing gyratory
 2. Through redevelopment of Barclays Bank
-  Sensitive views from Jesus Green
-  Potential future opportunities for redevelopment
-  Existing streets
-  Reintroduce two way traffic movements
-  Local access only
-  Potential public realm improvements – low speed street design
-  Existing positive gateway
-  Potential new gateway into Mitcham's Corner

and identity of the Opportunity Area as a whole, is therefore a key aspiration of Policy 21 in the emerging Local Plan.

4.2.6. Further detailed guidance on development within District Centres is set out in Policy 72 of the emerging Local Plan. Where redevelopment occurs, the following opportunities should be taken to reinforce the high street:

- Mixing complementary uses - opportunities should be taken to provide a mix of uses, including residential at upper floors. This can help to spread activity throughout the day and therefore vitality to the public realm.
- Well defined and transparent edges - for shop windows and cafes to allow activity to be visible from the street, making the public realm feel safer and more welcoming.
- 'Spill out' space - include opportunities for activity to 'spill out' into pavements such as outdoor seating. In the case of commercial buildings, this translates to externalising the more active uses.

Views, vistas and skyline

4.2.7. It is important to note that the range of storey heights recommended within this guidance forms the starting point for the consideration of new development within the study area.

4.2.8. Applicants will be expected to produce accurate 3D computer models to inform an appropriate massing of the development on any key views and vistas. Further advice is available within appendix f of the emerging Local Plan.

4.2.9. Care should be taken over the design of roof-top plant and other equipment such as lift over-runs. These should be designed as an integral feature of the building and to be as unobtrusive as possible from surrounding streets and on any key views and vistas.

Sustainable design - overheating

4.2.10. Creating sustainable development should be a priority underpinning all new development within the Opportunity Area. Consideration should be given to the following 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;

4.2.11. Development should comply with adopted policy related to sustainable design and construction, with reference to the most up to date guidance on sustainable design and construction.

4.2.12. As temperatures increase due to climate change, there is an increased risk of overheating in buildings. Development proposals should use architectural responses to overheating and 'design-out' this issue as far as practicable. Single aspect dwellings should be avoided and consideration given to the levels of glazing and orientation to ensure that new development does not overheat.

4.2.13. Future climate change as well as environmental health issues such as noise and air quality will also require early consideration as this may impact upon ventilation strategies for development proposals. Where natural ventilation is not



Figure 45: Well defined entrances, projections and ventilation stacks create vertical rhythm. Source: RH Partnership.



Figure 46: Well proportioned volumes and gaps creates a harmonious relationship between 4 storeys and 2 storey forms.



Figure 47: Expressing services creates vertical rhythm, domestic proportions and an articulated roofscape.



Figure 48: The variety of tones, materials and detailing creates an architecturally rich street composition with rhythm.

possible, developers should prioritise low carbon approaches rather than resorting to mechanical cooling systems.

Built Form - Achieving fine grain development

4.2.14. In the case of the Opportunity Area, architects must ensure that developments are compatible with the finer urban grain setting of the area. This can be achieved in a number of ways. Examples are illustrated in figures 45-48. The ingredients of finer grain development are summarised below; architects are encouraged to think G.R.A.I.N

- Gaps and voids - breathing space between forms creates well proportioned volumes. Voids at upper floors modulate form and roofs of lower blocks offer opportunities for roof terraces and potential to increase sunlight penetration into amenity areas;
- Rhythm - vertical expression of services and function can help create human scale. Variation of heights creates rhythm. Expression of base, middle and top provides visual order and richness;
- Articulation - well proportioned projections enliven facades and add human resonance to streets. Modulation at upper floor creates articulated rooflines. Appropriate detailing and richness to elevations;
- Interactions and thresholds - Doors and windows from the street encourages activity. Well defined, layered thresholds mediate between public and private spaces, and create urban rhythm;
- Notches and Niches - Notches at upper floors can exploit views and create new glimpsed views into sites. Stepping frontages back from boundaries can create niches for spill out space.

Activate the edges

4.2.15. Making frontages 'active' adds life, vitality and interest to the public realm. To achieve this aim, development proposals will:

- Create well-designed entrances orientated on to the street to encourage activity within the public realm;
- Maximise the number of windows to increase natural surveillance; and
- Use features such balconies, winter gardens, bay windows to enliven the frontages and articulate façades.

Amenity space

4.2.16. Development should ensure that all residential units have access to private amenity space in the form of roof gardens, balconies and/or winter gardens. It is essential that these amenity spaces are well designed and integral to the character of the development, are located so that they are comfortable to use and are of sufficient size. It is expected that private roof gardens, balconies and winter gardens should:

- Be large enough to accommodate a table and chairs;
- Receive direct sunlight for part of the day;
- Be positioned away from or designed to mitigate sources of noise and poor air quality.

