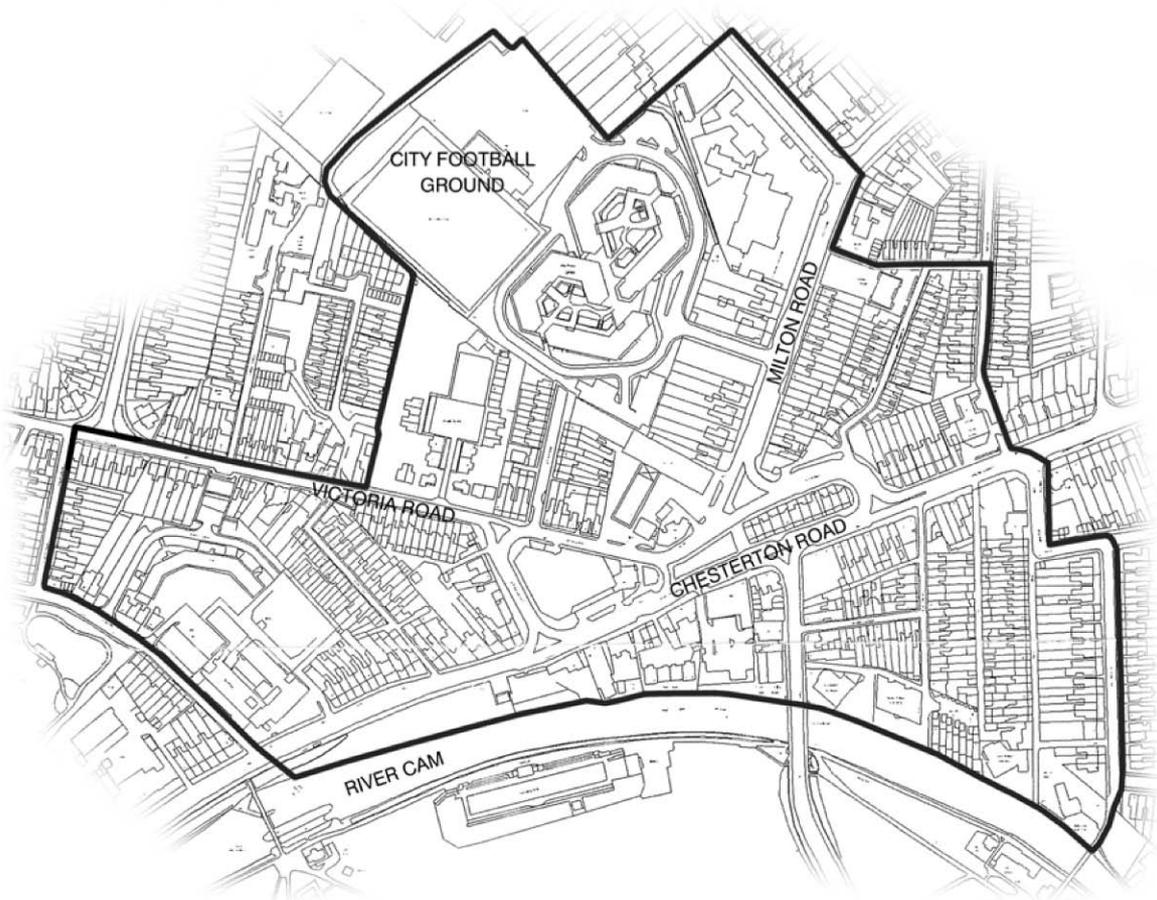


MITCHAMS CORNER AREA STRATEGIC PLANNING & DEVELOPMENT BRIEF



Prepared by Andrew Martin Associates and Faber Maunsell
on behalf of Cambridge City Council



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1.0 PURPOSE AND STATUS OF THE BRIEF

- 1.1 The purpose of this Brief is to establish strategic planning and development guidelines for the consideration of future development proposals in the Mitchams Corner area.
- 1.2 The area has many positive townscape features, but its sense of identity and cohesion has been eroded in recent times due to the dominance of the local highway network and through some poor quality development.
- 1.3 There are potentially a number of significant development sites in the area as well as other opportunities for the redevelopment and intensification of existing uses. This Brief seeks to set some common guidelines to ensure that as individual development opportunities emerge, they are able to contribute towards the restoration of the cohesion of the built form of the area and its overall enhancement in accordance with the objectives of the Brief.
- 1.4 Once adopted, the Brief will have the status of Supplementary Planning Guidance. As recognised in Planning Policy Guidance Note 12 (Development Plans), SPG can play a valuable role in supplementing plan policies and proposals. It will be a material consideration in the determination of planning applications and it should therefore be read in conjunction with the Council's Local Plan, which is the principle statutory document for the purposes of development control.
- 1.5 Appendix 1 shows the Brief area.

2.0 PUBLIC CONSULTATION

2.1 The feedback obtained during the consultation workshops held on the 23rd July and 8th August 2002 proved invaluable. It helped to inform the physical assessment of the existing urban area, as set out in Section 4, and also provided a more qualitative assessment of the features of the area (good and bad) as perceived by residents and local businesses alike.

2.2 The tables below set out in summary form the main positive and negative qualities of the area. A separate full report of the workshops is also available.

Positive Qualities
<ul style="list-style-type: none">• Mix of uses – sustainable neighbourhood• Good residential environment• Proximity to city centre• Some high quality architecture with complete streets and homogeneous character• Important local centre• Strong sense of community• The river Jesus Green and Midsummer Common – proximity for leisure use with good facilities. The open river frontage and visible connection to the historic core• Good range of community facilities in and around the area• Real sense of place• Consensus for change and improvement - local community and landowners motivated to improve the area

Negative Qualities
<ul style="list-style-type: none">• Traffic, noise, pollution and severance combined with damaged visual quality and poor safety record• Park and ride routed away from this area• Pressure from number of hostels, help programmes and job centre all in close proximity, drug and alcohol abuse problems• Shattered built form and inappropriate past redevelopment• Empty shops• Run down and derelict sites• Jesus Green play area is a long way for toddlers and access is poor for buggies/disabled etc• Small areas requiring improvement e.g. recycling centre environment• Commuter parking pressures• Heavy traffic/lorries on Victoria Road (night time ban now in force)

2.3 When asked what they would most like to see changed in the area and how it could be improved, the overwhelming majority of the responses referred to the traffic system. It was generally felt that the area should be made more pedestrian/cyclist friendly and that the impact of traffic on the area should be reduced.

- 2.4 The need for a coherent approach to the whole area was recognised and it was considered that future developments should be sympathetic to the existing.
- 2.5 It was also recognised that redevelopment of some sites within the area was needed, particularly the Multi-York site. The majority of people felt that there is a good range of shopping facilities.
- 2.6 Participants at the workshops were also asked to comment specifically on the positive and negative features of the existing one-way system, which produced the following results:

Good Features
<ul style="list-style-type: none"> • Short stay car parking • Advantage of the one way system is that you only have to look one-way

Bad Features
<ul style="list-style-type: none"> • People cycling on pavements • Conflicts between cyclists, pedestrians and vehicles • Detours for cyclists caused by one way system • Lack of pedestrian crossings • Merging of lanes on Chesterton Road • Deliveries conflicting with other vehicles • Lorries going through the area and vibration this causes • Path too narrow and dangerous up the north side of Mitchams Corner • Tight corner between Croft Holme Lane and Victoria Road • Illegal parking

- 2.7 Participants provided ideas for alternative road layouts. Section 5 explores this matter in detail.
- 2.8 In addition, letters were sent to key Council Members, local landowners, statutory consultees, local groups and other contacts. Samples of the letters sent and lists of the people/organisations contacted are appended at Appendix 2. As a result of these letters, a number of meetings with individual organisations were had to discuss the area and the Brief (marked at Appendix 2 with an asterisk). The following points were raised during these discussions:
- Cambridge City Football Club is examining the possibility of relocation elsewhere in the City to provide an enhanced facility with new pitches, which would allow the existing site to be redeveloped.
 - The Multi-York site currently provides office space but redevelopment could be considered.
 - Staples (Camstead) are currently pursuing an application for redevelopment, but amendments could be made.
 - The County Council Education Department is seeking the relocation of the Milton Road Schools.
 - Community Safety Officer at Parkside Police Station suggested that the recycling centre should be relocated and toilets incorporated in some redesigned building on the site or relocated. CCTV cameras may help security around the central area and could be considered in developer contributions.

- Cambridge City Council's Parks and Recreation Section has identified a number of improvements to recreational and leisure facilities in and around the area. However this is not exhaustive, and other contributions to open space/facility enhancement may be required.
- The City Council's Project Development Officer in the Environment and Planning Department identified that some form of public toilet provision needs to remain on Chesterton Road. However, there is currently no committed funding for improvements, although it is recognised that this would be desirable.
- The City Council's Head of Community Development identified no existing shortfall in community facilities in the area, but did identify a history of social problems which, coupled with a potential increase in housing generally in the northern area of the City, could create greater pressure of use on existing community facilities.

2.9 A public exhibition was held on the 22nd and 23rd November 2002 to give people the opportunity to read and comment on the draft Brief before it went to committee. The Brief was made available on the internet and paper/CD copies were distributed on request. The draft Brief went on consultation for a three week period from the 22nd November until the 13th December. Comments were listed, responses and recommended changes to the Brief were set out in the Committee report.

3.0 PLANNING POLICY BACKGROUND

- 3.1 This Brief is written in the context of National Planning Policy, particularly PPG1 (General Policy and Principles), PPG3 (Housing), PPG6 (Town Centres and Retail Development) and PPG13 (Transport).
- 3.2 The Government recognises the importance of good design in PPG1, stating that it helps to 'promote sustainable development; improve the quality of the existing environment; attract business and investment; and reinforce civic pride and a sense of place.' As identified in Sections 4 and 6 of this Brief, restoring the architectural integrity of built form and enhancing the quality of the townscape are of great significance to the future of the area, and quality in design is essential.
- 3.3 PPG3 and PPG13 set out the Government's commitment to maximising the re-use of previously developed land to promote regeneration and to minimise the amount of greenfield land being taken for development. PPG3 states that a greater intensity of development will be sought at local centres or around major nodes along good quality public transport corridors. This approach is reinforced by PPG6, which recognises the importance of suburban district centres as providers of a broad range of facilities and services and as a focus for both the community and for public transport. PPG13 recognises the need to link planning and transport and, in particular, the need to promote sustainable patterns of development, through focusing additional development within existing towns and cities.
- 3.4 Mitchams Corner is well placed in terms of availability of local facilities, access to the City Centre and potential for travel by non-car modes.
- 3.5 Regional Planning Policy (RPG6) requires significant increases in the supply of housing within the County and particularly within the City, and the emerging Structure Plan Review reflects this requirement. The Council has undertaken an urban capacity exercise to investigate potential supply from redevelopment and intensification, which identifies several potential sites within the Brief area (which are included in the sites considered in Section 8). It also assumes that this is an area where intensive redevelopment might occur, for the reasons set out above. The Brief has had regard to the importance of urban regeneration in this context.
- 3.6 The review of the Structure Plan is advanced, with the Panel Report published in February 2003 and the Proposed Modifications in May 2003. The Local Plan Review has reached first deposit stage with a consultation period running from 2nd June 2003 for 6 weeks.
- 3.7 The Adopted Local Plan contains a number of provisions that are already instrumental in determining the location and nature of new development in the area. Specific provisions are:
- i) The allocation of the Mitchams Corner/Chesterton Road area as a Local Shopping Centre. Policies SH14, SH16, and SH17 generally support the consolidation of local shopping facilities in these areas, whilst policy SH18 also enables the provision of financial/professional services and food and drink establishments (provided the retail uses remain predominant) and subject in all cases to the impact of the use on the amenities of the area.
 - ii) The allocation of Structurally Important Open Space and a Wildlife Corridor alongside the River. Policy NE5 seeks to resist development that would adversely affect important open spaces, including by detracting from their relationship to the adjoining built-up areas. Policy NE15 seeks to protect and enhance the nature conservation value of wildlife corridors.
 - iii) The allocation of the majority of the area within the Intermediate Area Office Restriction Zone.
 - iv) Victoria Avenue/Milton Road is a Bus Priority Corridor, where Policies TR31 and TR32 encourage bus priority measures where these provide operational benefits (and subject to environmental impact).

- v) The inclusion of part of the area within the controlled parking zone where policy TR23 of the Adopted Local Plan applies.
 - vi) The need to protect important views of the skyline of Cambridge. The Mitchams Corner area is in close proximity to areas of the City identified as important in terms of their contribution to longer distance view of the skyline and setting of Cambridge. Policy NE2 seeks to ensure that development in such locations is of a height, scale and mass such that it does not detract from these views.
 - vii) Cambridge City Football Ground is allocated as open space of recreational importance. Policy NE6 seeks to prevent the loss or partial loss of such open space. Part of the Brief area (around the Westbrook Centre and to the north) is identified as being deficient in open space provision because it is more than 400 metres away from the nearest available access to open space.
- 3.8 In addition to these specific provisions, the Local Plan also sets out a range of policy provisions that will be instrumental in the determination of development proposals, including policies in respect of the design of residential and commercial development (Built Environment Chapter), conversion/loss of residential accommodation (Housing Chapter), retention and provision of open space (Recreation Chapter), provision of car and cycle parking (Transport Chapter), amongst other matters.
- 3.9 Specific policies on the management of uses associated with the River are provided in Policies RL14-RL20, and which seek to provide a balance between promoting compatible leisure activities with conservation of the River and its setting. New floating facilities, marinas and hire centres are not generally promoted, but in principle new rowing boathouses/extensions are acceptable, and improved public access is sought.
- 3.10 The Mitchams Corner area lies largely adjacent to, but also partly within, the Central Conservation Area. Proposals for development on sites within, adjoining, or otherwise affecting the Conservation Area will need to have specific regard to Policy BE32 and the statutory requirement for new development to preserve or enhance Conservation Areas.
- 3.11 This Brief does not attempt to reiterate the policies of the Local Plan in full, nor does it seek to duplicate existing policies. It should therefore be read in conjunction with the Local Plan.

4.0 APPRAISAL OF EXISTING CHARACTER AND QUALITIES

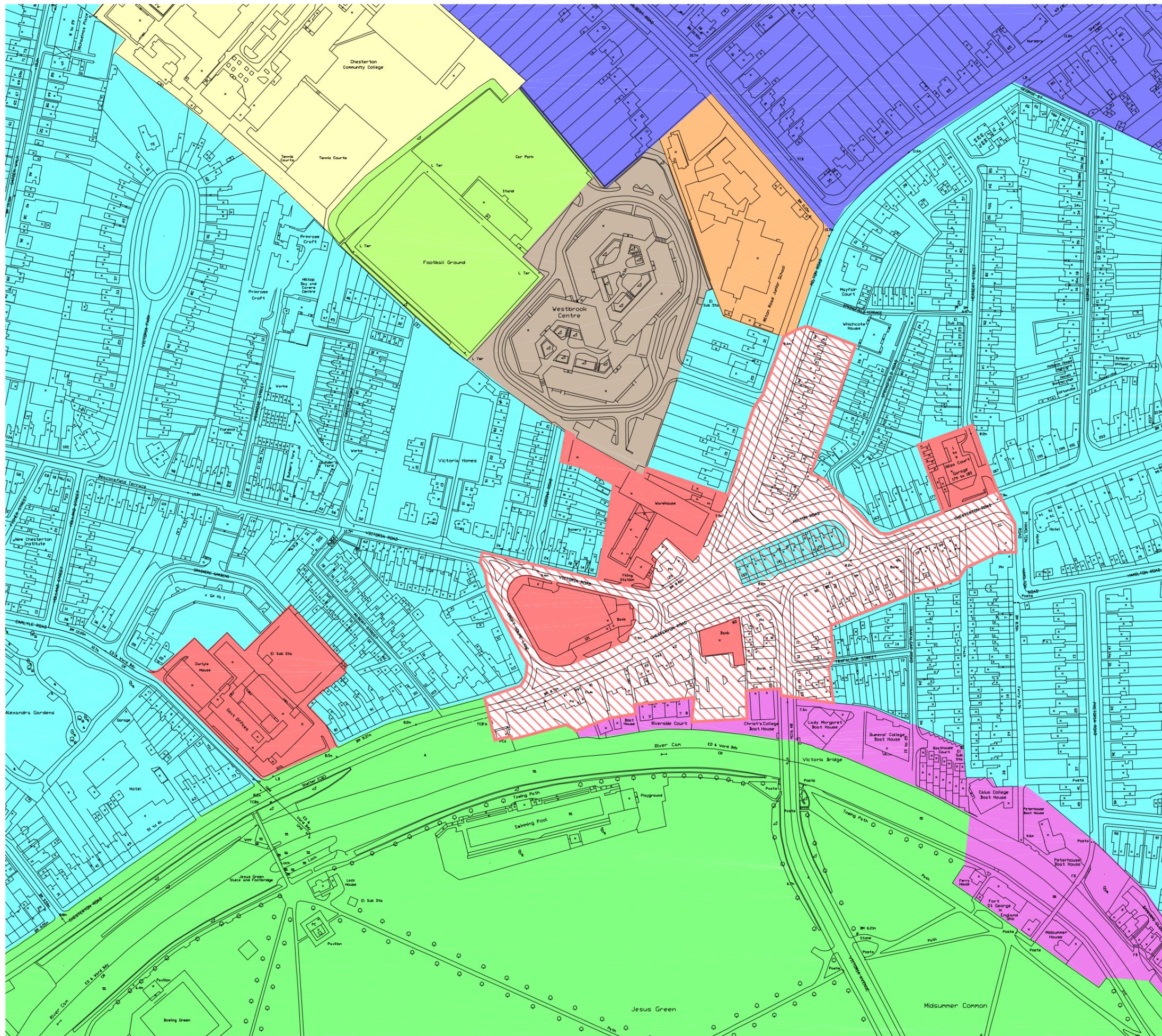
- 4.1 The assessment of the character and qualities of the existing area is based upon observation and survey work of existing uses, features and activity in the area. It has also been informed in no small part by the results of the community workshops that were undertaken during the initial stages of work (see Chapter 2), which provided important feedback on how the area was perceived by residents and local businesses alike, and helped to identify the particular qualities (and problems) associated with the Brief area. Positive and negative features of the townscape are illustrated at the end of this chapter (figure 1).

History

- 4.2 Comprehensive development of this area commenced in the second half of the nineteenth century. The area of land between Victoria Road and Chesterton Road, was called New Chesterton, and was of a high-density terrace character, most of which retains its original form with little alteration. Terraced housing also extended a short distance to the east of New Chesterton and Mitchams Corner, to the north and south of Chesterton Road. The extent of development in the nineteenth century is illustrated by the Ordnance Survey extract dated 1886, appended at Appendix 3.
- 4.3 In 1890 Victoria Avenue and Bridge were built in order to improve links between Chesterton and Cambridge. The first half of the twentieth century saw further housing expansion to the north of Victoria Road and Milton Road.