Car parking

4.2.17. When considering the appropriate car parking solutions on site, applicants should consider a variety of car parking solutions to achieve a balance between functionality and placemaking. On tighter sites, podium parking solutions may be appropriate as well as incorporating dwelling typologies that

integrate the parked car for example flats over garages (FOGs) to create mews style streets and spaces. Any car park access will need to be well resolved to reduce the possibility of it negatively impacting on the quality and character of the street.

4.2.18. Given the proximity of the area to the City Centre, low car ownership or even car free development may be considered appropriate, especially when supplemented through the provision of Car Clubs.

Drainage and surface water flood risk

4.2.19. Developers must pay close attention to drainage and surface water flood risk issues. Architects are encouraged to employ water sensitive urban design to the process of integrating water cycle management within their schemes. Refer to figures 59-51. Policies 31 and 32 in the emerging Local Plan provide detailed guidance on integrated water management and flood risk.

Cycle provision

4.2.20. Applicants should refer to the Cambridge City Council Cycle Parking Guide for New Residential Developments (February 2010). Cycle parking should be secure, well integrated and convenient to use and make provision for 'off gauge' or non-standard bicycles and trailers. Cycle parking for businesses should be as close to the main entrance as possible.

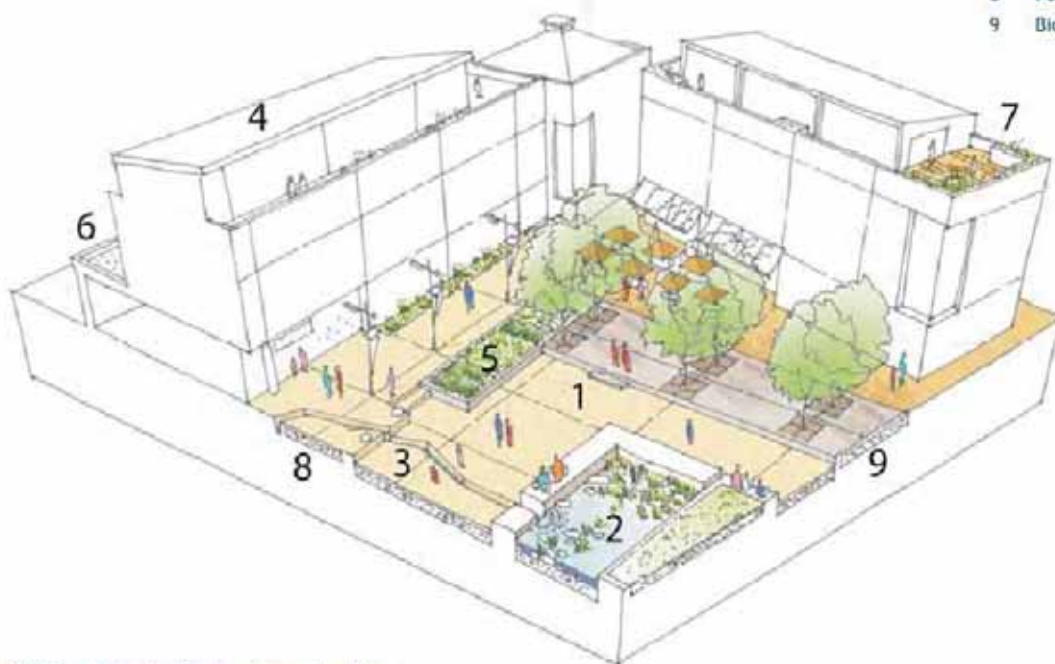
Ecology

4.2.21. There will be many opportunities for enhancing the local biodiversity through development. Initiatives that could be considered are:

- Tree and other planting where appropriate;
- Water resources in association with SUDs and other landscape features;
- Nesting opportunities for a variety

Key

- 1 Urban square with permeable paving
- 2 Retention pond with integrated seating
- 3 Rill within pedestrianised shopping street
- 4 Brown roofs within town centre
- 5 Rain garden/planted bioretention element
- 6 Green roofs
- 7 Roof gardens
- 8 Permeable paving within street
- 9 Bioretention tree pits within square



SuDS in a high density development setting

Figure 49 - Examples of integrating SuDS into developments. Image contained within Policy 31 of emerging Local Plan.



Figure 50 - Rain garden planted with trees and mesic planting which can withstand drought and occasional flooding. Currently under construction at Rectory Terrace, Cherry Hinton High Street, Cambridge.



Figure 51: Reed bed ponds help to slow the flow and clean water. Quad, Great Kneighton, Cambridge.

of bird and bat species. Habitats for insects;

- Brown or green roofs(refer to appendix J of the emerging Local Plan for further detail).

budgets held by either the City or County Councils or other authorities.

Recycling and waste facilities

4.2.22. It is expected that any development which comes forward on the site will successfully integrate refuse and recycling facilities and clearly separate commercial and residential waste streams.

Public art

4.2.23. Public art is encouraged as part of development proposals in accordance with emerging Local Plan 56. The engagement of an artist should be undertaken at an early stage of the design process to ensure that it is well integrated into proposals.

Planning obligations

4.2.24. The development of sites within the Opportunity Area is likely to result in increased demands for community infrastructure such as public open space, sports health and community facilities. Some of these demands may be met on site but others will be secured through commuted sums to provide new or enhanced infrastructure off site. 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) for the site(s).

4.2.25. The delivery of the new street layout and large areas of new public realm is complex and requires significant funding. It is likely that funding will need to be found from more than one source which, for example, could include (amongst others) future tranches of the Greater Cambridge City Deal, site specific section 106 agreements (planning obligations), Community Infrastructure Levy (CIL) payments, or special capital project

4.3.Site guidance - Henry Giles House

Site location

4.3.1. The site is located on the corner of Chesterton Road and Carlyle Road and is approximately 0.6 miles from the City Centre.

Site Area

4.3.2. 0.78ha.

Policy Designation

4.3.3. Allocated site (R4) within the emerging Local Plan for housing. Site falls within Castle and Victoria Conservation Area.

Table 1: Proposals schedule for R4, adapted from Appendix B of emerging Local Plan

Capacity ¹	Provisional issues identified ²	Planning status ³
48 dwellings 62 dph	<ul style="list-style-type: none"> Surface water flooding requires mitigation Access from Carlyle Road, subject to detailed testing Within the air quality management area 	Cambridge Local Plan 2006 allocation 5.15

¹ Approximate number based on initial assessment in Strategic Housing Land Availability Assessment (SHLAA); final number may be greater or smaller depending on detailed assessment and detailed design.

² Policies in the whole plan must be considered in the development of the sites. However, there are a number of items for each new site that an applicant should be particularly aware of and should consider early when preparing detailed planning proposals. It should not be regarded as an exhaustive list; it is purely intended to be helpful in order to highlight known issues.

³ Summary of the status of the site where planning process has progressed, i.e. relationship to 2006 Local Plan, if it has outline planning permission, is under construction or has a pending planning application.

Existing uses

4.3.5. Offices (B1) and parking.

Development principles

4.3.6. Key development principles are summarised in Figure 52. These will need to be considered when developing proposals for the site. In addition, further principles are established below.

Responding to a variety of edge conditions

4.3.7. There are a number of varied edges to the site, each with a different character, which development is expected to respond to.

- Southern Edge / Chesterton road frontage - Building heights along the Chesterton Road frontage east and west of the site vary between 2-3.5 storeys creating stepped rooflines. Staggered building lines to the east of the site, reveal gables and create a character of well expressed vertical roofline elements. Buildings to the West of the site, are architecturally rich in detail both in terms of elevations and roofscape. Gable frontages feature and bay windows are common place.
- Western Edge / Carlyle Road frontage - The scale of the street is more intimate and uniform in comparison to Chesterton Road. Terraces immediately adjacent to the west of the site are of 2.5 storeys (+ basement). The repeating forms, creates façades and rooflines that are well articulated with bay windows and chimneys. The topography of the street rises towards Alexandra Gardens.
- Northern edge - bounded predominantly by the Protected Open Space of Grasmere Gardens, a 3 storey late 1970s housing scheme.
- Eastern edges -bounded mainly by the rear garden fences/walls of residential terraces of Chesterton Road and Albert Street. Vehicle access to the rear of 81-91 Chesterton Road currently exists. The status of this access is unknown.

Scale and massing

4.3.8. An urban design led approach should be adopted to inform the appropriate scale and massing of redevelopment proposals for the site. This should result in a well-