Character and Built Form (see Figure 2)

- 4.4 Mitchams Corner lies at the northern edge of the historic core and is bordered by some distinct and attractive local character areas. To the south lies the River, Midsummer Common and Jesus Green with the listed lock, Victoria Bridge, the Fort Saint George PH and various colourful moored craft combining to provide activity and interest along the River. The buildings bordering Jesus Green are contemporary with the predominantly Victorian character of Mitchams Corner and the fact that the park extends to the north side of the River reinforces the link between Chesterton Road and Jesus Green. Long views into the park and Midsummer Common from within the area also reinforce this connection. The central Conservation Area extends to include the properties and open space on the north bank of the River.
- 4.5 To the north Milton Road and Gilbert Road are typical broad suburban streets with detached and semi-detached houses in generous plots set behind green frontages.
- 4.6 To the east and west are a series of small scale Victorian terraced streets creating quiet residential areas with a wealth of good architectural detailing. Housing ranges in scale from the imposing 4 storey frontage to Chesterton Road to the small 2 storey terraces set tight onto the pavement in narrow streets at right angles to it. The De Freville area to the east is a particularly homogeneous area of Victorian family housing.
- 4.7 Within cohesive areas of pre 1900 terraced housing such as this, opportunities should be taken to retain common architectural elements (e.g. walls and railing details), encourage repair and restoration works to utilise original materials (especially for roof, chimney, door and window replacements), to restore street furniture from the contemporary period, and reduce other street furniture and road traffic markings. Some of the above are matters that the City and County Council will need to address when undertaking their own statutory functions, but obviously the responsibility for works to individual properties is primarily the responsibility of owners. Where works do not require planning permission, the Council would still wish to encourage owners to undertake sympathetic repairs which harmonise with existing fabric – the quality and indeed value of these areas is greatly dictated by the sense of place created from the survival of terraces in a complete state.



- set piece and landmark on the corner.

- Predominantly 19th and early 20th century streets - homogeneous architectural style with a wealth of detailing. Quiet back streets with a good mix of housing providing a high quality residential environment.

- 1930's suburbia - detached and semi-detached dwellings set in broad streets with green frontages.

- The local centre - busy, traffic dominated, bustling, visually cluttered with small scale shops, parking, road signs etc.

- Large scale 'modern' style block development at odds with the surrounding scale and grain.

- Cambridge City Football Club

- Community College

- "Riverside" - boathouses, pubs and houses addressing the river.

- Jesus Green and Midsummer Common. Open park and common land.

- 80's offices - massive scale.

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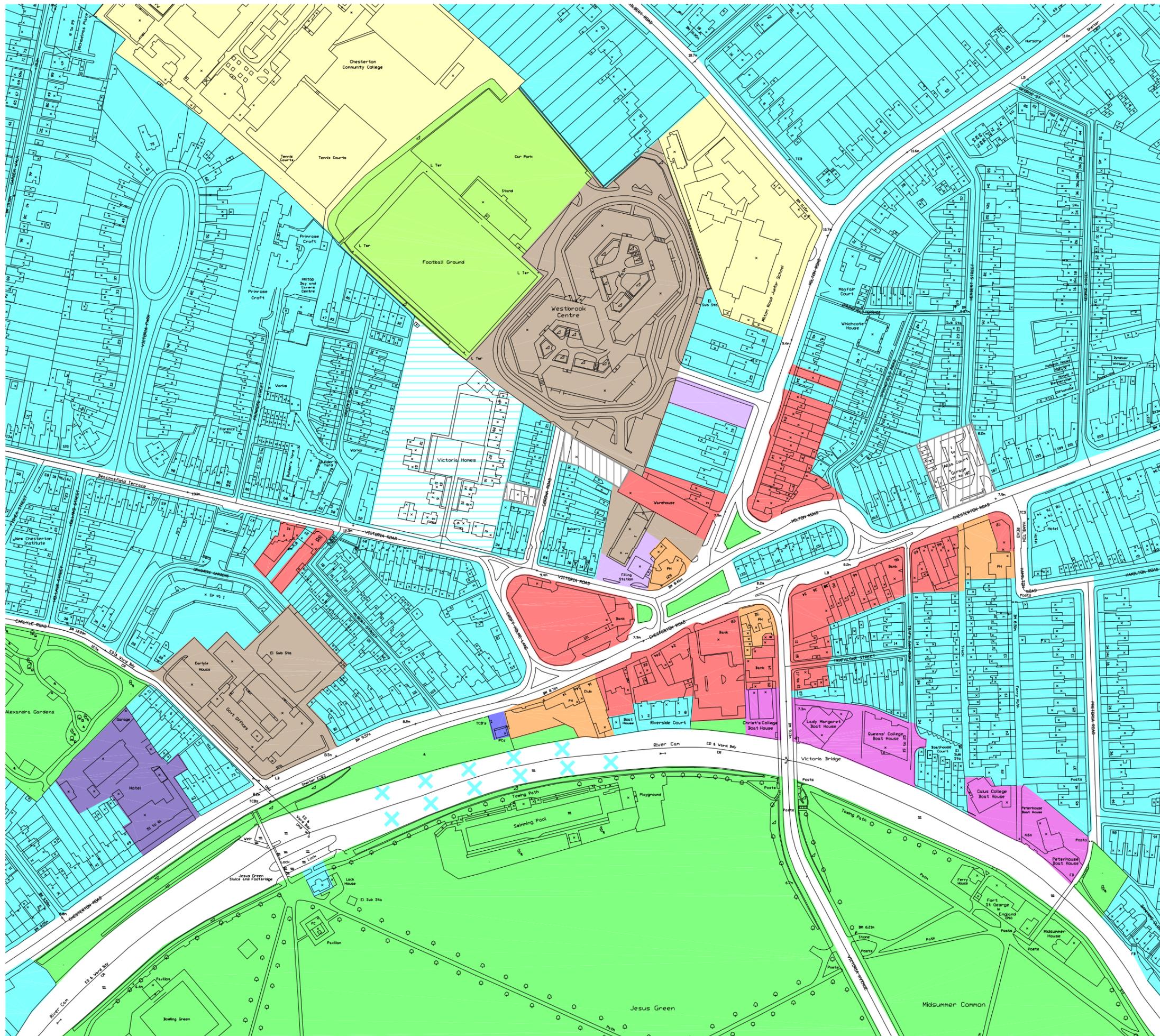
Figure 2: Character and Built Form

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Revision Details
 Rev. a: Alterations to key text.

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- PREDOMINANTLY RESIDENTIAL
- EDUCATIONAL
- COMMERCIAL
- OPEN SPACE
- RETAIL
- PUBLIC HOUSE
- DERELICT
- BOATHOUSES
- SHELTERED HOUSING
- HOTEL
- GARAGES
- RECYCLING CENTRE
- CAMBRIDGE CITY FC
- HOUSE BOATS/MOORINGS

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Figure 3: Patterns of Land Use

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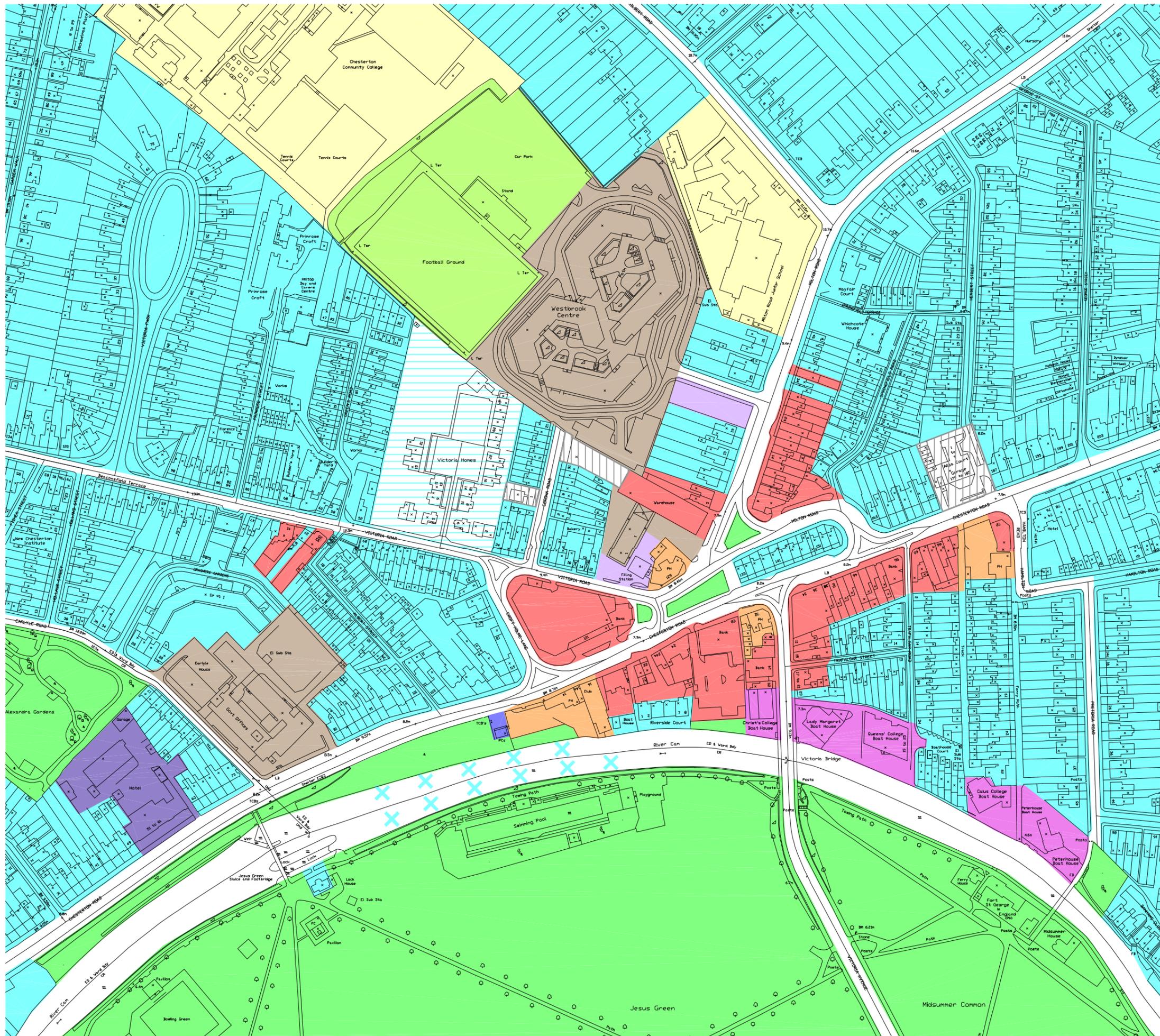
- 4.8 This apparent continuity in built form is shattered at Mitchams Corner by the imposition of large blocks such as Staples, the huge scale and bustle of the gyratory system and the layout and semi-derelict appearance of the Multi-York site. Built form is fragmented into remnants of small-scale elements beset by large blocks of development. The creation of the one way system has left the backs and sides of terraces exposed to view and destroyed the sense of enclosure present in the surrounding streets.
- 4.9 The local centre itself has a unique and distinct character. It is noisy, lively, and bustling, but it is traffic dominated and difficult to negotiate. It is visually diverse, with a mix of small independent shops with colourful shop fronts, but the fast moving traffic and associated highway paraphernalia detracts from the environment.

Patterns of Land Use (see Figure 3)

- 4.10 The study area is enclosed by predominantly residential development to the north-west and east with the River park and common land to the south. Since the building of Victoria Bridge this has always been an important crossroads with subsequently high footfall. It has developed as a local centre with a variety of small shops, predominantly at ground floor level and within the original residential properties. This means that although land use has changed at the centre, the scale of the commercial development is still consistent with the surrounding area for the most part. Where the scale of built form changes to very large, unarticulated forms (such as at the Westbrook Centre, Multi-York, Henry Giles House, Staples and Barclays Bank), it is as a consequence very disruptive to the otherwise finer grained nature of the rest of the area.
- 4.11 Much of the old fabric predates the bridge. One would naturally expect denser development with larger buildings at an important node such as this but the level of footfall increased after the bridge was built. In some ways the centre needs reinforcing with buildings of an appropriately larger scale than the surrounding streets, but this will need to be sensitively handled with the largest and most assertive buildings at the most important locations. The relative scales of Albert Street and Chesterton Road provide a good example of buildings responding to the importance of their location with the plain gault brick, back edge of footpath, two storey terraces giving way to four storey villas with lavish architectural detailing and broader frontages and gardens. The scale and mass of the Westbrook centre is felt to be particularly inappropriate to the character of the area, notwithstanding the fact that it occupies a 'backland' site.
- 4.12 There is a good range of local and specialist shopping, banks, hairdressers, restaurants and food outlets within the centre. The public consultation exercises confirmed that the mixed nature of the area, with its variety of small shops and its intimate scale, is an important feature.
- 4.13 The River frontage has its own character and uses with moorings, boathouses and residential properties. The active river-frontage uses are of particular importance to the character of the area (and the Conservation Area).

Townscape Assessment (see Figure 4)

- 4.14 The analysis of character and land-use suggests that the most positive aesthetic features of the townscape are where the integrity of residential streets have remained intact, or where there are quality views of particular features, such as the River and Jesus Green, and the view northwards across the Victoria Bridge to the terrace of properties at 133-155 Chesterton Road. Roads such as Albert Street, Holland Street, Trafalgar Street and Springfield Road maintain a strong sense of identity and continuity, with attractive detailing to individual properties. They maintain an intimate and pedestrian sense of scale and proportion.
- 4.15 By contrast, the areas identified as having a detrimental impact on the quality of the townscape are generally those buildings that do not respect the scale and grain of existing



- PREDOMINANTLY RESIDENTIAL
- EDUCATIONAL
- COMMERCIAL
- OPEN SPACE
- RETAIL
- PUBLIC HOUSE
- DERELICT
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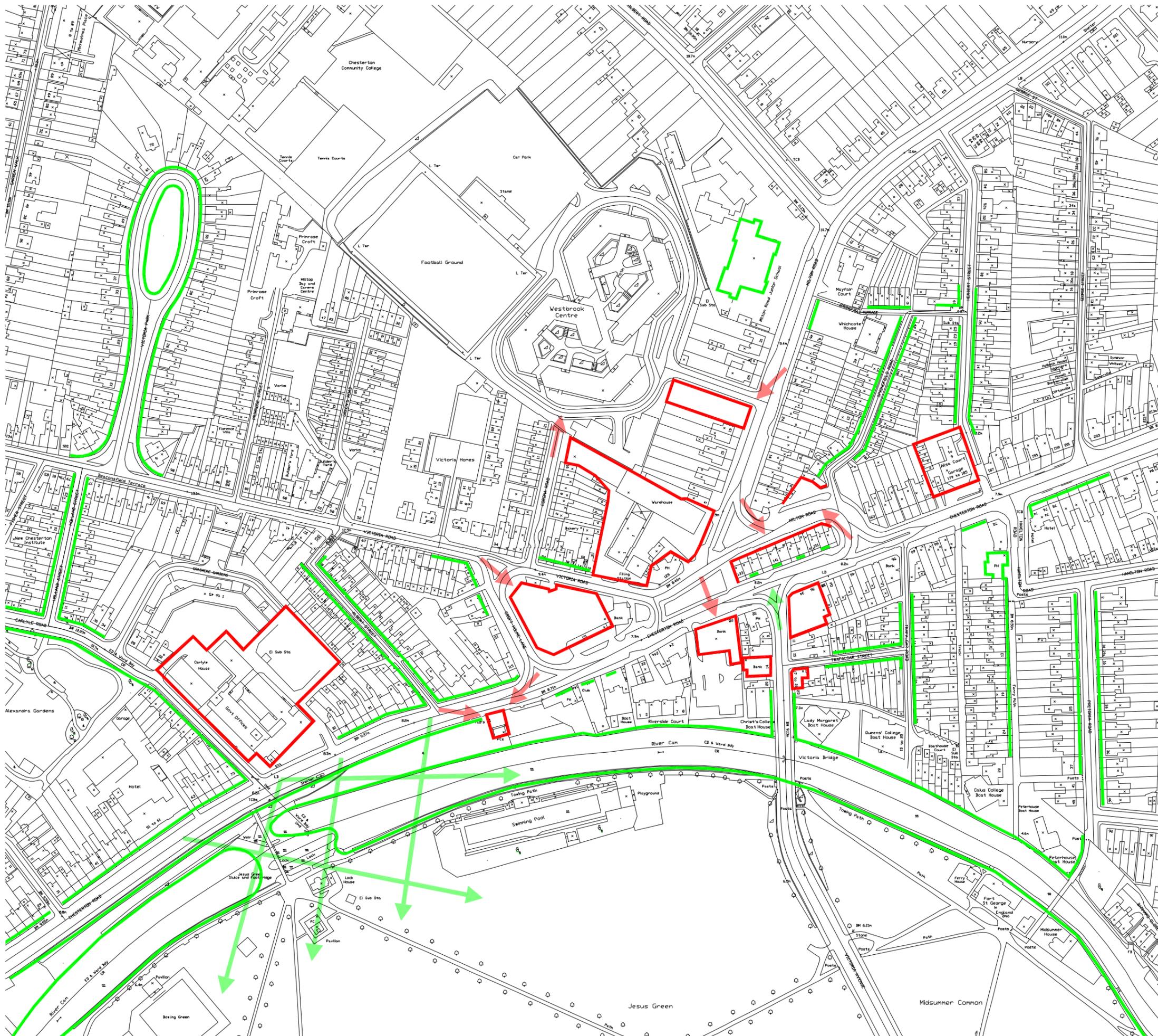
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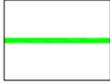
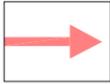
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Figure 3: Patterns of Land Use

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Title				
Figure 4: Townscape Assessment				
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development in the area and where the quality of design is poor, or are associated with vacant or underused land.

- 4.16 The variety of small-scale shopping facilities and services are important both to the character of the area and provide an important neighbourhood function which serves to discourage travel to other parts of the town for everyday needs. It is a vital component therefore in terms of aesthetics, function and sustainable development. The street scape is however of poor quality in some areas, affected by highway signage, bland surfacing, and discordant features such as the Chesterton Road toilets/recycling centre.
- 4.17 Obviously the one-way gyratory system itself is a dominant feature, which emphasises the prominence of vehicular traffic, provides a barrier to non-car movement, and has resulted in the segregation of small parcels of land from the adjoining urban fabric.

Central Conservation Area

- 4.18 Part of the Brief area falls within the Central Conservation area, which also covers the historic core of the City, open spaces such as the Backs, Jesus Green, Midsummer Common and the Botanic Garden, and the housing areas west of the railway line. At present there is no Supplementary Planning Guidance which relates to this part of the Conservation Area.

FRONTAGE TO THE RIVER CAM

THE SOUTHERN EDGE OF THE STUDY AREA FRONTING THE RIVER AND OPEN SPACES OF JESUS GREEN AND MIDSUMMER COMMON FORM AN EDGE OF HIGH TOWNSCAPE AND LANDSCAPE VALUE.

Positive Features

THE FRONTAGE AT THE EASTERN AND WESTERN ENDS IS OF VICTORIAN CHARACTER (1) AND CAN BE SEEN FROM THE RIVER THROUGH THE LANDSCAPE SETTING OF ITS NORTHERN BANK.



THE RIVER CAN BE ACCESSED FROM PUBLIC OPEN SPACES FROM THE WEST (4) OR VICTORIA BRIDGE.



ACCESS TO THE RIVER CAN BE OBTAINED FROM PUBLIC HOUSES, BOATHOUSE SLIPWAYS, OR FROM SMALL ACCESS POINTS (5) FROM EASTERN RESIDENTIAL AREAS.



THE RIVER FRONTAGE BUILDINGS INCLUDE A VARIED AND INTERESTING MIXTURE OF STYLES AND AGE (2 & 3).



APPROACH FROM THE CITY CENTRE AND KEY BUILDINGS

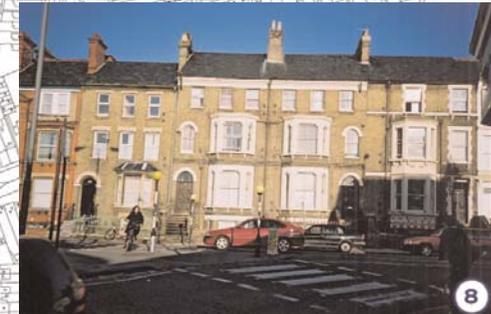
THE STUDY AREA IS ACCESSED FROM THE CITY CENTRE FROM THE SOUTH VIA VICTORIA AVENUE AND PRESENTS ROUTES AND SPACES THROUGH THE AREA DEFINED BY EDGES AND LANDMARKS ALONG CHESTERTON ROAD AND MILTON ROAD

Positive Features

KEY BUILDINGS, WHICH HAPPEN TO BE ON CORNER SITES, ARE THE PORTLAND ARMS AND LLOYDS BANK (10), WHICH FORM IMPORTANT EDGE NODES DEFINING THE PRESENT CENTRAL OPEN SPACE, AND THE MILTON ROAD PRIMARY SCHOOL (11).



ONCE OVER THE BRIDGE, VICTORIA AVENUE IS CLOSELY CONTAINED BY VARIED AND INTERESTING FRONTAGES AND CLOSED AT ITS END BY AN IMPOSING FOUR-STORY VICTORIAN FAÇADE (8).



THE FOUR-STORY VICTORIAN TERRACE AT THE END OF VICTORIA AVENUE FORMS A LANDMARK FOR THE AREA WHEN SEEN FROM THE SOUTH (9) AND IS THE MAIN BUILDING THAT PUNCTUATES THE LINE OF CHESTERTON ROAD AND IDENTIFIES THE AREA'S CENTRE.



THE APPROACH AND VIEW TO THE AREA FROM THE SOUTH VIA VICTORIA AVENUE IS A DRAMATIC COMPOSITION OF BRIDGE AND GATEWAY BUILDINGS (6 & 7).



RESIDENTIAL AREAS

THE RESIDENTIAL STREETS WHICH SURROUND THE COMMERCIAL CORE ARE MINOR ACCESS ROADS BORDERED BY TWO-STOREY VICTORIAN TERRACES

Positive Features



A COMMON FEATURE OF THE SURROUNDING TERRACES IS THAT THEY EITHER HAVE SMALL FRONT GARDENS (12) OR OPEN DIRECTLY ONTO THE PAVEMENT (13).



THE AREA OFFERS GOOD EXAMPLES OF SUCCESSFUL WAYS OF ACHIEVING SIMPLE JUNCTIONS (16) AND CORNER TREATMENTS.



THE AREA OFFERS GOOD EXAMPLES OF HOW TO ADD SENSITIVE SIDE OR REAR EXTENSIONS AND HOW IT IS POSSIBLE TO HAVE A MIXTURE OF ARCHITECTURAL STYLES AND AGES OF BUILDING (17).



THE BUILDINGS HAVE RETAINED THEIR ORIGINAL CHARACTER AND FORM PLEASANT LIVING ENVIRONMENTS OFTEN ENHANCED BY OPEN SPACES AND PEDESTRIAN WAYS (14 & 15).

SMALL SCALE DETAILS & LOCAL FEATURES OF VISUAL INTEREST

SMALL SCALE FEATURES OF LANDSCAPE AND ARCHITECTURAL DETAIL CREATE VISUAL INTEREST THROUGHOUT THE AREA

Positive Features

VICTORIAN ARCHITECTURAL DETAILS SUCH AS FRONT DOORS AND IRON RAILINGS TOGETHER WITH DECORATIVE LINTOLS, BRICKWORK AND PLASTERWORK ARE COMMON, ESPECIALLY IN THE RESIDENTIAL STREETS (21 & 22).



CITY COUNCIL TREE PLANTING AND LANDSCAPING HAS MATURED AND CONTRIBUTES TO THE APPEARANCE OF PARTS OF THE AREA (20).



MANY FRONT GARDENS OFFER WELCOME PUBLIC DISPLAYS OF GREENERY AS A FOIL TO THE URBAN ENVIRONMENT (18 & 19).

ROADS, CARS & STREETScape

THE COMMERCIAL CENTRE LIES EITHER SIDE OF THE CITY'S RING ROAD AND A MAJOR TRAFFIC JUNCTION

Negative Features

THE MAIN ROADS DOMINATE THE CHARACTER OF THE AREA AND FRAGMENT PEDESTRIAN MOVEMENT BETWEEN THE SHOPS AND OTHER FACILITIES (23 & 24).



APART FROM THE VICTORIA BRIDGE APPROACH, OTHER ROUTES LEADING TO THE CENTRAL SHOPPING AREA OFFER NO SENSE OF ARRIVING AT A PLACE TO VISIT, ONLY TO PASS THROUGH. THE ROAD SYSTEM SEGREGATES THE CENTRE FROM THE GREATER PART OF THE SURROUNDING RESIDENTIAL AREA (25) AND RESULTS IN CONCENTRATIONS OF ROAD SIGNS (26).



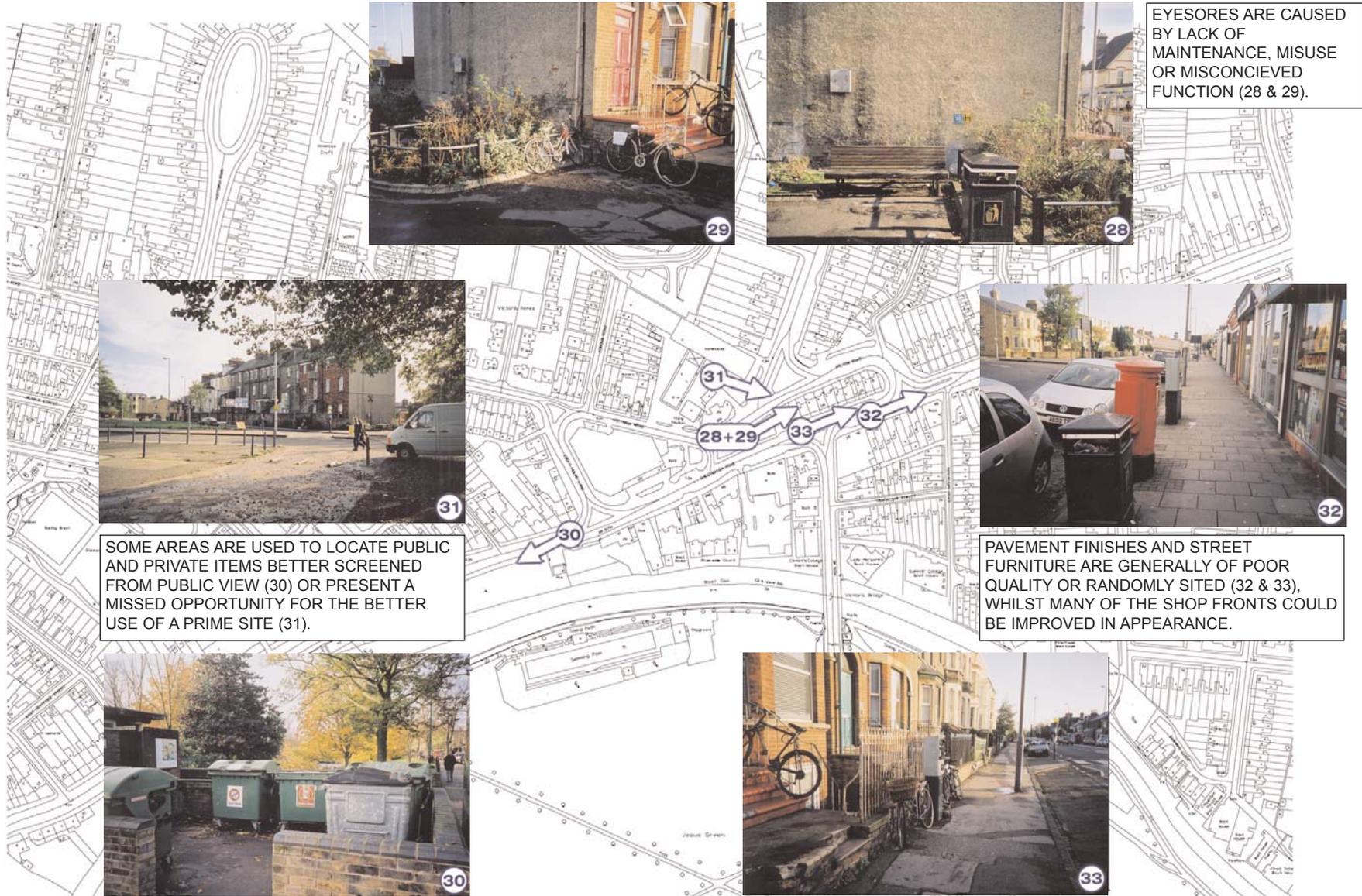
THE RESIDENTIAL STREETS BY THEIR LAYOUT, ONLY ALLOW RESIDENT ON-STREET PARKING. THIS, DEPENDING ON THE ROAD WIDTH, RESULTS IN CONTINUOUS KERB SIDE PARKING ON ONE OR BOTH SIDES OF THE STREET. WHERE ON BOTH SIDES THIS CAN BECOME A DETRIMENTAL FEATURE OF THE STREET SCENE (27).



POOR STREETSCAPE

MANY PARTS OF THE CENTRAL AREA CONTAIN AREAS WHICH ARE NEGLECTED

Negative Features



BROKEN FRONTAGES AND DISCORDANT DEVELOPMENT

THE CORE AREA, AS WELL AS BEING FRAGMENTED BY THE ROAD SYSTEM, HAS UNDEVELOPED FRONTAGES AND WHERE NEW DEVELOPMENT HAS BEEN BUILT, IT DOES NOT RESPECT THE SCALE OR GRAIN OF THE OLDER BUILDINGS

Negative Features

THERE ARE LARGE AREAS, WHICH DUE TO DEMOLITION OR UNSYMPATHETIC DEVELOPMENT, CREATE A SENSE OF WASTELAND (35).



SOME EXAMPLES INDICATE THAT THE BUILDINGS THEMSELVES OR THEIR FRONTAGES ARE UNSIGHTLY (40).



SMALL EXAMPLES DEMONSTRATE THAT THERE IS MUCH ROOM FOR AN IMPROVED RELATIONSHIP WITH PUBLIC SPACE. THIS SHOULD INCLUDE FORGOTTEN AREAS AND DISUSED CORNERS (39), OR WHERE A SITE CALLS FOR A MORE APPROPRIATE USE.



THE ROAD SYSTEM THAT IMPOSES ON THE EXISTING VICTORIAN DEVELOPMENT HAS ALSO RESULTED IN THE EXPOSURE OF THE REAR OF BUILDINGS AND RAW EDGES DUE TO DEMOLITION (36).



WHILST SENSITIVE CONTEMPORARY BUILDINGS ARE ACCEPTABLE, SEVERAL BUILDINGS IN THE AREA MAKE NO ATTEMPT AT CREATING A SUCCESSFUL TOWNSCAPE (37 AND 38).



VACANT FRONTAGES PREVENT A SENSE OF ENCLOSURE AND IDENTITY OF THE CENTRE AS A STRONG VISUAL FOCUS (34). THESE VACANT SITES ALSO OFTEN EXPOSE TO VIEW AREAS BEST SCREENED, DUE TO BEING UNSIGHTLY OR OUT OF CHARACTER.

5.0 TRANSPORTATION AND OPPORTUNITIES FOR CHANGE

Existing problems and issues for car and non-car modes and setting out possible options for change

Existing Situation

Highways

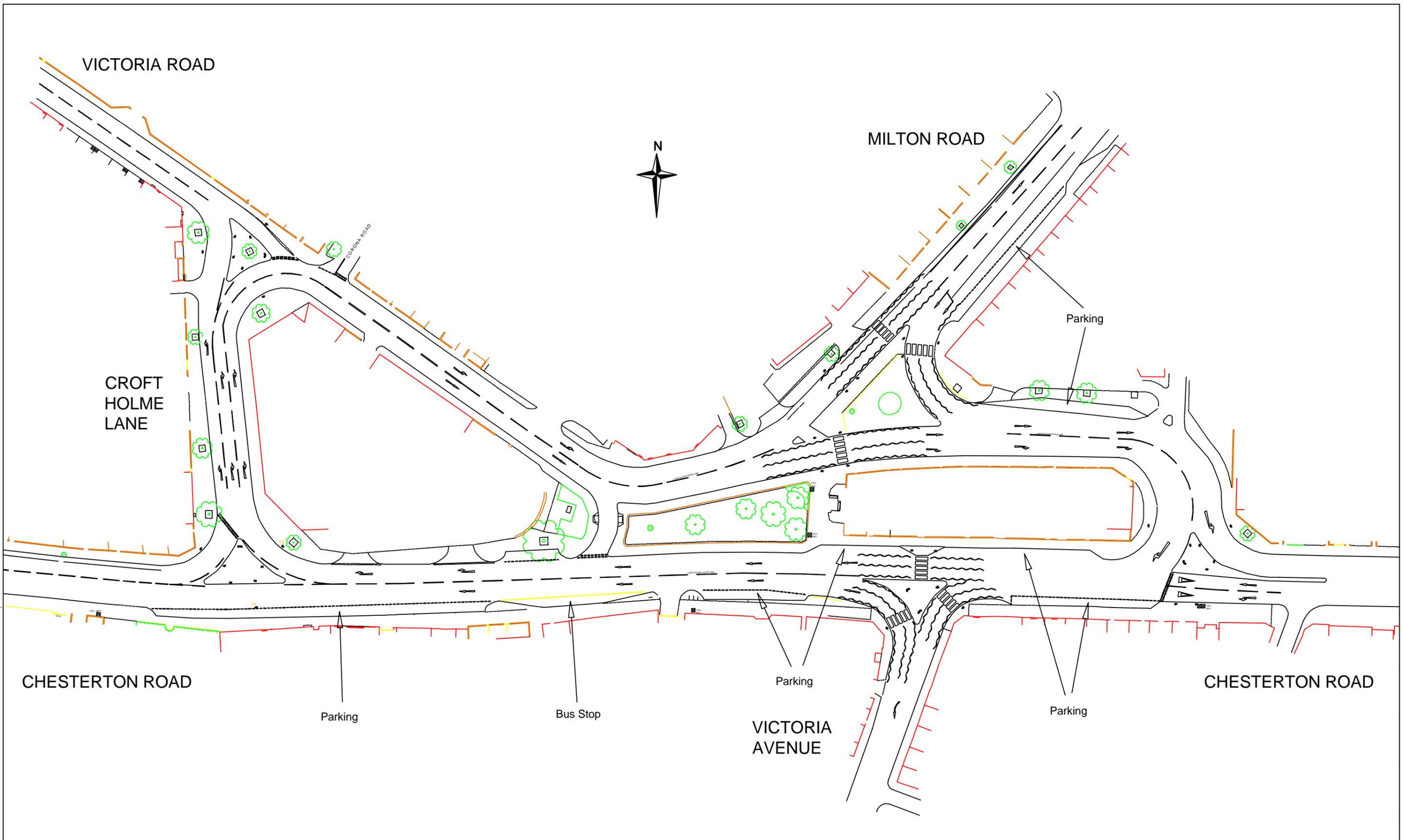
- 5.1 The highway network at Mitchams Corner consists of an existing gyratory of four one-way streets: Victoria Road (A1134), Chesterton Road (A3103), Milton Road and Croft Holme Lane. The entry roads to the gyratory include Victoria Road, Chesterton Road, Victoria Avenue and Milton Road (A1309). There are additional minor accesses along the gyratory associated with existing development land uses. Croft Holme Lane provides a link between Chesterton Road and Victoria Road within the gyratory.
- 5.2 All junctions within the gyratory are priority controlled junctions with the circulating carriageway generally having priority, with the exception of the Victoria Avenue and Milton Road entries, which enter the gyratory under a merge facility.
- 5.3 Figure 5 shows the existing layout of the Mitchams Corner gyratory.

Car Parking

- 5.4 On-street waiting and parking is available in lay-bys on either side of Chesterton Road enabling access to the nearby commercial area. This is a controlled zone in which parking is regulated by pay and display ticketing machines.
- 5.5 On-street pay and display parking is available on the eastern side of Milton Road. Parking along Croft Holme Lane and Victoria Road is prohibited.
- 5.6 There are no designated bays at Mitchams Corner or on the approach roads for loading and unloading. Service areas to the rear of the properties on Chesterton Road enable loading and unloading to take place off the highway.

Pedestrians and Cyclists

- 5.7 The area of Mitchams Corner is identified as a local centre and is well used. There is significant pedestrian and cyclist activity throughout the day in and around the area. The main observed through routes tend to be north-south movements towards the town centre and universities.
- 5.8 Zebra crossings are located at exit and entry points of both Victoria Avenue and Milton Road, in addition to two crossing points on the main gyratory adjacent to both of the above roads. There are no controlled crossing points at both east and west entry points from Chesterton Road or Victoria Road.
- 5.9 Footways are provided on the entire central area and external sections of the gyratory.
- 5.10 An extensive, signed cycle lane and route is provided along Milton Road, with other signed routes also being accessible from Victoria Road and west of Mitchams Corner, although no specific provision has been made for cyclists through the gyratory.
- 5.11 Cycle stands are located parallel to the parking bays along Chesterton Road.
- 5.12 There is no evidence of specific cycle crossings, but it has been observed that a large number of cyclists use the zebra crossings and footpath link to reach either Milton Road or Victoria Road.



Client:
CAMBRIDGE CITY COUNCIL

Project:
**MITCHAM'S CORNER
 AREA STUDY**

Design: RGD	Date: 13/11/2002	Chk'd:
Drawn: RGD	Scale: 1:1250	App'd:

Sheet Size - A4 (275mm x 190mm)

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Title:
EXISTING LAYOUT

AutoCAD Location: F:\PROJECTS\30355TTW\CAD\DRAWINGS\FIGURE 1

Rev: -

No. FIGURE 5

Public Transport

- 5.13 Mitchams Corner is located in a position that is served by different levels of bus service. Many long distance services pass through the area in addition to a number of local services, transporting passengers between the city centre and local suburbs.
- 5.14 Mitchams Corner is used by many bus services, which serve the area during peak times, many of which use Victoria Avenue when travelling to and from the City Centre.
- 5.15 A bus stop is located within the Mitchams Corner gyratory on the southern side of Chesterton Road which allows access to nearby the shops and local facilities. Additional bus stops are located on the approach roads to Mitchams Corner for both directions of travel.