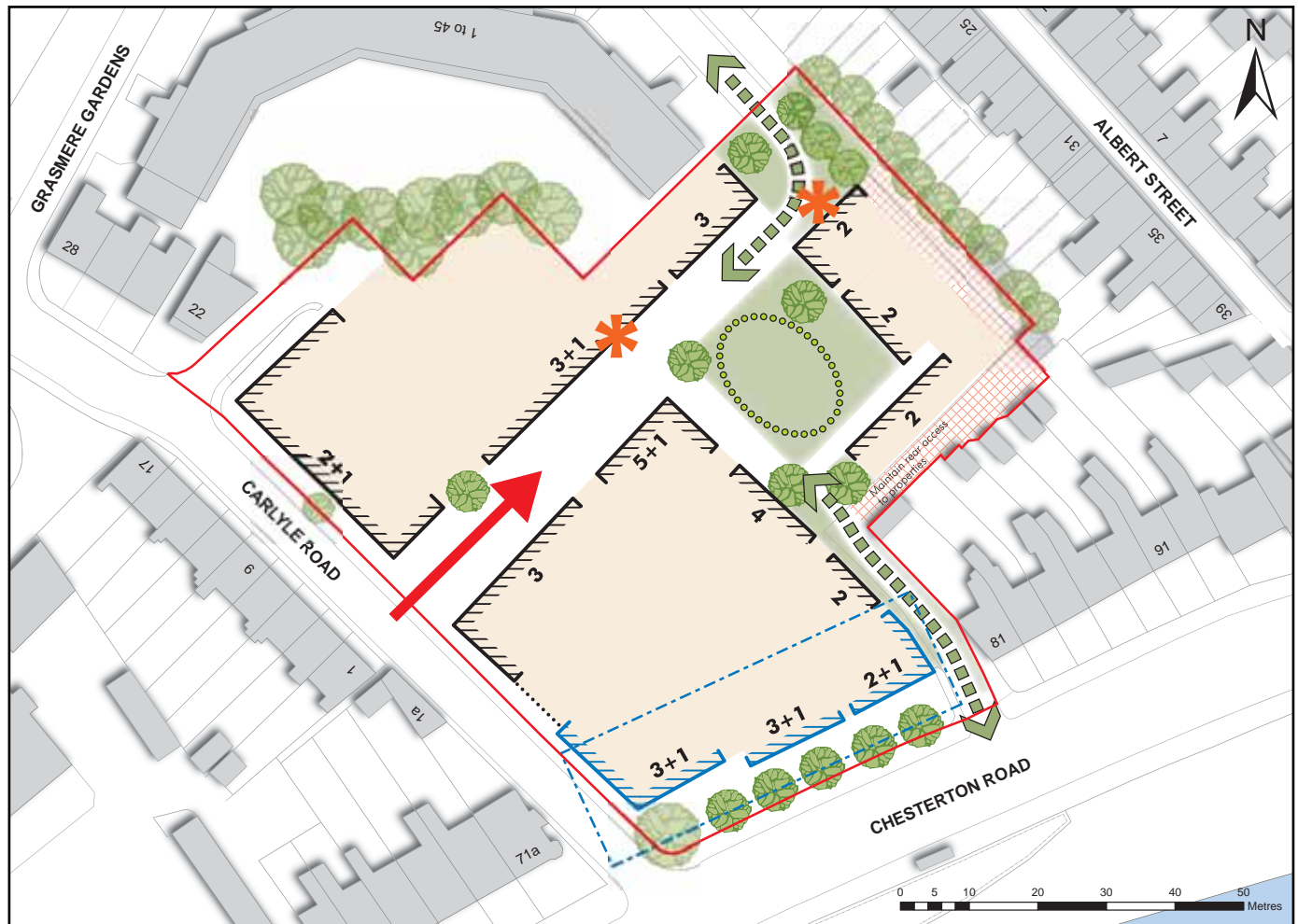















Figure 52: Development Principles for Henry Giles House

-  Allocation Site R4(emerging Local Plan 2014) site boundary
-  Indicative building frontage
-  Variation/staggered building line to respond to character of Chesterton Road frontage.
-  Zone of height variation to enhance character and safeguard views from Jesus Green.
-  **2+1** Storey heights – maximum storey heights indicated assume residential floor to ceiling height of 2.7m (3m floor to floor height). Overall height should be inclusive of plant. The +1 indicates accommodation in the roofspace or a setback upper floor (minimum setback 1.5m).
-  Broken form to allow sunlight penetration and articulation of massing
-  Key features (buildings or landscape) to frame / terminate views
-  Secure rear gardens of houses in Albert Street and Chesterton Road with built form and maintain minimum of 20m distance from rear elevations
-  Creation of pedestrian and cycle green links/lanes
-  Potential vehicle access
-  Existing trees
-  Opportunities for new tree planting/landscape
-  Potential urban focal space

designed scheme that fits into its context, helps to define key entrances and routes and responds to key views and vistas including views into and out of the site into the Conservation Area.

- 4.3.9.** Building heights shown in Figure 57 are expressed as storey heights. Residential floors are assumed to have 2.7m floor to ceiling height (3m floor to floor height). Floor to floor heights assumes a 300-400mm construction depth for floors.
- 4.3.10.** There will be some differences in floor to ceiling heights between buildings. These small changes are acceptable and indeed help to create greater variation in roofscape and overall massing.
- 4.3.11.** Building heights shown are intended to promote development that responds to the sites key contextual factors and placemaking opportunities. There maybe the opportunity for an increase in height (5 + 1 storeys) to occur within the site , subject to an acceptable design. Building heights should be stepped down around the eastern edges to respond to existing properties. Along the Chesterton Road frontage the heights expressed are intended to reflect the prevailing character and respond to sensitive views from Jesus Green the character of the Castle and Victoria Conservation Area. Building heights along the north western edge of the site should reflect those of the adjacent terrace of 1-17 Carlyle Road.
- 4.3.12.** Proposals will be expected to incorporate architectural modulation and variety to generate a varied roofscape and streetscape. Contemporary forms of massing should be considered along more traditional forms. Innovative use of roofscape for accommodation and the use of setback upper floors can be an effective way of moderating the overall scale and massing of the redeveloped site whilst creating well-articulated forms.
- 4.3.13.** Applicants will be expected to produce

accurate 3D computer models to inform an appropriate massing of the development on any key views and vistas. Refer to appendix F of the emerging plan for further advice.

A series of individual buildings

- 4.3.14.** Key to creating an appropriate scale and massing for the site is the principle of creating a series of individual buildings. Staggering the approach to massing both in plan and in height will help development achieve a diversity of scale that is appropriate to the sites variety of edges, create a finer grain of development and make for a more interesting streetscape.
- 4.3.15.** Blocks should be expressed as individual buildings, with individual entrances and doors. Arrangements which create vertical circulation (rather than horizontal corridors) are encouraged.
- 4.3.16.** Further guidance relating to finer grain development can be found on page 45.

Key views

- 4.3.17.** Henry Giles House is very prominent from views across Jesus Green a Protected Open Space that lies within the Historic Core of the Central Conservation Area. This is a sensitive location and therefore the form of developments and positioning of buildings form should respond to these views. Creating a finer grain of development along Chesterton Road will be critical to this.
- 4.3.18.** The development principles summarised in figure 57 are intended to generate a variety of building heights across the site and achieve a varied skyline and roofscape, as this is an important feature of the existing streetscape along Chesterton Road.

Vehicle access

- 4.3.19.** Existing vehicle access is from Carlyle Road will be subject to detailed testing.

Details will need to be agreed with Cambridgeshire County Council as highway authority.

Reconnecting streets and spaces

4.3.20. Development should reconnect where feasible with existing streets and spaces. Any new development should provide links from Chesterton Road into the site and reconnect through to Grasmere Gardens. These new linkages should provide through access for cycles and pedestrians only and could possess a more intimate green 'lane' character, where space is shared.

4.3.21. The status of the existing access to the rear of Chesterton Road will need to be established and may need to be incorporated into redevelopment proposals.

Integrated water management - a dynamic new focal space

4.3.22. Surface water flooding requires mitigation on the site. Smaller, more resilient features distributed throughout the development should be used, instead of one large management feature. Figure 49 provides examples of how to successfully integrate SuDs into developments.

4.3.23. There is an opportunity to create dynamic focal space within the site that deals with water.

4.3.24. Above ground multi-functional storage would be the first choice, together with a combination of sustainable drainage source control features such as rain gardens, permeable paving, swales, rills and green/brown roofs.

4.3.25. When the site is redeveloped, it will be expected that attenuation will be required on site and given the proximity to the River Cam, such measures will be required to safeguard or improve the

water quality leaving the site.

Public realm and trees

4.3.26. The redevelopment of site should improve the quality of the public realm adjacent to the site boundaries. The opportunity to make streetscape improvements at the new access into the site along Carlyle Road should be explored. A consistent material such as blockwork, across the entrance and the road perhaps with a raised table, could be used to break down the linearity of the highway and reinforce low vehicle speeds.

4.3.27. The existing Silver Birch tree along Carlyle Road should be retained subject to feasibility and condition assessment.

4.3.28. Street trees should be introduced along Chesterton Road frontage as part of any public realm improvements.

4.4.Site guidance - Staples

Site location

- 4.4.1.** The site is located on the corner of and is approximately 0.38 miles from the City Centre.

Site Area

- 4.4.2.** 0.38ha (site boundary as shown on figure 53).

Policy Designation

- 4.4.3.** The site is not allocated within the emerging Local Plan. However, the site falls within the Castle and Victoria Conservation Area and also occupies a very prominent location within the Opportunity Area. The site, therefore presents considerable future redevelopment potential that could contribute to the vision and objectives of the Development Framework. As such, it is considered appropriate to provide further detailed guidance for this site.

Existing uses

- 4.4.4.** The site is occupied by two retail uses (Staples and Evans Cycles) with associated car parking provided above. A third retail unit located next to the existing Lloyds Bank has been let and is expected to be open September 2016. A fourth unit is currently being fitted out above Evans Cycles and is currently being marketed for a variety of uses including offices, gym and educational. The first floor of the existing Lloyds Bank is currently being converted into two flats.

Development principles

- 4.4.5.** Key development principles are summarised in Figure 53. These will need to be considered when developing proposals for the site. In addition, further principles are established below.

Unlocking the 'island'

- 4.4.6.** The change in road layout and street design promoted within chapter 3 could help to unlock the redevelopment

potential of the existing Staples site.

- 4.4.7.** It is therefore essential that development proposals for the site should respond to any future options for the remodelling of the gyratory. This could include: exploring a new retail built frontage along Chesterton Road to help reduce the street width of Victoria Road; considering the form of development at the north western corner of the site to help create a new gateway into Mitcham's Corner; and exploring adaptive reuse opportunities for the existing Lloyds Bank building which address/interact with the potential new public space that is promoted within Chapter 3.