Current Problems Associated with Mitchams Corner

- 5.16 It has been identified through consultation with the Local Highway Authority (Cambridgeshire County Council), the local community and from on-site observations that the area of Mitchams Corner suffers from a number of transportation related problems. The key issues identified are:
- Safety implications for both pedestrians and cyclists;
 - Large volume of traffic movements around the gyratory in all directions;
 - Community severance due to the location of the heavily used gyratory;
 - Potential for significant new developments in the vicinity of Mitchams Corner;
 - Reduced identity and quality of the important local community facilities and shops;
 - Poor environment for pedestrians and cyclists with limited crossings, cycle lanes and other facilities.
- 5.17 These issues are discussed in more detail in paragraphs 5.18 to 5.30.

Highway Issues

- 5.18 Mitchams Corner forms an important link on the inner ring road connecting several local and strategic routes into and through Cambridge. Subsequently, there are a significant number of vehicle movements travelling through the gyratory particularly during the AM and PM peak hour periods. The local highway network is frequently congested with long queues and delays on the approach roads.
- 5.19 The highway network dominates the local area and has a detrimental effect upon the environment. The intersection of roads has effectively separated the shops and facilities on the southern side of Chesterton Road and the City Centre from the residential areas to the north of Mitchams Corner.
- 5.20 The accident records for the area of Mitchams Corner demonstrated the need to provide better facilities for pedestrians and cyclists.
- 5.21 Information received from the Local Highway Authority shows that a few serious accidents have occurred within the Mitchams Corner area between 1997 and 2001. Some of these accidents involved cyclists.
- 5.22 Less serious accidents have involved pedestrians with the majority occurring from being struck by a vehicle around the junctions entering and exiting the gyratory.
- 5.23 In summary, the key problem areas appear to be at the junctions where linking roads enter and exit the gyratory. Due to the accident problems, especially involving cyclists and pedestrians, the County Council decided to put forward an "Accident Remedial Scheme" for the gyratory to improve safety for all users.

Pedestrian and Cyclists

- 5.24 A major problem that is experienced in the area of Mitchams Corner is the severance caused by the gyratory system for pedestrians and cyclists, particularly for journeys on the north – south axis. There are limited crossing facilities provided around the gyratory, especially at locations which attract a large number of people, for example the shops on the southern side of Chesterton Road. On-site observations have shown that crossing two one-way roads, both consisting of two lanes can be quite daunting for pedestrians. The long straights along Chesterton Road and Victoria Road encourage high traffic speeds and weaving, which consequently discourages random crossings but also raises an issue of safety.
- 5.25 The number of recorded injury accidents involving pedestrians, demonstrates their vulnerability and the distinctly unfriendly environment for pedestrians around Mitchams Corner.
- 5.26 The environment for cyclists is no better. The nature of the gyratory one-way system around Mitchams Corner with the fluctuating speeds and the vehicles frequently changing lanes is not attractive for cycle use. With no dedicated cycle lanes, the cyclists have no option other than to use the highway or the footways. This creates conflicts between the cyclists and either vehicles or pedestrians.
- 5.27 Two serious injury accidents involving cyclists were reported in the period 1997 to 2001. An additional 26 accidents involved cyclists within the five-year period.

Observations from the Local Community

- 5.28 Through local workshops, the residential and business community of the Mitchams Corner area have expressed their views on the existing conditions of Mitchams Corner and put forward ideas for improvement.
- 5.29 An overriding issue is the need for the re-allocation of road space for pedestrians and cyclists. The road system fragments the local neighbourhood with insufficient pedestrian crossings to alleviate the severance, and conflicts occur between pedestrians, cyclists and vehicles.
- 5.30 It is recognised there is a desire to consider re-arranging the current road system to accommodate two-way traffic and remove the gyratory system replacing it with a new north – south through road and signal controlled junctions. This type of arrangement would reduce the severance of having to cross two / three lanes of traffic a number of times between destinations, allowing a greater amount of space to be set-aside for pedestrians and cyclists. The opportunity for signal controlled crossing points would improve the safety on the road network and allow for improved cyclist facilities both on and off-road.

Potential Opportunities for Mitchams Corner

- 5.31 Opinions from the local community and proposals from the Local Highway Authority have been incorporated within the current work that has been undertaken to provide a broad strategy and recommendations for enhancements to the area. The key opportunities are:
- Alterations to the highway layout;
 - Traffic management measures;
 - Accident Remedial Measures Scheme;
 - Improved facilities for pedestrian, cyclist and public transport users.

Local Highway Network

- 5.32 Cambridgeshire County Council has previously put forward a accident remedial scheme for public consultation to look at ways of improving the environment for pedestrians and cyclists. A review has also been undertaken of potential highway options to accommodate the needs

of all vehicle and non-vehicle users of Mitchams Corner. The potential for alterations to the existing highway arrangement is discussed further below.

Pedestrians and Cyclists

- 5.33 Cambridgeshire County Council recognises that 'cycling and walking are healthy, pollution-free activities, which form essential elements of the integrated transport strategy' and are consequently aiming to significantly increase the number of journeys made by cyclists and pedestrians by providing the appropriate facilities.
- 5.34 Residents occupying the area in question are well situated to travel to nearby services (i.e. schools, shops and places of work) by sustainable methods (i.e. bicycle and foot).
- 5.35 Mitchams Corner is located 1.6km from the centre of Cambridge when travelling by road, however it is possible to decrease journey times by using the footpaths through nearby Jesus Green or along the riverside, consequently it is more attractive to reach the City Centre either by foot or bicycle.

Public Transport Proposals

- 5.36 Cambridgeshire County Council has developed a transport policy, the heart of which deals with the improvement of public transport, particularly bus services and park and ride.
- 5.37 This chiefly involves accelerating progress on improving strategic links to the Cambridge sub-region, through further improving the quality of bus service provision, alongside expanding the park and ride scheme in Cambridge.
- 5.38 A recommendation within the Cambridgeshire Local Transport Plan and the Cambridge to Huntingdon Multi-Modal Study (CHUMMS) considered the implementation of a guided bus scheme within the city. The use of the disused Cambridge - St. Ives railway line has been proposed for a guided track-way along the route between St. Ives and Cambridge and once in the city the bus will travel on roads.
- 5.39 The scheme, formerly named SuperCAM, was being promoted by a partnership between Stagecoach, Rapid Transport International and Gallagher Estates, working with Cambridgeshire County Council, the Local Authorities, Central Government and the Government Office for the East of England. Recently, the control of the scheme has been taken over by Cambridgeshire County Council, who is working closely with Gallagher Estates. The new Rapid Transit scheme will utilise the same route as the SuperCAM scheme, although the route will be available to all bus operators. The scheme is due to go to public consultation in July 2003, with a Public Inquiry expected in 2004. Construction work could begin in 2006 and the service could be running by 2007.
- 5.40 The current plans indicate that the bus is likely to run through Mitchams Corner, travelling south along Milton Road and exiting Mitchams Corner via Victoria Avenue, towards the City Centre.

Highway Modelling Work

Introduction

- 5.41 To assist in the preparation of a development Brief for Mitchams Corner, an analysis was undertaken of the current operation of the highway network and test a limited number of alternative highway design options.

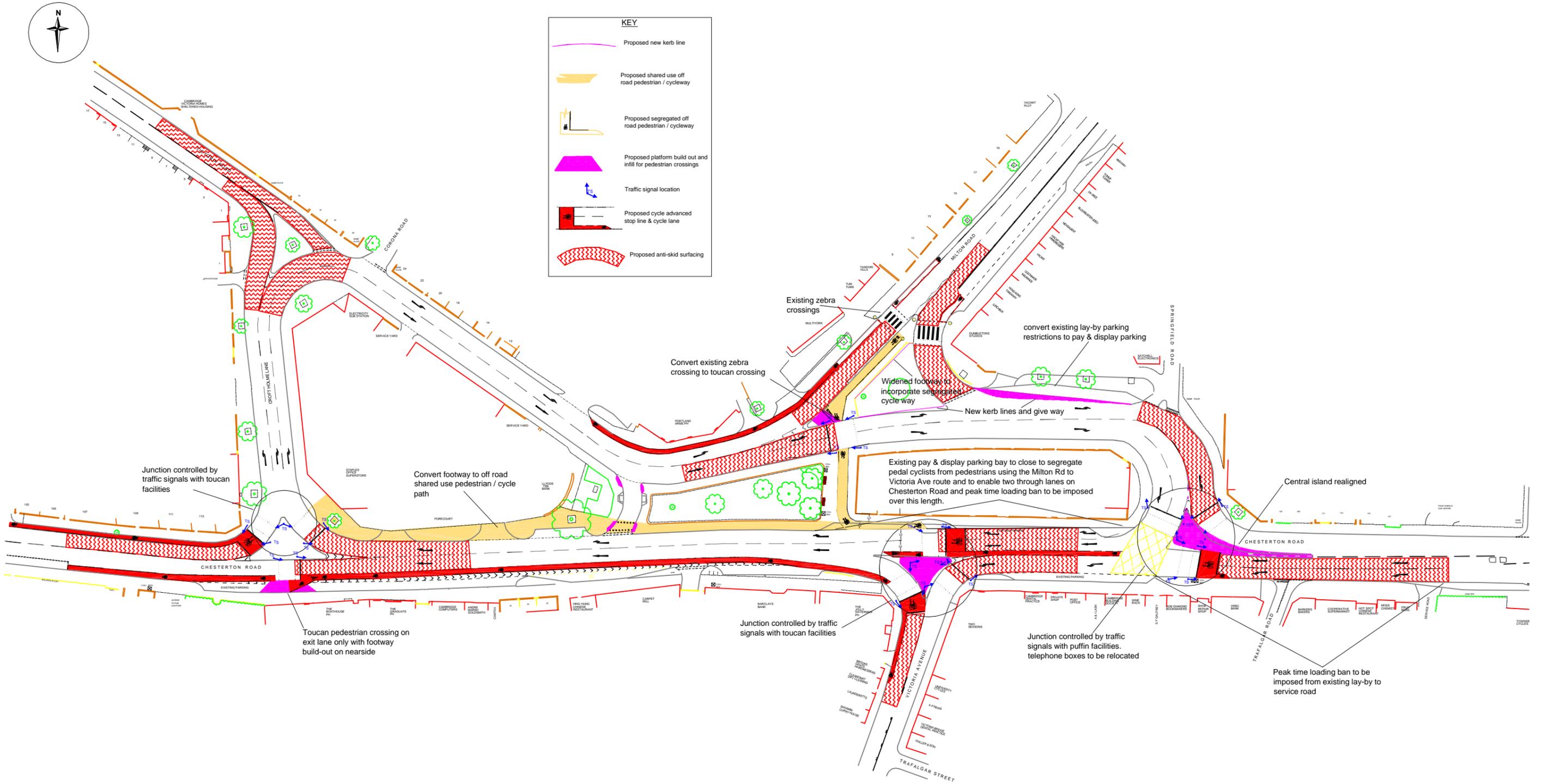
Accident Remedial Scheme

- 5.42 Cambridgeshire County Council has developed proposals for an 'Accident Remedial Scheme' covering the Mitchams Corner area, in view of the dangers that have become apparent for cyclists and pedestrians.
- 5.43 Figure 6, titled Recommended Design Proposals (Option 2) shows the County Council's Accident Remedial Scheme, which went to the Council's Environment and Transport Area Joint Committee on the 4th November 2002.
- 5.44 At the centre of the scheme is a shared use pedestrian/cycleway, which runs around the centre of the gyratory. There are traffic signals at each entry exit point of the gyratory, which also include cycle advanced stop lines and cycle lanes. Each signal controlled point of the gyratory has been designed to operate under a simple two-stage signal arrangement. The signalisation of the approach arms allowed for pedestrian crossings to be placed across all the entry arms and to access the central island of the gyratory at these points.
- 5.45 The County Council undertook statutory consultation on the requisite traffic regulation orders. The scheme has now been implemented.

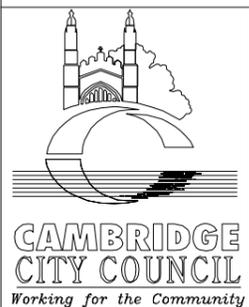
Revised Highway Layouts

- 5.46 Other possible highway layouts have been examined that would reduce the level of severance currently experienced at Mitchams Corner. The computer modelling programme 'VISSIM' has been applied to test the potential options.
- 5.47 The initial tests examined introducing two-way working on either the northern or southern sections of the gyratory, which would have the effect of reducing severance by opening up areas of Mitchams Corner for pedestrians and cyclists. The modelling revealed that due to significant queue development at critical pinch points in the network this type of arrangement could not accommodate. The deficiency of highway space along both the northern gyratory section and Chesterton Road reduces the area available to accommodate appropriate lanes, which results in reduced capacity.
- 5.48 Figures 7 and 8 show VISSIM screen shots of the first two revised highway layouts that were tested. The designs were never designed in AutoCAD due to the options not providing sufficient capacity.
- 5.49 As a consequence of the public consultation, an alternative highway layout was investigated (Test 3), which involved the re-alignment of Milton Road through the central area of Mitchams Corner to tie into Chesterton Road to the west of the junction with Victoria Avenue. This option was examined in more detail than the previous options; as under a preliminary assessment, it appeared to be the most appropriate alternative highway arrangement. The modelling and design work undertaken revealed that even with this arrangement, capacity was being severely constrained, which resulted in unacceptable delays and queues.
- 5.50 Figure 9 shows a preliminary design of Test 3, described above.
- 5.51 As part of the modelling exercise, the County Council's 'Accident Remedial Scheme' was also examined and compared favourably with the above highway option tests.
- 5.52 A fourth test, known as Alternative Gyratory Scheme, was then run. This test involved the closure of Victoria Road between the junctions with Croft Holme Lane and Milton Road, to traffic, with the exception of local access.
- 5.53 The preliminary design of the 'Alternative Gyratory Scheme' is shown in the drawing at figure 10. A table showing the potential advantages and disadvantages of the scheme is set out below.

North Point



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AGENDA
ITEM

Chesterton Rd / Milton Rd / Victoria Ave (Mitchams Corner Gyratory)

TITLE

Recommended Design Proposals (Option 2)