Responding to a variety of edge conditions

- 4.4.8.** There are a number of varied edges to the site, each with a different character, which development is expected to respond to.
- Southern Edge / Chesterton Road frontage - This edge fronts the principal street of Chesterton Road and forms the start of the high street when approaching from the West. Heights adjacent to this frontage and east of the site vary between 2-3.5 storey. Building lines feel more continuous; terraces to the east and adjacent to the site contribute to this. The 2 storey Lloyds Bank occupies the eastern apex of the southern frontage. Chimneys punctuate rooflines, frequent and more orderly arrangement of windows/entrances create vertical rhythm. Retail units create a clearly expressed ground floor.
 - Western Edge / Croft Holme Lane - The scale of the street is more intimate in comparison to Chesterton Road with building heights predominately 2 storeys. Shallow landscaped set backs contribute to this. The topography of the street rises towards Victoria Road. Gaps

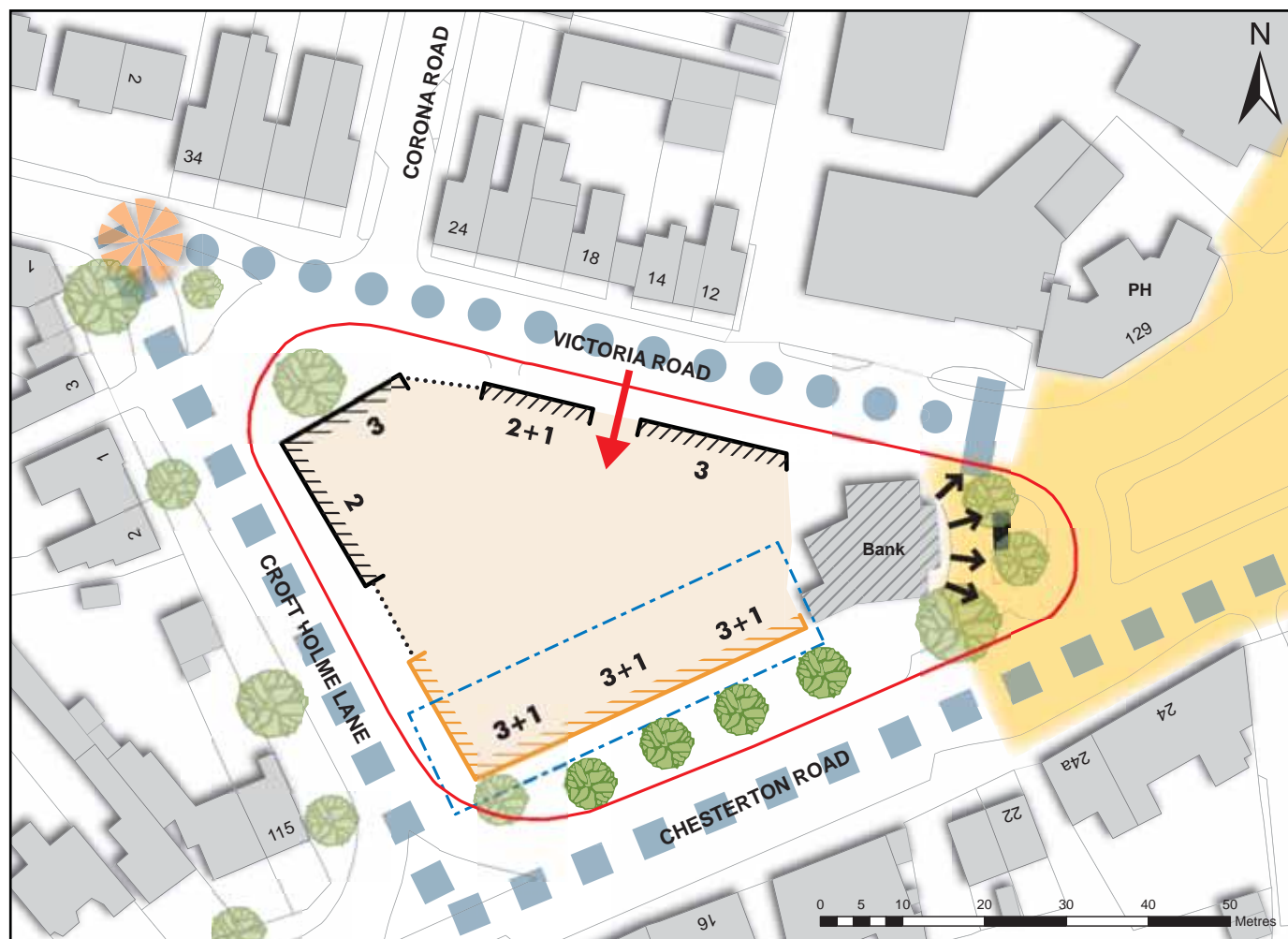

















Figure 53: Development Principles for Staples

-  Staples site boundary
-  Indicative building frontage
-  Location of potential retail frontage
- 2+1** Storey heights – maximum storey heights indicated assume residential floor to ceiling height of 2.7m (3m floor to floor height). Assume ground floor commercial units would require a floor to ceiling height of 3.7m (4m floor to floor). Overall height should be inclusive of plant. The +1 indicates accommodation in the roofspace or a setback upper floor (minimum setback 1.5m).
-  Broken form to allow sunlight penetration and articulation of massing
-  Retain Lloyds Bank building and explore opportunities for adaptive re-use
-  Preserve and enhance dog trough (a tribute to Prince Chula's dog, Tony)
-  Varied roof form to safeguard existing views from Jesus Green
-  Existing trees
-  Opportunities for new tree planting/landscape to be considered alongside any redesign of gyratory
-  Vehicle access subject to redesign of gyratory
-  Opportunity for building to address/interact with new urban space (refer to Chapter 3)
-  Reintroduce two way movements (refer to Chapter 3 and figure 27)
-  Local access only (refer to Chapter 3 & figure 27)
-  Opportunity for new urban space through remodelling of the existing gyratory (refer to Chapter 3 and figure 27)
-  Create new gateway into Mitcham's Corner (Refer to Chapter 3 and figure 27)

between forms created by rear gardens and access points, are more evident.

- Northern edge / Victoria Road - Terraces immediately adjacent to the north of the site are between 2-2.5 storeys (+ basement). The combination of a subtle staggering of building lines, street topography and chimneys creates a varied and interesting roofscape. Facades are well ordered with projecting bay windows at ground floor. Set backs are clearly defined, with low brick walls and railings.

Scale and massing

4.4.9. An urban design led approach should be adopted to inform the appropriate scale and massing of redevelopment proposals for the site. This should result in a well-designed scheme that fits into its context, helps to define key entrances and routes and responds to key views and vistas including views into and out of the site into the Conservation Area.

4.4.10. Building heights shown in Figure 53 are expressed as storey heights. It assumes that where commercial ground floor uses are proposed, the floor to ceiling height will typically be around 3.7m (floor to floor height 4m). Residential floors are assumed to have 2.7m floor to ceiling height (3m floor to floor height). Floor to floor heights assumes a 300-400mm construction depth for floors.

4.4.11. There will be some differences in floor to ceiling heights between buildings. These small changes are acceptable and indeed help to create greater variation in roofscape and overall massing.