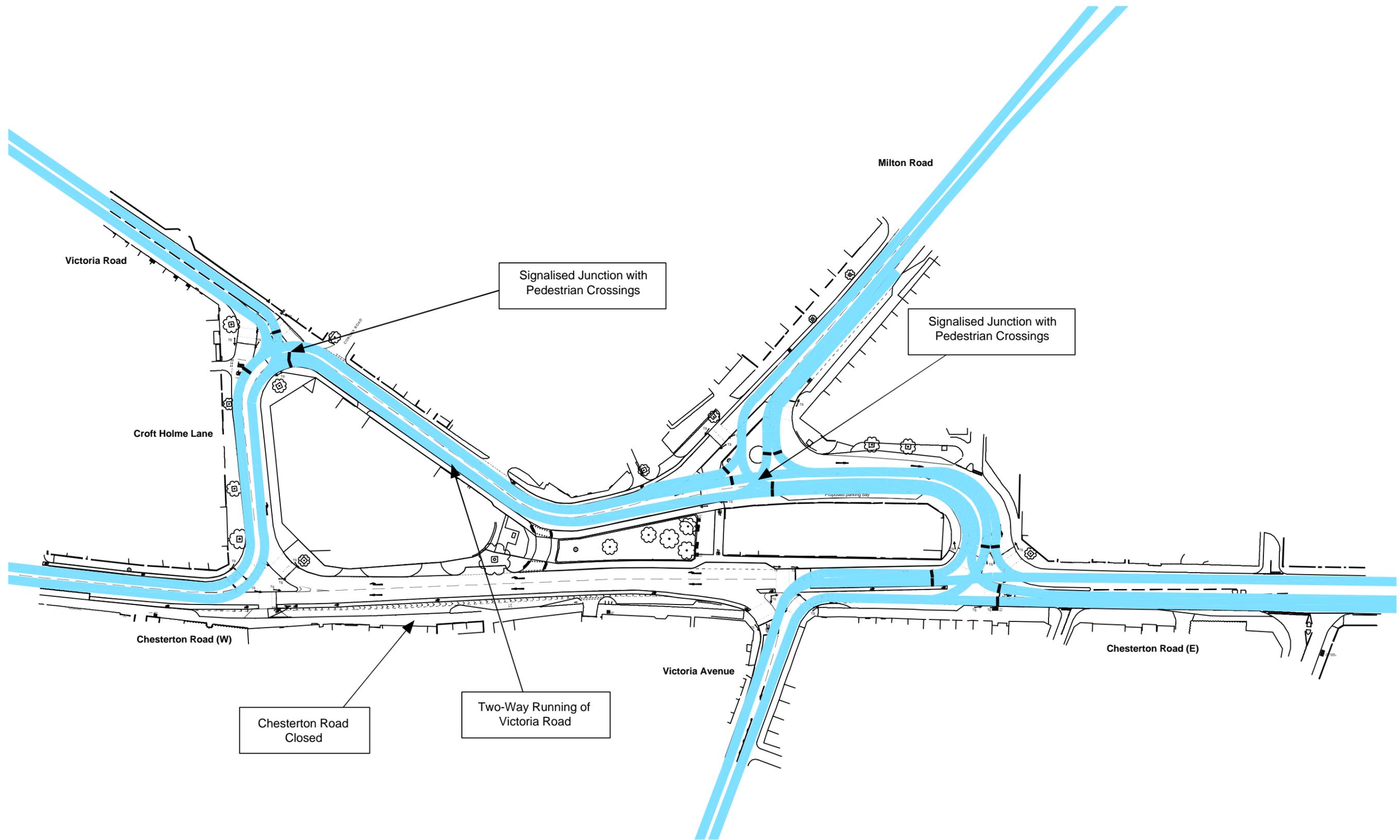
SCALE

NTS



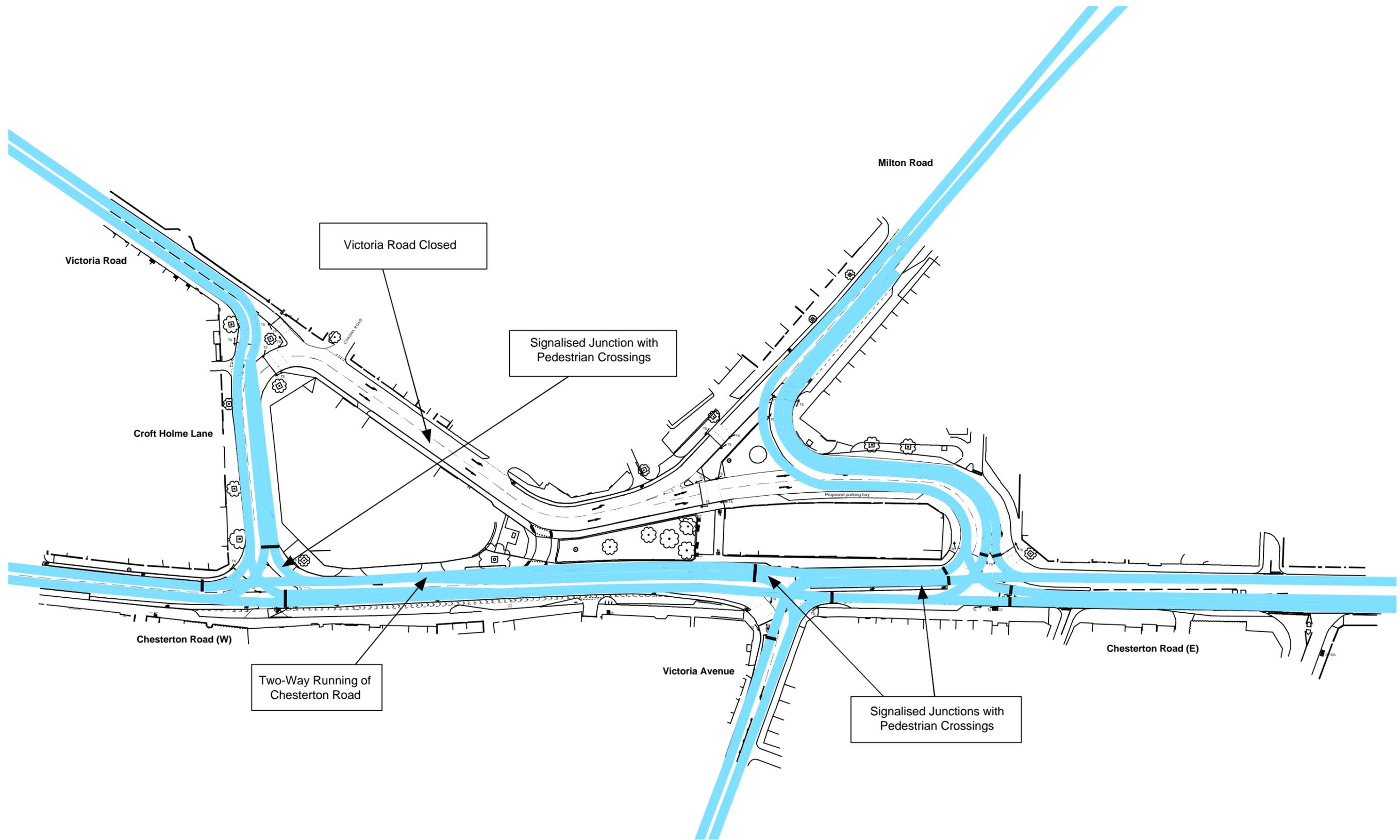
ENVIRONMENT AND TRANSPORT
DEPARTMENT

Figure 6



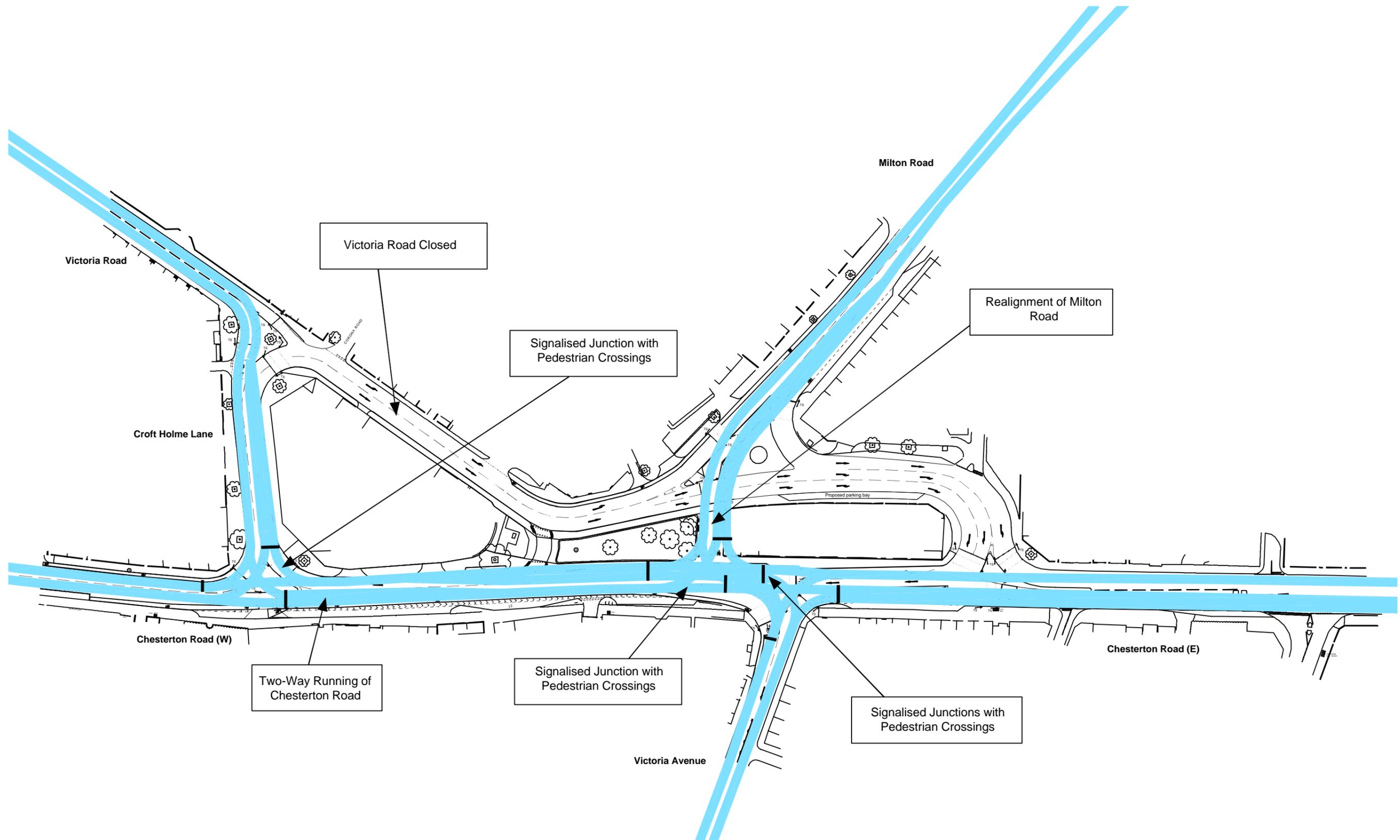
Test 1 - Closure of Chesterton Road between Croft Holme Lane and Victoria Avenue

Figure 7



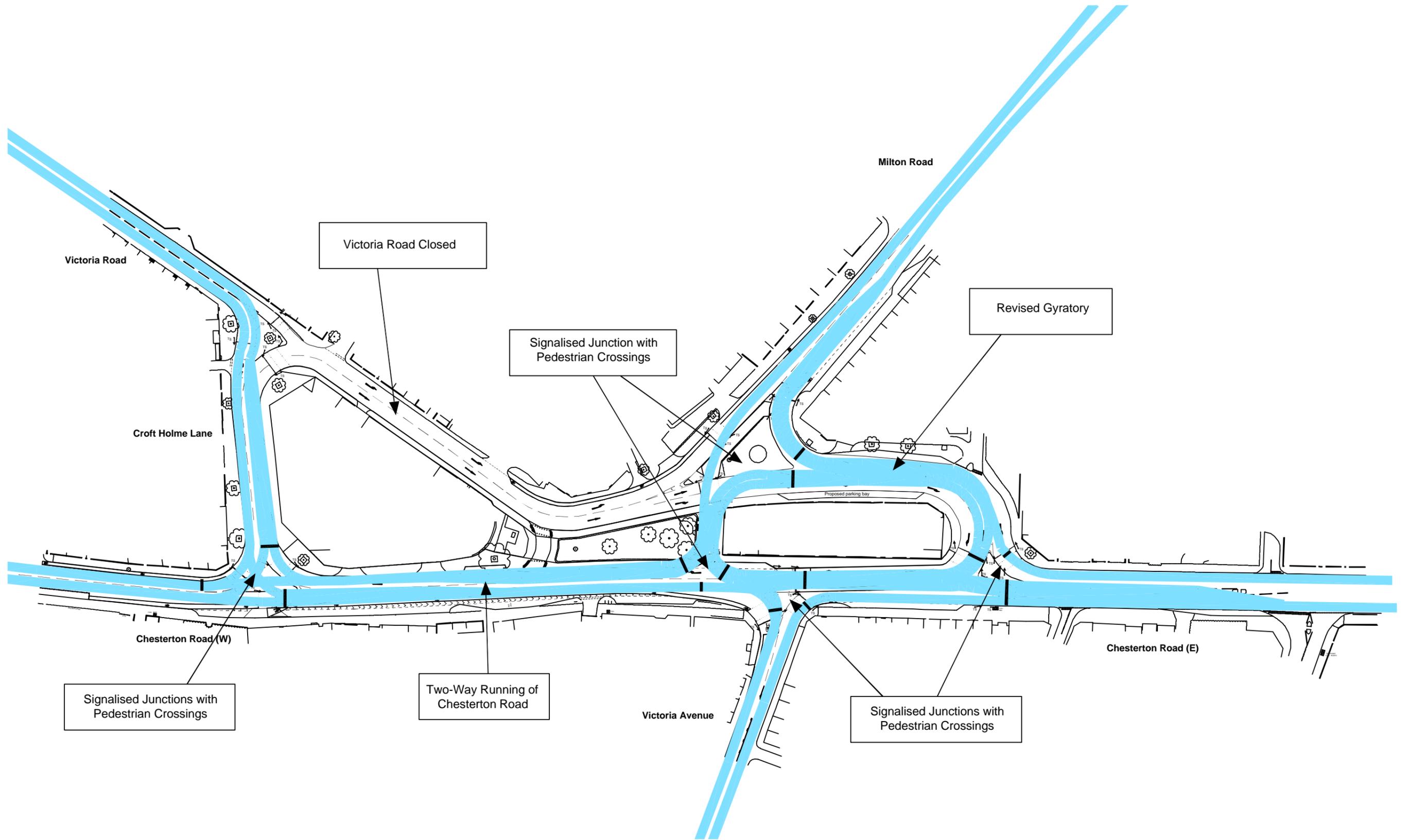
Test 2 - Closure of Victoria Road between Croft Holme Lane and Milton Road

Figure 8



Test 3 - Milton Road realignment with closure of Victoria Road between Croft Holme Lane and Milton Road

Figure 9



**Test 4-'Alternative Gyratory Scheme
 Closure of Victoria Road between
 Croft Holme Lane and Milton Road**

Figure 10

**Mitcham's Corner: Comparison of Alternative Gyratory Scheme to Existing Situation
(including current safety improvements)**

Benefits	Dis-benefits
Overall more efficient operation of the gyratory with a reduction in average queues and delay	
Reduction in total flow along Croft Holme Lane	Increase in traffic along Chesterton Road
Net gain of 259 metres of off-road segregated footways / cycleways (541 metres in total)	Net loss of 378 metres of on-road cycle lanes (77 metres remain)
	Loss of 98 metres of on-street car parking (i.e. approx 16 spaces). 68 metres of on-street car parking remain (i.e. approx 11 spaces)
Net increase of 4 signalised pedestrian crossing points (14 in total)	Previous public opinion has been against the introduction of traffic signal control. The alternative gyratory scheme increases traffic signal control as compared with the existing situation (with improvements)
Reduced severance, particularly in the north west section of the gyratory, by the removal of 120 metres (approx 960 square metres) of carriageway	Increased severance for Nos. 133-155 Chesterton Road at eastern end of the current gyratory island
Maximum distance to walk to a signalised crossing point (within the gyratory) has been reduced from 107 metres to 70 metres	
Shorter distances between signals - easier to co-ordinate to reduce delays	
Reduction in average journey length through gyratory	
Potential for better co-ordination of signals to aid public transport movement through the junction	
	Safety perception of two-way operation along Chesterton Road.
More pedestrian / cyclist friendly linkages between the Staples / Multi-York potential development sites and other facilities around Mitcham's Corner	
Relocation of the Staples and Multiyork accesses away from a busy road	
Ability to plan for the redesign/redevelopment of Staples and Multiyork sites without constraint of Gyratory system. Enables more sensitive design solutions (including frontage development).	
	Loss of green space in centre of existing gyratory island to accommodate gyratory link

- 5.54 This scheme has been analysed through a capacity assessment which suggests that the resulting queues and delays are overall slightly improved compared to those experienced under the existing situation (i.e. including the accident remedial measures). The modelling work has therefore identified a scheme with the potential to reduce severance, but it will need to be the subject of detailed design work before it can be confirmed that it can successfully be implemented, and any revised scheme will need the support of the Highway Authority (Cambridgeshire County Council) in relation to design, timing, funding and impact on the highway network before it could be implemented. At this stage it would be inappropriate to approve planning permission that could prejudice the implementation of the Alternative Gyratory Scheme, and this is considered further in Section 8.

6.0 VISION AND OBJECTIVES FOR THE AREA

6.1 In the light of the analysis of the character of the area, the key issues, and informed by the responses to the public consultation exercise and existing policies of the Local Plan, the overall **Vision** for Mitchams Corner can best be described as being:

To enhance the overall quality of the environment whilst maintaining the vibrancy of the local centre and encouraging redevelopment schemes that help to restore the architectural integrity of built form.

6.2 This broad vision can be translated into the following specific **Objectives**:

- **Retain the open river frontage and maintain access to the River**

6.3 The quality of the riverside setting is a major attribute for the area. It will be especially important for redevelopment opportunities in locations prominent from the River to achieve high standards of design. Development that would serve to reduce the sense of openness alongside the River should be avoided, and where redevelopment occurs, the opportunity should be taken to enhance views of the River and adjoining open space.

6.4 Access to the riverside currently exists on the south bank, whilst the north bank retains a number of active boathouses. The Council would wish to avoid development proposals which would either directly or indirectly restrict or encumber safe access to the River either for pedestrians or users of the boathouses.

- **Enhance the role of Mitchams Corner as a local centre**
- **Retain and enhance the small scale mixed-use character of the centre (and good balance of local facilities)**

6.5 Mitchams Corner performs an important neighbourhood retail and service function, which is an essential ingredient in terms of the 'sustainability' of the area. It is important that this function is not eroded by piecemeal changes of use which erode this function. In accordance with Local Plan Policy SH14 and PPG6 (para 3.18), new retail development that is in keeping with the scale and function of the Mitchams Corner Local Centre will be encouraged. Furthermore, however, development that would lead to the loss of existing facilities falling within Classes A1, A2 or A3 of the Town and Country Planning (Use Classes) Order, or other uses which similarly provide an important local service, should generally be resisted.

6.6 The character of Mitchams Corner derives in no small part from the variety of small scale shopping and service facilities, essentially serving a local neighbourhood function. Large individual stores, such as Staples and Multi-York, are alien to the character of the area. It is not considered that it would be practical, reasonable or indeed necessary to set floorspace limits on the scale of new retail development within the local centre, but it will be important for any new retail development proposal to demonstrate that, in architectural and design terms, the proposal is sympathetic in terms of scale and massing with the prevailing character of the centre. For larger units this may involve a façade design that suggests physical separation into a number of units, even if the retail floorspace behind forms one unit.

6.7 The provision of a neighbourhood food outlet would in principle be appropriate within the Mitchams Corner Local Centre, although any proposal will need to be accompanied by a retail impact assessment in accordance with guidelines in PPG6.

- **Retain and enhance the predominantly residential character of the area outside the local centre**
- **Grasp opportunities for sustainable residential development**

- 6.8 Mitchams Corner is characterised by some relatively large and complete areas of late 19th Century/early 20th Century housing which is generally good quality, medium to high density, and set in a relatively attractive part of the City in terms of environment and access to facilities. The quality and architectural integrity of these existing residential environments should be protected.
- 6.9 There are in addition a number of potential development sites where opportunities will exist to secure new residential development, either as part of mixed-use schemes within or adjacent to the Local Centre, or outside the Local Centre, where new residential development would make a valuable contribution to broader strategic planning requirements to make best use of land within the City to meet the need for more (affordable) housing. Access to the City centre (particularly by non-car modes), facilities at Mitchams Corner and employment opportunities generally within the City makes this a highly sustainable location for additional housing since shorter distances will be travelled to access jobs and services.
- 6.10 Ensuring new housing contributes to sustainable development is not simply a matter of location however. The details of schemes will also need to consider the potential for sustainable design solutions and all developments will be expected to accord with the City Council's Sustainable Development Guidelines (see also section 7 below).
- **Improve accessibility to open space**
- 6.11 The northern half of the Brief area has been identified by the Council as being deficient in open space, and the results of the public workshops confirm that access to children's play facilities in particular can be difficult. Redevelopment opportunities will need to contribute to access to open space and facilities (see sections 7 and 8).
- **Guide future development to restore the architectural balance of the area**
- 6.12 An important objective for all redevelopment proposals within the Brief area will be to contribute towards the restoration of the architectural integrity of the area, by means such as the 'repair' of damaged frontages, the use of appropriate materials and architectural styles, ensuring that the scale and massing of new development is in keeping with the site context, and via the removal of existing buildings which are at odds with the characteristic scale and grain of the area. This does not mean that innovation in design should be stifled, or that only traditional approaches are acceptable, but it does mean that close attention needs to be paid in the design stages to ensuring that new development addresses and complements the local context (design issues are explored further in Section 7).
- **Reduce traffic domination and improve the environment for pedestrians, cyclists and residents – provide a better balance in terms of space for people compared to space for traffic**
- 6.13 In preparing this Brief, considerable attention has been given to the potential of revising the existing gyratory system with a view to calming traffic, improving safety and accessibility, and if possible reallocating road space to other uses (section 5 above provides further details).
- 6.14 Although the conclusion of the analysis is that with current levels of traffic in the area, and with the need to ensure reasonable safety for all users, removal of the gyratory system in its entirety is not feasible, this does not mean that the general objective of reducing the perceived dominance of traffic and improving the quality of the environment for non-vehicular traffic is any less important.
- 6.15 However, the transport modelling does suggest that it may be possible to remove a substantial part of the gyratory system (the Victoria Road link between Croft Holme Lane and Milton Road) whilst maintaining a reasonable traffic flow and facilities for cyclists and pedestrians. Although traffic could not be removed from the Victoria Road section in its entirety, it could be downgraded to provide a 'no through route' for local access only, and with a surface treatment to give priority to cyclists and pedestrians. Significantly, the revised arrangement would also allow the Staples and Multiyork sites to be redeveloped in a manner

consistent with the objectives of the Brief, both in terms of providing discreet vehicular access and allowing high quality schemes that properly address the street frontages.

- 6.16 The City Council is committed to ensuring that the potential for implementation of the revised gyratory system is not prejudiced by piecemeal or inappropriate development. It will seek to work in conjunction with the County Council, the landowners of the Staples and Multiyork sites (see also Chapter 8), and other relevant partners to secure the provision of the revised highway arrangements.

- **Improve the street environment and eliminate the sense of dereliction**

- 6.17 Sympathetic redevelopment of a number of opportunity sites within the Brief area are to be encouraged, and will potentially makes a significant contribution to enhancing the street scene and removing the sense of dereliction brought about by vacant and underused land. Elsewhere smaller scale general improvements to the street scene will be sought (see also Section 7).