4.4.12. Building heights shown (figure 53) are intended to promote development that responds to the sites key contextual factors and placemaking opportunities. Along Chesterton Road, the heights expressed (3+1 storeys) are intended

to reinforce the character of the district centre, and respond to the principal nature of the street which it fronts onto. Heights along this frontage are also intended to reduce the visual impact on longer distance sensitive views across Jesus Green. Building heights should step down along the northern edges to respond to adjacent existing properties. A reduction in scale and a more broken form of development is promoted along Croft Holme Lane to not only respond to the character of this street, but to also provide greater opportunities for daylight into the site.

4.4.13. Proposals will be expected to incorporate architectural modulation and variety to generate a varied roofscape and streetscape. Innovative use of roofscape for accommodation and the use of setback upper floors and stacks. The use of set back upper floors and stacks will allow for a scale of development more suited to the finer grain character of the surrounding area whilst epitomising the land available.

4.4.14. Applicants will be expected to produce accurate 3D computer models to inform an appropriate massing of the development on any key views and vistas. Refer to appendix F of the emerging Local Plan for further advice.

A series of individual buildings

4.4.15. Key to creating an appropriate scale and massing for the site is the principle of creating a series of individual buildings. Staggering the approach to massing both in plan and in height will help development achieve a diversity of scale that is appropriate to the sites varied context, create a finer grain of development and make for a more interesting streetscape. Blocks should be expressed as individual buildings, with individual entrances and doors. Arrangements which create vertical circulation (rather than horizontal corridors) are encouraged.

4.4.16. Further guidance relating to finer grain development can be found on pages 45.

Retention and adaptation of Lloyds Bank

4.4.17. The key development principles promotes the retention and adaptation of the existing Lloyds Bank as part of any redevelopment proposals for the site.

4.4.18. The bank, despite its alteration over the years, is considered to have a certain style which is appropriate to the local area and it has a visual relationship with the Portland Arms (which is a Building of Local Interest) over the road, built of similar materials.

4.4.19. The potential re-use and adaptation of the existing bank should be considered in the context of any new urban space that could be created as part of the remodelling of the existing gyratory system. (Refer to chapter 3)

Commercial uses

4.4.20. Any commercial use should be located on Chesterton Road frontage and the eastern corner, to support the function and future vitality of the 'high street'. It is envisaged that servicing for retail uses will be from the street.

Vehicle access

4.4.21. Existing vehicle access is from Chesterton Road. Details will need to be agreed with Cambridgeshire County Council as highway authority.

Integrated water management

4.4.22. Surface water flooding requires mitigation on the site. Smaller, more resilient features distributed throughout the development should be used, instead of one large management feature. Figure 49 provides examples of how to successfully integrate SuDs into developments.

4.4.23. Above ground multi-functional storage would be the first choice, together with a combination sustainable drainage source

control features such as rain gardens, permeable paving, swales, rills and green/brown roofs.