- **Improve opportunities for sustainable travel**

- 6.18 Broader issues of sustainable transportation are considered within the Cambridgeshire Local Transport Plan and Northern Corridor Area Transport Plan. The Accident Remedial Scheme prepared by Cambridgeshire County Council for the gyratory system also includes the introduction of pedestrian and cycle facilities which should assist non-vehicular travel.

- 6.19 Within the Brief area, new development opportunities should take into account the desirability of increasing permeability through the area for non-vehicular modes of travel, of decreasing reliance on the car (for example in terms of avoiding excessive provision of car parking) and of enhancing the environment for non-car users (see also Section 7).

- **Provide for enhanced safety within the environment**

- 6.20 The objective of improving safety relates not only to road users and pedestrians, but more generally to the environment as a whole. For example, new development should have regard to 'secured by design' principles and should address and provide active frontages to public spaces and public routes.

- **Preserve and Enhance the Central Conservation Area**

- 6.21 Preservation and enhancement of the Conservation Area is a statutory requirement for any proposals in or adjacent to the Conservation Area.

- **'Seek to retain existing mature vegetation that contributes to the street scene and realise opportunities for the provision of new planting as part of any new development.'**

- 6.22 The area covered by the Brief is recognised as being deficient in mature vegetation, such vegetation should be retained where practical and redevelopment opportunities should incorporate new planting.'

7.0 GENERAL REQUIREMENTS FOR DEVELOPMENT

7.1 This section sets out the general requirements that will be required in connection with all new development within the area of the Brief (including where appropriate changes of use of existing buildings). In addition to the requirements of this Brief, development should also have regard to other relevant policy guidance and the Council's Local Plan (references to other relevant policies are made wherever possible, but this should not be taken to be exhaustive).

(i) Contribution to the Vision and Objectives of the Brief

7.2 All new development within the Brief area will be judged in relation to the defined vision and objectives for the area, as set out in Section 6 above, and as shown on Figure 11. Applicants will be expected to demonstrate how the proposed development contributes to securing these objectives. Development contrary to the vision and objectives will normally be refused.

(ii) Design Considerations

7.3 The accompanying Figure 11 shows in diagrammatic form the main physical objectives for the area. Principal elements are:

- The restoration of important development frontages within and adjacent to the residential character areas, to complete street scenes, and the provision/retention of active commercial frontages (i.e., those that help to create activity and provide visual interest) within the Local Centre.
- The identification of 'green' gateway sites – this is an area of the City where mature tree cover is relatively limited. Within the Brief area, there are a number of development opportunities on the approaches to the Local Centre where opportunities exist to maintain and enhance existing vegetation on both sides of the approach road. The Council will give consideration to the making of Tree Preservation Orders to protect existing trees at these gateway sites, and will encourage complementary planting and 'greening' of the urban environment in any new development. During the preparation of the Brief, it is noted that on the western approach along Chesterton Road, vegetation has already been removed from the site of the Old Spring Public House car park. The Council will encourage suitable replacement planting and the retention of existing vegetation at this site.
- The removal of existing development which is considered to be have an adverse impact on the character and appearance of the area.
- The further examination of opportunities to 'downgrade' the prominence of the gyratory system in the vicinity of Victoria Road, via redistribution of traffic (see Sections 5 and 8).
- The long-term protection of opportunities to enhance permeability, particularly for pedestrians and cyclists, to the north of the gyratory system, partly to decrease the need for 'vulnerable' road users to travel through the area, and partly to improve in the long-term accessibility by non-car modes to the substantial areas of land lying between Victoria Road and Gilbert Road.

7.4 In addition to the above, it is the Council's overall objective to encourage development that will complement the qualities of the individual character areas identified on Figure 4 and described in section 4.

(iii) Density of Residential Development

7.5 The Brief recognises the wider strategic advantages of encouraging further opportunities for sustainable residential development within the area. In order to ensure that efficient use is made of development opportunities, it is important to have some guidance on residential density, but this should not be taken as being prescriptive. On many infill and redevelopment sites within the main residential character areas, layout and form (and hence density) is likely to be largely dictated by the need to integrate development within an existing, well established pattern.

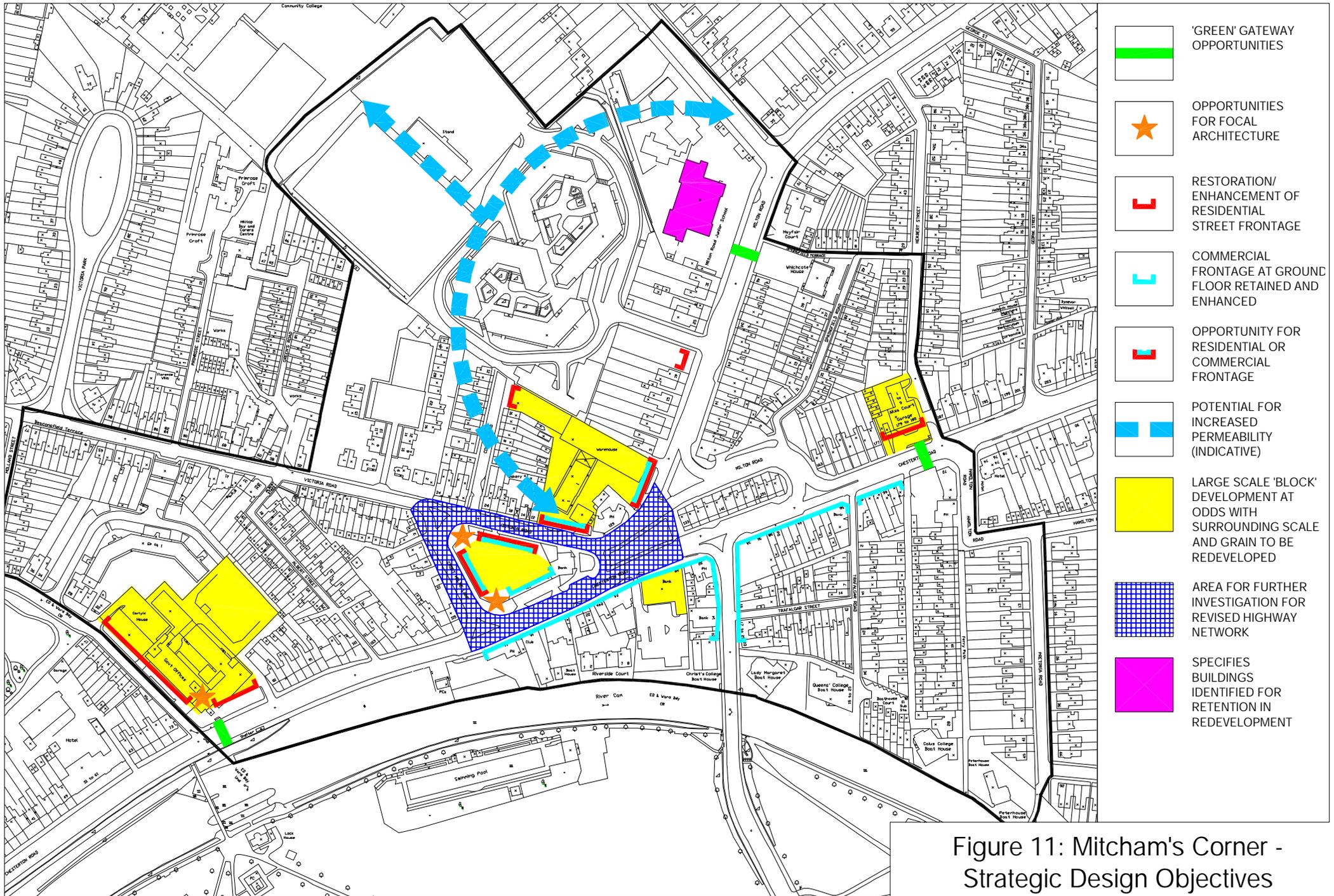


Figure 11: Mitcham's Corner - Strategic Design Objectives

- 7.6 The Council will expect applications for planning permission to make the most efficient use of land, consistent with Deposit Draft Local Plan and the vision and objectives of the Brief, local character and any particular design constraints on each site.

(iv) Affordable Housing

- 7.7 The provision of affordable housing within the Cambridge Sub-Region has been identified as a particular priority in strategic plans. The Council will expect all development to accord with its most up to date guidance on the provision of affordable housing. The current requirement is 30% of the site area (or 30% of residential units) in all new residential development of 20 or more dwellings or on sites of more than 0.5 hectares (see Policy H07 of the Local Plan).

(v) Car/Cycle Parking and Servicing

- 7.8 Appendix 6 of the adopted Local Plan sets out a wide range of parking standards for different forms of development. Mitchams Corner is identified as falling within an area of high public transport accessibility, and is in part within the Controlled Parking Zone (see pages 277-278 of the Local Plan). For the avoidance of doubt, all commercial development within the Brief area will be considered in relation to the Controlled Parking Zone policy, which seeks to restrict car parking generally to the operational maximum. All development will need to provide appropriate servicing, refuse storage and collection facilities and recycling facilities.

- 7.9 In the light of government policies to reduce car dependency to make more efficient use of land, the standards set out in Appendix 6 of the Local Plan will be applied as a strictly maximum standard. In addition, within the Brief area, a lower standard for general residential development of a maximum of 1 space per unit (irrespective of size) will be applied. There will be some locations (particularly smaller-scale developments within the Local Centre) where the Council will seek zero parking. Section 8 identified those sites already identified where this would be appropriate.

- 7.10 Disabled parking for non-residential developments should be provided in accordance with the Council's standards.

- 7.11 The layout of parking in new development should take into account the desirability of reducing the visual impact of cars. Discreet garage/parking courts located to the rear of frontage development will be sought.

- 7.12 Secure cycle parking to standards and requirements set out on pages 127 to 129 of the Deposit Draft Local Plan should be applied to new development within the Brief Area.

(vi) Open Space Provision

- 7.13 Despite the proximity of Jesus Green and the Common, the northern parts of the Brief area are identified within the Local Plan (see page 250 of that document) as deficient in terms of accessibility to open space. With the exception of the City Football Club and Milton Road School Site (see Section 8), opportunities for providing new open space within the Brief area are limited.

- 7.14 The Council has adopted Supplementary Guidance on the provision of open space in new developments, and all new development will be expected to comply with the provisions set out therein. The Council's clear preference will be for appropriate open space to be provided on-site, particularly in the areas identified as being deficient. Where this is not practical, however (for example in relation to smaller development sites), off-site contributions will be required. The Council's Parks and Recreation section has identified various options for improving open space in the area, to which the commuted sums will be put.

(vii) Shopfronts, Advertisements and Signage

- 7.15 The Council has published supplementary planning guidance on shopfront design (The Cambridge Shopfront Design Guide 1997). The Local Plan sets out relevant policies at BE16-BE24, and any proposal for new commercial development in the Local Centre should be formulated in the light of that policy guidance.
- 7.16 Of particular significance in the Mitchams Corner area will be the need for:
- New commercial development to recognise that the growth of Mitchams Corner as a commercial centre occurred after significant parts had already been developed for housing, and that the commercial uses occupied former residential properties. This has resulted in the relatively narrow width of shopfronts being maintained. New development should respect the grain of development that still characterises much of the area.
 - The Local Centre thrives on activity to sustain it – ‘dead’ commercial frontages (i.e. those that provide no interest for passers by, such as service areas or blank shopfronts) in a small centre such as this reduce the perception of vitality, and should be avoided on public routes.
- 7.17 The Council will discourage prominent forms of advertising (e.g. brightly illuminated signs or large poster/hoarding advertisements) within the defined residential character areas. Within the Local Centre particular regard should be had to policies BE19-BE21 of the Local Plan.

(viii) Sustainable Development

- 7.18 The Council has adopted Supplementary Planning Guidance on Sustainable Development and its application in the development process. The Council will expect all new development to have regard to these guidelines.

(ix) Developer Contributions

- 7.19 The Council has adopted a Planning Obligation Strategy as Supplementary Planning Guidance, which sets out requirements for transport, open space, community facilities, education, public realm improvements and public art in new development. The Northern Area Corridor Transport Plan requires financial contributions to mitigate the impact of development on the local transport infrastructure.
- 7.20 Any development within the Brief area will have to comply with the Council’s Planning Obligation Strategy.
- 7.21 At Mitchams Corner, this Brief has identified a particular issue in terms of the need for street scape and environmental improvements at a local scale, relating both to the highway network and the overall dominance of hard-surfacing and highway infrastructure, and to other aspects of the built environment.
- 7.22 The Council’s Planning Obligation Strategy includes provision for new commercial development within the City Centre to contribute to ‘wear and tear’ in the Public Realm which arises as a result of increased patronage to the City from new commercial development. On the basis that such development directly contributes to that wear and tear, and directly benefits from the quality of the urban environment, a contribution is sought from any development which increases daily trip generation by all modes by more than 50 trips.
- 7.23 A similar situation exists at Mitchams Corner, on a more local scale – all new development within the Brief area will place additional strain on the existing urban fabric – its roads, footpaths, facilities, and open spaces – whilst all new development benefits from investment in the quality of the urban area.
- 7.24 The combined effect of the land-use proposals in this Brief would see a significant intensification of development across the Brief area. To accommodate the increased pressure on the public realm, the Council will accordingly seek a contribution towards physical

enhancement schemes from all new development or redevelopment which will result in a net increase in daily trip generation by all modes of 50 trips. The level of contribution required will be £300 per additional trip.

7.25 Schemes that may be implemented with the benefit (in whole or part) of such funding could include:

- Rationalisation where possible of existing street signage
- Replacement of inappropriate/poor quality street furniture with well designed products where appropriate.
- Refurbishment of the Chesterton Road toilets (unless these are redeveloped – see Section 8)
- Resurfacing of pedestrian footpaths/public spaces
- Enhancement of incidental open spaces
- Street scape improvements to Victoria Road in the vicinity of Staples, in the event that the revised gyratory system can be provided

7.26 It should be noted that the scale of funding that may be achieved by this method will not be sufficient to enable all of the above to be undertaken on a wide basis, and the primary responsibility for maintaining the quality of the area will rest with the City and County Council's as part of their statutory functions, and of course with individual land owners. Such additional funding will however enable new development to make a reasonable contribution to the maintenance and quality of the area on which it depends.

7.27 Where it can be shown that development is otherwise making a direct contribution towards meeting the objective of the Brief to reduce the physical prominence of traffic and the highway network, no contribution would be sought. Any specific requirements for individual sites identified in this Brief are set out in the following section.

8.0 POTENTIAL DEVELOPMENT SITES

- 8.1 There are a number of potential development opportunities within the Brief area which may come forward within the next few years. The main opportunities identified by this Brief are discussed below, but other development sites may well come forward in the future. Individually, each of these development opportunities could have an effect on the overall character of the area, both in terms of its physical appearance and in terms of patterns of activity and movement. Collectively, however, there is no doubt that the cumulative effect of redevelopment of the various sites identified in this Brief could be very significant.
- 8.2 It is essential, therefore, that certain principles are established regarding the larger or most significant opportunity sites to ensure that the cumulative effect of redevelopment contributes to, rather than detracts from, the wider planning interests established by the Brief.
- 8.3 In addition to the specific guidance for each site below, all development will be expected to comply with the general guidance set out in section 7 of this Brief and, of course, relevant policies from the Development Plan and other supplementary guidance.

Major Development Opportunities

‘Staples’ site, Chesterton Road/Victoria Road and 1 Milton Road (MultiYork)

- 8.4 Although these two sites are currently distinct, both physically and in terms of ownership, the potential redesign of the gyratory system would affect both sites, not only in terms of access arrangements but also in terms of the form of development that may be able to be accommodated. The Brief considers the design and land-use aspects of redevelopment for each site separately first, before considering the highway, access and servicing arrangements jointly.
- 8.5 References to storey heights in the following section should be interpreted as follows: a ‘storey’ equates to a normal domestic floor-to-ceiling height; a half storey refers to the use of roofspace for habitable accommodation, or basements where only part of the structure is below prevailing ground level; plant on roofs contributes and will be counted as a storey or half storey, depending on scale and visibility.
- 8.6 **Staples: Land Use** – The site falls within the designated Local Centre in the adopted Local Plan. Whilst not excluding residential development, the intention of the Local Plan is clearly to promote a range of neighbourhood facilities. Maintaining the vibrancy of Mitchams Corner and the mix of commercial uses is a key objective of the Brief, and appropriate commercial uses need to be protected and enhanced. Accordingly any redevelopment should include commercial uses falling within Classes A1, A2 and A3 of the Town and Country Planning (Use Classes) Order, with a significant element of retail use.
- 8.7 The scale of the current retail use is however out of character. The Brief area predominantly comprises a mixture of smaller units, which mostly derive from former residential properties. The preference therefore would be for a number of smaller units to be included, which would facilitate a mix of commercial uses. If a single commercial unit is proposed, then the design should incorporate a suitable approach which breaks up the façade and respects the prevailing smaller grain of development in the area.
- 8.8 The provision of a neighbourhood food/grocery outlet could be appropriate in principle upon this site. Any such development would need to be justified in the context of guidance in PPG6 relating to the sequential approach to retail development and the requirement for need for the facility to be demonstrated. The acceptability of a food outlet would also be dependent upon acceptable servicing and parking arrangements ensuring that there was no adverse highways safety impact. Use of any such outlet by non car-borne users should be adequately catered for.

8.9 Residential development over a ground floor commercial use could be appropriate and indeed desirable in the context of the overall aims of the Brief, however the residential environment and living conditions for prospective occupants must be acceptable.

8.10 Staples: Design – the key design aspects to be considered are heights, frontages, quality and detailing, as follows:

- Heights should vary – to Chesterton Road, development of 3 to 4½ storeys (based on domestic floor-to-ceiling heights) would in principle be appropriate and in character with the surrounding area, subject to detailed design.
There is also a difficult inter-relationship between any redevelopment of this site and Lloyd's TSB Bank – the Bank has been identified as an important focal feature on the corner of this 'island' site, but its aesthetic appeal would be lost if the scale of new development behind dominated the building. This means that development should reduce in scale towards the Bank to ensure that it has a reasonable setting, and that new development is not over-dominant. Exceptionally, the Council would consider demolition and redevelopment of the Bank as part of a comprehensive scheme, but only where it can be shown that such a comprehensive scheme is required in order to deliver some other over-riding public benefit identified by the Brief, such as the proposed revision to the gyratory system, and where the quality of the replacement building is of equal or greater merit in terms of its impact on the surrounding urban environment as the existing.
- Frontages – this is a difficult site to develop in the sense that it is on an 'island'. The Chesterton Road and Victoria Road frontages are of particular importance, and the design will need to ensure that active frontages are maintained to these important 'public realm' areas. The importance of addressing Victoria Road is heightened by the potential identified in Section 5 of this report for possible downgrading of this link of the gyratory to pedestrian/access only in the future. The opportunity should also be taken, however, to provide for some frontage development to Croft Holme Lane as well.
- Quality and Detailing – This is arguably the most significant site in terms of its visual impact upon the whole of the Brief area. It is centrally located, is adjacent to two of the main approach roads, is prominent from within the Local Centre, and adjoins the Conservation Area. The existing 'block' is alien and unsympathetic to the character of the area. The redevelopment of the site would be welcomed, but not if the design simply replaces one inappropriate structure with another. A quality design is therefore required, which breaks up building mass, provides appropriate detailing, and introduces focal points to the corners of Chesterton Road/Croft Holme Lane and Victoria Road (where, as an exception in the latter case, height on the corner only could be used as a landmark/focal feature). Solutions could either adopt a traditional approach to built form, or taking into account the unusual shape of the site and the need to address multiple frontages, a quality modern design could also be appropriate. Any development proposal should address the street scape to the road frontages as an integral part of the setting of the new building.

8.11 **MultiYork: Land Use** – Although the site falls outside the Local Centre on the Local Plan Proposals Map, it is considered that redevelopment of this site (which has in the past provided commercial/retail uses) provides an opportunity for a mixed-use scheme that will assist in reinforcing the role of the Local Centre with complementary facilities. It is, of course, important that the scale of commercial use is compatible with the character and function of the Mitchams Corner Local Centre i.e. diverse uses and small scale grain, rather than 'bulk' retail. It is expected that the Portland Arms PH will be retained and any redevelopment scheme will therefore need to take into account the continued operation and servicing required in connection with that use, and the need to ensure that the massing and scale of new development does not detract from the positive impact this building currently has in the street scene. Exceptionally, the Council would consider demolition and redevelopment of the pub as part of a comprehensive scheme, but only where it can be shown that such a comprehensive scheme is required in order to deliver some other over-riding public benefit identified by the Brief, such as the proposed revision to the gyratory system, and where the quality of the replacement building is of equal or greater merit in terms of its impact on the surrounding urban environment as the existing.

- 8.12 The preferred use for this site would therefore primarily be for residential redevelopment that takes advantage of the locational benefits of the site in terms of access to the City centre, local facilities and public transport, but which incorporates an element of commercial development (A1, A2 and A3 uses) to the Milton Road and/or Victoria Road frontages, to complement the function of the Local Centre and to provide active street frontages.
- 8.13 A resumption of the former use of a petrol filling station will be actively discouraged – it would not contribute towards the objectives to reduce car dominance, it would be inappropriate in design terms and would represent a poor use of the site in land use terms.
- 8.14 **MultiYork: Design** – The key objectives are to restore the frontages to Corona Road, Victoria Road and Milton Road with development of an appropriate scale/grain, in keeping with the character of the area and neighbouring development. Heights to the frontages will be dictated by the need to ensure compatibility with neighbouring development and maintain/enhance the integrity of the street scene.
- 8.15 It will also be important within the design to ensure that privacy to adjoining properties is respected, and that the scale and massing of development does not result in over-dominance of neighbouring residential units.
- 8.16 **Both Sites: Access/Servicing** – The Council is committed to seeking to secure the objective set out in Section 6 of achieving a better balance between vehicle space and pedestrian/cycle space within the Brief area and within the gyratory system. Highway modelling work undertaken during the preparation of the Brief suggests that potential does exist, subject to detailed testing, to remove Victoria Road from the gyratory system between Croft Holme Lane and Milton Road, enabling this section of highway to be downgraded to local access only, and thereby enabling the redevelopment of both the Staples and Multiyork sites in a manner consistent with the objectives of the Brief.
- 8.17 Residential uses on both sites would benefit from the downgrading of Victoria Road in this way – a safer and more attractive residential environment would be created, and the ability to design development that is not dictated by highway safety issues will improve the utility of these sites.
- 8.18 The Council wishes to work in conjunction with both landowners in terms of finalising the design of the alternative gyratory scheme, and will expect both sites to be redeveloped comprehensively to deliver the revised off-site highway works required. The Council will accordingly expect a detailed design for the alternative gyratory scheme and its associated works to be included as part of any planning application for the comprehensive redevelopment of both sites, and the costs and implementation of the works will be expected to be developer-funded. Only if the alternative gyratory scheme is not shown to be operationally feasible as part of any detailed assessment included within any redevelopment proposal, will the Council be prepared to consider alternative development proposals. Any alternative development approaches must secure high quality and active public frontages to any retained highway..
- 8.19 In order to ensure that frontage development is complete as possible, the preference will be for a single point of access to serve each site. The design of the site layout for MultiYork should also enable a permeable route to be established through the site at a later date, should the opportunity arise (see Design Objectives in section 7). Vehicular access to the rear of properties on Corona Road will need to be maintained.
- 8.20 **Both Sites: Car Parking** – Both sites will be taken as falling within the City's Controlled Parking Zone which seeks to restrict car parking for commercial development to the operational maximum and disabled car parking only. The Council will encourage residential car parking provision below the maximum standard set out in this Brief of one space per unit, due to the location of the sites within the Local Centre.

Ailsa Court

- 8.21 **Land Use** – In accordance with the objectives of the Brief to consolidate and maintain the residential areas outside the Local Centre, and to make best use of opportunities for sustainable residential development, this site should be redeveloped for residential purposes.
- 8.22 **Design** – This is one of the ‘gateway’ sites referred to in Section 7. It is considered that there are essentially two design options for the site. One is the reinstatement of the frontages to Chesterton Road and Herbert Street. The second option would retain the marginal set-back to Chesterton Road provided by the current siting, to allow some semi-mature planting to create a ‘green gateway’ in conjunction with and to complement planting at the Public House on the other side of the road (it is noted that planting has recently been reduced at the Pub, and the Council will encourage its reinstatement).
- 8.23 In either scenario it is expected that landscaping to Chesterton Road should be incorporated as an integral part of the design, whether this be as a communal space or as part of private gardens.
- 8.24 The design of the development will need to respect the privacy of adjoining owners, and avoid development of a scale and mass that would be over dominant and thereby detrimental to residential amenity.
- 8.25 **Access** - Herbert Street appears to provide a suitable means of access at present. Access from Chesterton Road will be discouraged.

St Giles House

- 8.26 **Land Use** – the removal or the reduction of modern office buildings within the main residential areas accords with the objectives of the Brief, and consequently any redevelopment should seek to establish a use that is more in keeping with the residential character. Accordingly the council will discourage proposals for conversion. The preferred uses are therefore residential or residential ‘institution’ (i.e. residential care, nursing home, residential or training college etc). The retention of some office space on site may be acceptable, particularly if this relates to the existing community uses and it facilitates the redevelopment of the site.
- 8.27 **Design** – the key objectives are to repair the street frontages, to remove the existing ‘eyesore’ buildings, and to provide a new development that respects the prevailing character of the area. Heights of buildings to Chesterton Road should reflect the prominence that buildings have historically embraced i.e. 3-5 storeys, but variety in roof heights will assist in adding to visual interest and breaking up the mass of built development (and which could be supplemented by detailing to chimneys or other features)). There is also an opportunity to create a focal/landmark structure on the corner of Chesterton Road/Carlyle Road to enhance views both along Chesterton Road and from the crossing at Jesus Lock. Frontage development generally should reflect the scale and grain of surrounding area.
- 8.28 This is one of the ‘Gateway’ sites referred to in Section 7. Frontage development to Chesterton Road will be an important feature, but the opportunity should also be taken to utilise the space that exists between the established building line and the highway in this location to provide an appropriately managed green space to the Chesterton Road frontage, to complement the parkland on the south side of the road, to provide a setting for existing highway trees, and to allow some additional planting.
- 8.29 **Quality and Detailing** – along with the ‘Staples’ site, this is one of the most prominent sites in the area, fronting on to Chesterton Road, and subject to views from Jesus Green and the Conservation Area. Redevelopment of the existing site is to be welcomed, but only if the new development is in keeping with and contributes to the objectives of the Brief. The quality of the design will therefore be of major importance, in particular with regard to the manner in

which the mass of built development to Chesterton Road is managed, which will need to respect the scale, grain and vertical emphasis of existing historic frontage development.

- 8.30 **Access/Servicing** – It will be preferable for the main access to the site to be from Carlyle Road, to minimise the number of access points to Chesterton Road. However, it will also be important to maintain access to the rear of properties fronting Chesterton Road (Nos. 81-93) which may require some limited direct access.

Cambridge City Football Club and Milton Road Primary School

- 8.31 Although these two sites are in different ownership and are physically distinct, they are treated together in this Brief because it is considered that there could be significant advantages in a comprehensive scheme.
- 8.32 Cambridge City Football Club are investigating the possibility of relocating elsewhere in the City, which would obviously render the current ground and car park available for redevelopment. The County Council is investigating the possibility of relocating the School to the Ascham school site.
- 8.33 There are a number of issues that have an impact upon the development potential of both sites. The adopted Cambridge City Local Plan identifies the existing football clubhouse and ground as providing open space of recreational importance, and Policy NE6 seeks to prevent the loss or partial loss of such facilities. The site falls within an area where there is an identified lack of open space, an assessment supported by the results of consultation on this Brief (particularly in terms of children's play space). It is recognised that as it stands, the existing football club is of little recreational benefit to the majority of the community, and the replacement of the facility elsewhere within the City will not result in an absolute loss of a facility to the City as a whole. It is also recognised that at present the location of the site to the rear of the Westbrook Centre does not make it particularly accessible, and as such there will clearly be a limit on the usefulness of any open space provided to the rest of the community. However, there are few opportunities within the Brief area for open space provision elsewhere, and redevelopment for residential purposes will simply exacerbate under-supply unless adequate provision is made on-site.
- 8.34 It is understood that any redevelopment of the Football Club site can be serviced via the Westbrook Centre. This is not however necessarily the most attractive solution either for occupiers of any new development, or potentially for the owners/occupiers of the Westbrook Centre, since it would be likely to involve more and regular traffic through that site.
- 8.35 Turning to the School site, it is not the purpose of this Brief to examine the educational case for relocation. From a planning perspective, however, the existing school buildings are of significance in two respects. Firstly they are considered to be of local architectural merit, worthy of retention at least in part, and secondly they offer a dual purpose in terms of acting as a focus for community activity. Policy CS1 of the Local Plan seeks to prevent the loss of existing community facilities. Although the education facility itself will be replaced, this will be to a site that is less immediately accessible, and there will still be a net loss of a building available for local community use.
- 8.36 As stated in Section 2 of this Brief, although there is no identified shortage of community facilities in this area, the potential need for additional facilities as a result of increased residential use generally has been identified. This Brief therefore needs to ensure that if significant new residential development is to occur in the area (and potentially the redevelopment of the football club could provide a significant number of new units), then retention of the existing facility offered by the Milton School is particularly important.
- 8.37 In accordance with the wider objectives of the Brief to protect opportunities for greater permeability in this area, the Council would also wish to ensure that any redevelopment of the School site enabled the possibility of a future link to the land to the rear, as a strategic objective (see Section 7).

- 8.38 The desirability of retaining the main school building (as identified on Plan 4) has a significant impact upon the amount of land available for development on the school site, and the requirement to maintain the possibility of a pedestrian/vehicle link to the rear will similarly have an impact (albeit to a much lesser extent) upon the form of development.
- 8.39 If developed independently, then the appropriate **land uses** and main principles for these sites would be:
- 8.40 Football Club: Residential with on-site open space to meet the Council's adopted standards. In addition to on-site open space, the Council would not wish to grant permission for redevelopment involving the loss of the existing recreational facility unless an equal/improved facility can satisfactorily be provided elsewhere in the City (required to justify an exception to Policy NE6).
- 8.41 Milton Road School: The Council recognises that it cannot require the continued operation of the school, but that does not mean that the Hall itself should not continue to have a positive role as a facility for the local community, either in public or private use. The Council will expect any development scheme to make provision for re-use of the retained building for community purposes (with open space), and it will expect any application to consider in the first instance the potential for continued public management of the facility. The Council may accept a limited element of small-scale commercial development within the retained building (for example within the classrooms or ancillary storage areas) although the scope to satisfactorily integrate any particular use will need to be demonstrated as part of the detailed proposals for re-use, and be subordinate to the primary use for community purposes.
- 8.42 It should be noted that the existing building is not Listed nor does it fall in a Conservation Area, and hence the Council's power to control demolition is ultimately limited. The Council will, however, take into consideration any exceptional costs arising as a result of retention of the existing hall into consideration when negotiating with applicants upon the other requirements that would normally be required in accordance with the Council's supplementary guidance on planning obligations (see Section 7).
- 8.43 On the remainder of the site, the Council considers that residential use would be the most appropriate in terms of the wider aims of the Brief.
- 8.44 In terms of **design requirements** for these sites, the considerations are as follows:
- 8.45 Football Club: This is a unique site in the Mitchams Corner area in the sense that it is the only major redevelopment opportunity so far identified where the main requirement is not necessarily to reflect existing, well established patterns of development. It is isolated from adjoining areas by the Westbrook Centre, and it is a site of sufficient scale to justify establishing its own, distinct character. This does not mean that a lesser quality of development is acceptable. However, the absence of an existing distinct character does provide greater flexibility in design terms. Factors to be taken into consideration will be a need for new development to be afforded appropriate privacy from the adjoining office development, and it will also be important to ensure that residential uses are not dominated by the Westbrook Centre. It is likely that a transition in height will be required from areas adjoining the Westbrook Centre, where taller buildings would not be out of place, to a more traditional two-storey scale where development backs onto existing properties at Green's Road which are close to the edge of the site.
- 8.46 The Council's recently adopted guidelines on sustainable design show a commitment to introducing greater efficiency into the design and construction of all new development. The flexibility in terms of choice of materials, siting, and the design of individual properties that this site allows is a rare opportunity in the City. The Council will expect development of this site to exhibit the highest standards of 'environmental awareness', and will expect any application for planning permission to include proposals for:
- Facilities for home-working, to reduce travel needs

- Reduced energy consumption via use of high performance insulation
- Optimisation of solar gain through layout, design and orientation of buildings
- The potential for use of solar energy and other renewable sources
- Design (external and internal) that reduces energy consumption
- Facilities for recycling of water and rubbish
- Encouraging 'green' travel through an enforceable travel plan
- Generous and publically accessible open space provision, including childrens' play facilities

8.47 Milton Road School: There are two key design requirements. Firstly, as one of the 'gateway' sites referred to in Section 7, the retention of a 'green' frontage to Milton Road will be important. Existing tree cover should be retained and enhanced. Secondly, it is important that any new development adjoining the existing school hall is sympathetic in terms of scale, design and materials.

8.48 The Council cannot prevent separate applications for these two sites coming forward, but it is of the view that the maximum benefit, both in terms of the interests of the owners themselves and the wider community, stems from a complementary scheme, which would provide:

- An alternative access to the Football Club site for vehicles and non-car modes rather than through the Westbrook Centre (and which would reduce the overall extent of traffic needing to pass through the remainder of the Westbrook Centre site);
- Appropriate and accessible childrens' play facilities either in association with the future use of the retained buildings or with any residential development on the remainder of the site ;
- Retention of the School Hall for community use as part of the wider development opportunity.

8.49 The Council will seek to work with the three major landowners concerned (Cambridgeshire County Council, Westbrook Centre, and Cambridge City Football Club) regarding the potential for an integrated development in the light of the above. It will in particular seek to discuss with the County Council Education Department the possibility of providing a pedestrian link to the Chesterton Community College as part of the overall scheme.

8.50 This Brief has not specifically considered redevelopment of the Westbrook Centre – it is assumed that in the short-medium term the existing use will remain. The Council would however support redevelopment proposals that reduced the scale of office development on the site and reintroduced permeable routes through the area as part of any longer-term redevelopment.

Other Potential Development Opportunities

Chesterton Road Toilets

8.51 As a result of initial consultation on the Brief, the possible removal or relocation of the Chesterton Road toilet block was raised as an issue. Concerns included issues of visual amenity and public safety/disorder arising from the current situation.

8.52 Chesterton Road forms part of the Cambridge ring road, and as such, the Council considers it important that facilities convenient for the motorist are retained along Chesterton Road. With this restriction in mind, there is unlikely to be any realistic opportunity for relocation (other than potentially to St Giles House site in the event of redevelopment there).

8.53 The site is allocated in the Local Plan as falling within the Local Centre, and adjacent to an area of public open space. An opportunity could exist for redevelopment of the toilet facility on-site, as part of a commercial project to provide an associated use such as a river-side restaurant. Such a facility would be complementary to the Local Centre, and could provide a new toilet facility as an integral part of that development. It would also allow CCTV to be

introduced to provide greater security for the toilets and the recycling facility. Limited car parking could be provided in conjunction.

Nos. 14-18 and 17-21 Victoria Avenue

- 8.54 The preferred use for these sites would be commercial at ground floor, reflecting their previous/current use and role within the overall context of the Local Centre, with residential at first floor and above.
- 8.55 It is recognised that in refusing proposals for redevelopment of both these sites in the recent past, the City Council has not previously raised the issue of retention of commercial uses at ground floor, nor does Local Plan policy on Local Centres specifically prevent loss of commercial uses. In the context of this Brief, however, the function of Mitchams Corner as an important local centre offering a diversity of local services has been highlighted. The progressive loss of existing facilities by redevelopment to non-commercial uses would lead to an undermining of that essential function, and the Council does not wish to set a precedent for that to happen.
- 8.56 Both these sites lie immediately adjacent to the Conservation Area, and are extremely important in terms of defining the approach to the Brief area from the south via the Listed Victoria Bridge. There is no objection in principle to the redevelopment of either site, provided that the design is of a sufficiently high quality. Important matters to be addressed in the design will include maintaining activity at street level and ensuring that the height, scale and massing of development is appropriate both in terms of the immediate context of adjoining buildings and the wider street scene. These factors, amongst other matters, led to the dismissal of previous appeals on both sites.
- 8.57 These are sites where the Council would not wish to seek on-site car parking.

Nos. 34-36, Chesterton Road

- 8.58 This corner property lies at the junction of Chesterton Road and Victoria Avenue. It is primarily a single storey structure, comprising a single shop unit. In townscape terms, it provides a relatively weak feature on such an important junction. The opportunity could exist to redeveloped the site or add additional accommodation over the existing structure.
- 8.59 If redeveloped, the Council would wish to see a commercial use retained at ground floor, and the preference would be for some residential development over. The height of any replacement building should take into account the need to respect the height and amenity of adjoining properties, but it may be possible, with a sensitive design, to include a third or part third storey.

Barclay's Bank, Chesterton Road

- 8.60 Although there are no known plans for the relocation of this facility, the opportunity may arise in the future for redevelopment. In that event, the Council would wish to see some commercial use maintained to the Chesterton Road frontage, but it would not object to residential development at first floor and above to Chesterton Road, nor to development in depth on the existing car park.
- 8.61 In any redevelopment, the Council would encourage the provision of some form of publicly accessible use to the rear of the site – for example small scale commercial uses such as a restaurant or small retail/service uses – to maximise opportunities for access to the river.

Nos. 21-23 Milton Road

- 8.62 In accordance with the objectives of the brief to consolidate and maintain the residential areas outside the Local Centre, and to make best use of opportunities for sustainable residential development, this site should be redevelopment for residential purposes.