4.4.24. When the site is redeveloped, it will be expected that significant below ground attenuation will be required on site and given the proximity to the River Cam, such measures will be required to safeguard or improve the water quality leaving the site.

Public Realm and trees

4.4.25. The redevelopment of the site should improve the quality of the public realm adjacent to the site boundaries.

4.4.26. The existing Lime tree adjacent to Lloyds Bank should be retained subject to a condition assessment.

4.4.27. Street trees should be introduced where possible, and in particular along Chesterton Road frontage as part of any public realm improvements. The presence of underground services within this area requires careful consideration.

4.4.28. The provision of trees improves air quality, reduces dust, muffles noise and offers shade and shelter. It also reduces the heat island effect.

Glossary

Active frontages

An active frontage is one which allows some kind of movement or visual relationship between the person outside and the activity inside. At a minimal level, this interaction might be one of simple observation such as a window display or people working. At a higher level of interaction, the pedestrian could be encouraged to enter the unit to buy something or participate in an activity. The most interactive frontages are usually those of cafés, bars or shops, which spill out onto the street.

Articulation

The expression of the vertical or horizontal subdivision of a building facade into perceivable elements by the treatment of its architectural features.

Biodiversity

Encompasses all aspects of biological diversity, especially including species richness, ecosystem complexity and genetic variation.

Building line

The line formed by the frontages of buildings along a street.

Built form

Buildings and their structures

Buildings of Local Interest

Buildings of Local Interest are not subject to statutory protection, but are recognised as being of importance to the locality or the City's historical and architectural development.

Cambridge Local Plan 2006

The Cambridge Local Plan 2006 sets out policies and proposals for future development and land use to 2016; the Plan will be a material consideration when determining planning applications.

Emerging Cambridge Local Plan 2014

The emerging Cambridge Local Plan 2014

sets out policies and proposals for the future development and land use to 2031; the plan will be a material consideration when determining planning applications.

City Centre

Historic Core and Fitzroy/Burleigh Street shopping areas in Cambridge. These areas provide a range of facilities and services, which fulfil a function as a focus for both the community and for public transport. See also Cambridge Proposals Map (October 2009).

Conservation Area

Areas identified, which have special architectural or historic interest, worthy of protection and enhancement.

Fine grain

The quality of an area's layout of building blocks and plots having small and frequent subdivisions.

Form

The layout (structure and urban grain), density, scale (height and massing) and appearance (materials and details).

Gateways

A relatively new area of research and design that applies to the treatment of entry points into settlements, town centres, high streets etc, with the aim of creating a clear gateway and transition point between more conventional higher speeds roads and more integrated low speed contexts.

Historic Core Conservation Area Appraisal

The Historic Core Conservation Area Appraisal covers 70+ streets in the City Centre which are defined according to their significance. This significance can be their historical, architectural or social impact on the character and appearance of Cambridge.

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.

Massing

The combined effect of the arrangement, volume and shape of a building or group of elements.

Mixed use development

Development comprising two or more uses as part of the same scheme. This could apply at a variety of scales from individual buildings, to a street, to a new neighbourhood or urban extension. 'Horizontal' mixed uses are side by side, usually in different buildings. Vertical mixed uses are on different floors of the same building.

Movement

People and vehicles going to and passing through buildings, places and spaces.

Natural surveillance

The discouragement to wrong-doing by the presence of passers by or the ability of people to see out of windows. Also known as passive surveillance.

National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighborhood plans, which reflect the needs and priorities of their communities.

Permeability

Permeability describes the degree to which urban forms, buildings, places and spaces permit or restrict the movement of people or vehicles in different directions. Permeability is generally considered a positive attribute of urban design, as it permits ease of movement by different transport methods and avoids severing

neighbourhoods. Areas which lack permeability, e.g. those severed by arterial roads or the layout of streets in cul-de-sac form, are considered to discourage effective movement on foot and encourage longer journeys by car.

Planning Obligation

A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning Obligations are normally secured under Section 106 of the Town & Country Planning Act 1990.

Public Art

Publicly sited works of art, which make an important contribution to the character and visual quality of the area and are accessible to the public.

Public Realm

The parts of a village, town or city (whether publicly or privately owned) that are available, without charge for everyone to use or see, including streets, squares and parks.

Section 106

See Planning Obligation.

Sustainable Development

Sustainable Development is a very broad term that encompasses many different aspects and issues from the global to local levels. Overall 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 (SuDS)

Development normally reduces the amount of water that can infiltrate into the ground and increases surface water run-off due to the amount of hard surfacing used. Sustainable drainage systems control surface water run off by mimicking natural drainage process through the use of surface water storage areas, flow

limiting devices and the use of infiltration areas or soakaways etc.

SWOT analysis

A method for assessing an area in terms of its strengths, weaknesses, opportunities and threats.

Water sensitive urban design

Water sensitive urban design (WSUD) is an approach to design that delivers greater harmony between water, the environment and communities. This is achieved by integrating water cycle management with the built environment through planning and urban design.

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