- 8.63 The main objective for the site is the repair of the street scene to Milton Road. The opportunity exists also however to provide development in depth, either by development that 'turns the corner' to provide a dual frontage to the entrance to Westbrook Centre/Milton Road, or which provides a separate development to the rear. Key design requirements are to respect the scale, height and character of the existing street scene, and to maintain privacy and private amenity areas to adjoining development, in particular Nos. 15-19 & 25 Milton Road.

9.0 Land-use Change Summary

9.1 As suggested in Section 8, the impact of redevelopment of a number of sites within the Brief area could potentially be significant. As a strategic Brief, this document has not sought to be overly prescriptive in terms of the form of development that may take place upon the identified opportunity sites, but has rather sought to identify the key criteria that will need to be respected as and when sites are brought forward for development.

9.2 Recognising however that the cumulative impact on land-use in the area that a number of redevelopment options may bring, this section of the Brief attempts to quantify in broad terms what the scale of change in land-use terms may be, if all the identified sites are developed.

9.3 The table below sets out the possible changes.

Land Use	Possible Net Change in Land-use	Estimated Trip Change	Notes
Residential	Within the residential areas: 240-320 Within the Local Centre: 40 Total: 280-360 units	Ave. Weekday (07:00-21:00) two-way trips: 1178 – 1515 AM Peak Hour (08:00-09:00) two-way trips: 114 – 146 PM Peak Hour (17:00-18:00) two-way trips: 118 – 152	On the main sites, it is assumed that development reaches 75-100 dwellings per hectare on the net developable area (i.e. taking into account other requirements of the Brief). An allowance has also been made for residential uses within the Local Centre in accordance with sites identified in the Brief. Office retention at St Giles House is assumed at 25% of the existing.
Offices	-7500 sq. m approx.	Ave. Weekday (07:00-21:00) two-way trips: 783 AM Peak Hour (08:00-09:00) two-way trips: 158 PM Peak Hour (17:00-18:00) two-way trips: 113	The losses arise in the form of 75% reduction at St Giles House (assumed to provide around 9,000 sq. m at present) and Multiyork.
Retail/Other Local Centre Uses	0 sq. m.	0	Essentially the Brief tries to maintain existing retail space. It is assumed that the level of new provision (Classes A1, A2 and A3) arising at any of the Local Centre and Multiyork sites will be essentially the same as existing.
Community	- 1500 sq. m approx.	0	Assumes replacement school, but no decrease in education-related trips, since relocation close to Brief area. Assumes no increase in trips arising from local crèche, as a result of redistribution from other facilities.
Total Trip Change in Brief area		Ave. Weekday (07:00-21:00) two-way trips: : +395 to +732 AM Peak Hour (08:00-09:00): -44 to -12 PM Peak Hour (17:00-18:00): +5 to +39	

Notes on Trip Generation

- 9.4 The TRICS database has been interrogated to assess the likely number of trips that will be added / removed from Mitchams Corner due to the change in land uses. Trips rates for the residential and office developments have been taken from the database for the weekday road network peak hours (08:00 – 09:00 and 17:00 – 18:00) and an average weekday total (07:00 – 21:00).
- 9.5 The numbers of trips represents a two-way value (i.e. the sum of both the arrivals and departures). Sites within Greater London have been removed from the database to get a representative value.
- 9.6 For the new residential development a mix of 60% privately owned houses and 40% privately owned flats has been assumed. It is expected that a proportion of all units will be affordable which may potentially decrease the level of trip generation overall.
- 9.7 The results of the change in land use indicate an increase in overall trips throughout the day, although in the AM peak hour the number of trips reduce and in the PM peak hour, the number of trips increases slightly.
- 9.8 It should also be noted that a development area for potential residential units has been identified for an existing car park on the site of Cambridge City Football Club. This car park is currently being used by the adjacent office development, which is expected to remain in the short-medium term. Any redevelopment of the Football Club will need to take into account the impact that the reduction in car parking may have on the operation of the Westbrook Centre and on the potential for increased parking problems in the surrounding area. As discussed in Section 8, the Council is seeking a comprehensive approach to redevelopment that will include all the relevant landowners.

Appendix 1



Strategic Planning and Development Brief Mitcham's Corner Ares

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Date:	25/04/02
Drawn By:	Lisa Cullis
Section / Department:	Policy & Projects, Planning
Scale:	1:4,000



Appendix 2

Key Council Members

Name	Address	Comments
Cllr Evelyn Knowles	21 Primary Court Chesterton Cambridge CB4 1 NB	
Cllr Gaynor Griffiths	232 Histon Road Cambridge CB4 3HJ	
Cllr Nichola Harrison	31 Glisson Road Cambridge CB1 2HA	
Cllr Ian Nimmo-Smith	201 Chesterton Road Cambridge CB4 1AH	
Cllr Kevin Biencowe	The Flat, 1 Gesham Road Cambridge CB1 2EP	
Cllr Maurice Leeke	16 Spurgeons Avenue Waterbeach Cambridge CB5 9NU	
Cllr Phillipa Slater	82 Shelford Road Trumpington Cambridge CB2 2NF	

Local Landowners/contacts for key sites

Name / Title / Company	Address	Comments
Mr. Rob Jenkins Asset Manager	The Westbrook Centre Milton Road Cambridge CB4 1YG	
Ms. Jackie Leach Property Manager	The Westbrook Centre Milton Road Cambridge CB4 1YG	
Cambridge Victoria Homes	Victoria Road Cambridge CB4 3DX	
Mr Jim Hill Football Development Officer Cambridge Football Association	City Ground Milton Road Cambridge CB4 1FA	Mr S. Henderson will be attending
Mr. R. Pawley Secretary Cambridgeshire FA	City Ground, Milton Road Cambridge CB4 1FA	
Mrs S. Havells	Milton Road Infant School Milton Road Cambridge	Tel. 01223 508752 Fax. 01223 508751
Mrs. S. Romero	Milton Road Junior School Milton Road Cambridge	Tel. 01223 712121 Fax. 01223 712119
Mrs E. B. Jones Head Teacher Chesterton Community College	Gilbert Road Cambridge	
Mr. I. Herd Domestic Bursar Gonville & Calus College	Trinity Street Cambridge CB2 1TA	
Mr. G. S. Payne Domestic Bursar Christ's College	St. Andrew's Street Cambridge	
Mr. Barry Hedley Senior Bursar Gonville & Calus College	Trinity Street Cambridge CB2 1TA	
Mr A. R. Thompson Secretary The Business Committee Magdalene College	Magdalene Street Cambridge CB3 OAG	
Dr. R. D. H. Walker Junior Bursar Queen's College	Silver Street Cambridge CN3 9ET	
Mr. A. Murison Bursar Peterhouse	Trumpington Street Cambridge CB2 1RD	
Mr. Colin Smith The Bursars Committee Carter Jonas	6-8 Hills Road Cambridge CB2 1NY	
Dr. G. Read Chair The Business Committee St. John's College	St. John's Street Cambridge CB2 1TP	

Statutory Consultees, Contacts and Local Groups

Name / Title / Company	Address	Comments
Mr. R. Cherrington Secretary Cambridge Urban Forum	21 Shelford Park Avenue Gt. Shelford Cambridge CB2 5LU	
Ms Gloria Culyer Director – Age Concern	2 Victoria Street, Chatteris Cambridge PE16 6AP	
Miss A. Shean Technical Assistant Anglian Water Services Ltd	Haven House, Haven Road Colchester C02 8HT	
Mr. Robert Norfolk Managing Director Arundel House Hotel	Chesterton Road Cambridge CB4 3AN	
Mr. P. Boreham Head of Network, East of England Network Manager Transco	Lime Tree Place Mansfield NG18 2HZ	
Mr. Alex Ivings British Telecom	London Road Cambridge	
Mr. N. Marston Access Forecasting British Telecom	PP LG03 Cardinal ATE 32 – 34 Humberstone Road Leicester LE5 0AQ	
Strategic Planning Manager (NBF13) British Telecom East Anglia District	St. Peter House 22 St. Peter's Street Colchester CO1 1ET	
Mr. Paul Cooper Burtons Coaches Limited	Duddery Hill Haverhill CB9 8DR	
Sara Garnham Executive Secretary CAMCAT Housing Association	c/o 22 Victoria Road Cambridge CB4 DU	
Manager - Cable & Wireless Communications	Waterside House Longshot Lane Bracknell RG12 1XL	
Mr. Simon Mills Tour Co-ordinator Cambridge & Cambridgeshire Tourist Guides Associations	5 Caster bridge Court 3 Alton Road Poole BH14 8SB-	
Mrs Marilyn Morley Policy Manager Cambridge & District Chamber of Commerce & Industry	The Business Centre Station Road, Histon Cambridge CB4 4LF	
Mr. Steve Howard Area office Cambridge Ambulance Station	Hills Road Cambridge CB2 2QP	
Mr. Robert Birch Cambridge Coach Services	Roberts House Kilmaine Close Cambridge CB4 2PH	
Mr. David Dyer The Co-ordinator Cambridge Cycling Campaign	P.O. Box 204 Cambridge CB4 3FN	
Station Commander Cambridge Fire & Rescue Service Parkside Fire Station	Parkside Cambridge CB1 1JG	
Mr. John Boyle Chair Cambridge Licensed Taxi	21 Fox Hollow, Bar Hill Cambridge CB3 8EP	

Owner's Association		
Dr. Barry Pearce Director Cambridge Preservation Society	Wandlebury Ring Gog Magog Hills Babraham Cambridge CB2 4EA	
Mr. J. Hattersley Cambridge Private Hire Car Drivers' Association	Pembroke House Wilsons Road Lonstandon Cambridge CB4 5DA	
Mr. A. Donnelly Chair Cambridge Taxi Drivers / Proprietors Branch – T & GWU	3 Minstrel Close Soham Cambridge	
Mr. G. A. Varley Chairman Cambridge Road Safety Advisory Council	3 fairway, Girton Cambridge CB3 0QF	
Mr. J. Newman Society of Cambridge Tourist Guides	30A Ditton Walk Cambridge CB5 8QE	
Ms Clare Macrae Cambridge Transport Forum	Cambridge CB4 1TU	
Mr. Tom Cowley Chief Engineer Cambridge Water Company	41 Rustat Road Cambridge CB1 3QS	
Community Safety Manager Cambridge Constabulary Parkside Police Station	Parkside Cambridge CB1 1 JG	
Inspector Alan Jarman City Centre Sector Commander Cambridgeshire Constabulary	Parkside Police Station Parkside Cambridge CB1 1JG	
Superintendent David Harvey Cambridgeshire Constabulary	Parkside Police Station Parkside Cambridge CB1 1JG	
Mr. Alan Davies Director of Executive Support Cambridgeshire Constabulary Executive Support Department Police Headquarters	Hinchingbrooke Park Huntingdon PE29 6NP	
Ms. J. Mace Manager - ECHG	222 Victoria Road Cambridge CB4 3LG	
Mr. M. Wade County Commander East Anglian Ambulance NHS Trust	Ambulance HQ Exeter Road Newmarket CB8 8 LT	
Mr. J. Devaney Executive Chairman Eastern Electricity HQ	Wherstead Park, P.O. Box 40 Wherstead Ipswich IP9 2AQ	
Miss K. Fletcher Planner, East of England English Heritage	East of England Region 24 Brooklands Avenue Cambridge CB1 1DJ	
Mr. J. Neish Chief Fire Officer Fire & Rescue Service	Hinchingbrooke Cottage Brampton Road Huntingdon PE18 8NA	
Mr. P. R. Waring Secretary Hall Court Owners; Association	287 Chesterton Road Cambridge CB4 1BH	

Mr. Alan Kirkdale Network Strategy Manager Highways Agency	Room 310, Heron House 49-53 Goldington Road Bedford MK40 3LL	
Mr. Terry Mead Manager Huntingdon & District Bus Company	Stukeley Road Huntingdon PE18 6HG	
Mr. Michael Lambden General Manager National Express	4 Vicarage Road Edgbastopn Birmingham B15 3ES	
Mr. S. Lawrence Pedestrian's Association	8 Supanee Court French's Road Cambridge CB4 3LB	
Mr. L. C. Wright Road Haulage Association, Southern and Eastern Region	Roadway house Rightwell, Bretton centre Peterborough PE3 8DR	
Mr. Peter Ford Delivery Office Manager Royal Mail Delivery Office	Henley Road Cambridge CB1 3XX	
Mr P. Jeffrey Collection Planning Manager	Royal Mail House Clifton Road Cambridge CB1 7QQ	
Mr. Guy Moody Area Planning Manager Royal Mail Cambridge	Royal mail House Clifton Road Cambridge CB1 7QQ	
Ms Shelia Crone Royal Society for the Prevention of Accidents	21 Tuckers Nook, Maxey Peterborough PE6 9EH	
Mr. Inglis Lyon Managing Director Stagecoach East	Rotherstone Avenue Northampton NN4 8UT	
Mr. Simon Norton Co-ordinator Transport 2000 Cambs & W. Suffolk	6 Hertford Street Cambridge CB4 3AG	
Architectural Liaison Officer c/o Mr. D. Moore Parkside police Station Community Safety Department	Parkside Cambridge CB1 1JG	
Mr Hazra Awal Chairman Cambridge Ethnic Community Forum	62-64 Victoria Road Cambridge CB4 3DU	
Mr. Bryn Hazell Co-ordinator Cambridge Ethnic Community Forum	62 – 64 Victoria Road Cambridge CB4 3DU	
Mr. K. S. Clodd Hall Court Owners Association	275 Chesterton Road Cambridge CB4 1BH	
Mr. Tim Flinders British Motorcyclists Federation	8 Kensington Court Quanton Close Cambridge CB5 8LS	
Mercury Communications Ltd	Mercury House Waterside Park Longshot Lane Bracknell RG12 1XI	

Mr. Richard Bamford Clerk to Conservators of the River Cam Conservators of the River Cam	Archer & Archer Market Place Ely CB7 4QN	
Mr. Alan Payton Public Transport Access Co-ordinator Cambridge County Council	8 Portugal Place Cambridge CB5 8AF	
Mr. Graham Hughes Head of Transport Development Cambridgeshire County Council, Environment & Transport	Box ET1012, Castle Court Shire Hall Cambridge CB3 OAP	
Ms. Janine McDermott CRACA c/o Marks & Spencer plc	6 – 11 Sidney Street Cambridge CB2 3HH	
Mrs Gill Larose Manager BT plc	Post 404B Telecom House Trinity Street Hanle, Stoke on Trent ST1 5ND	
Ms. M. Thompson Cable & Wireless UK Ltd Regional Operations Control	Great Park Road Almondsbury Bristol BS32 4QW	
Mr. Bob Lincoln Major User Liaison Officer 24seven Utility Services Ltd	NRSA Department Fore Hamlet Ipswich IP3 8AA	
Mr. G. T. Doggett Cambridge Licensed Drivers Association	98 Fallowfield Cambridge CB4 1PF	
Mr. M. Pitman Secretary Cambridge Licensed Taxi Owners Association	17 Guest Road Cambridge CB1 2AL	
Whippet Coaches Ltd	Cambridge Road Fenstanton PE18 9JB	
Mr. Andrew Cundell Panther Taxi	Convent Drive Waterbeach Cambridge CB5 9QT	
Ms. Sara Garnham Mitchems Corner Residents' Association	22 Victoria Road Cambridge CB4 3ZU	

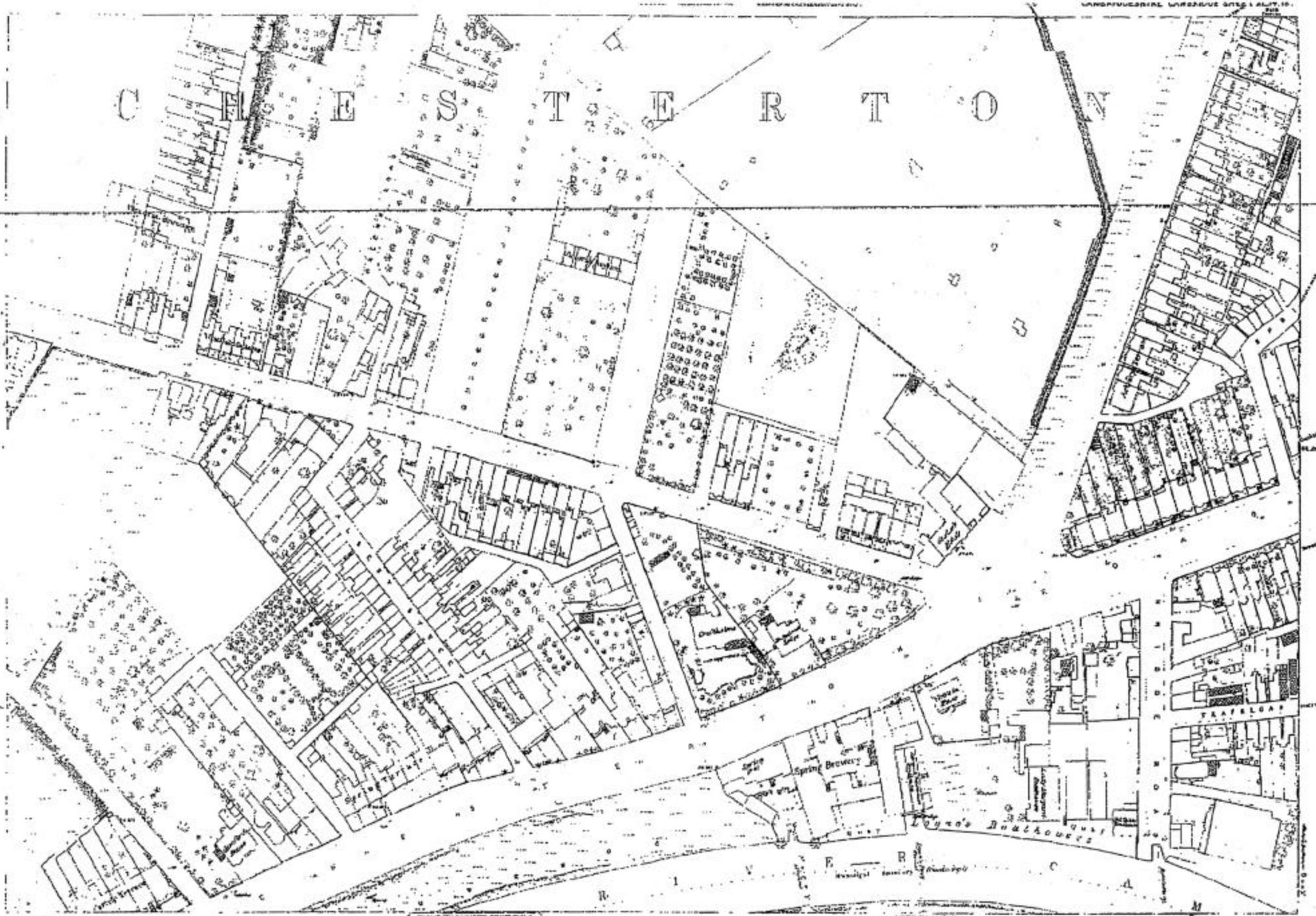
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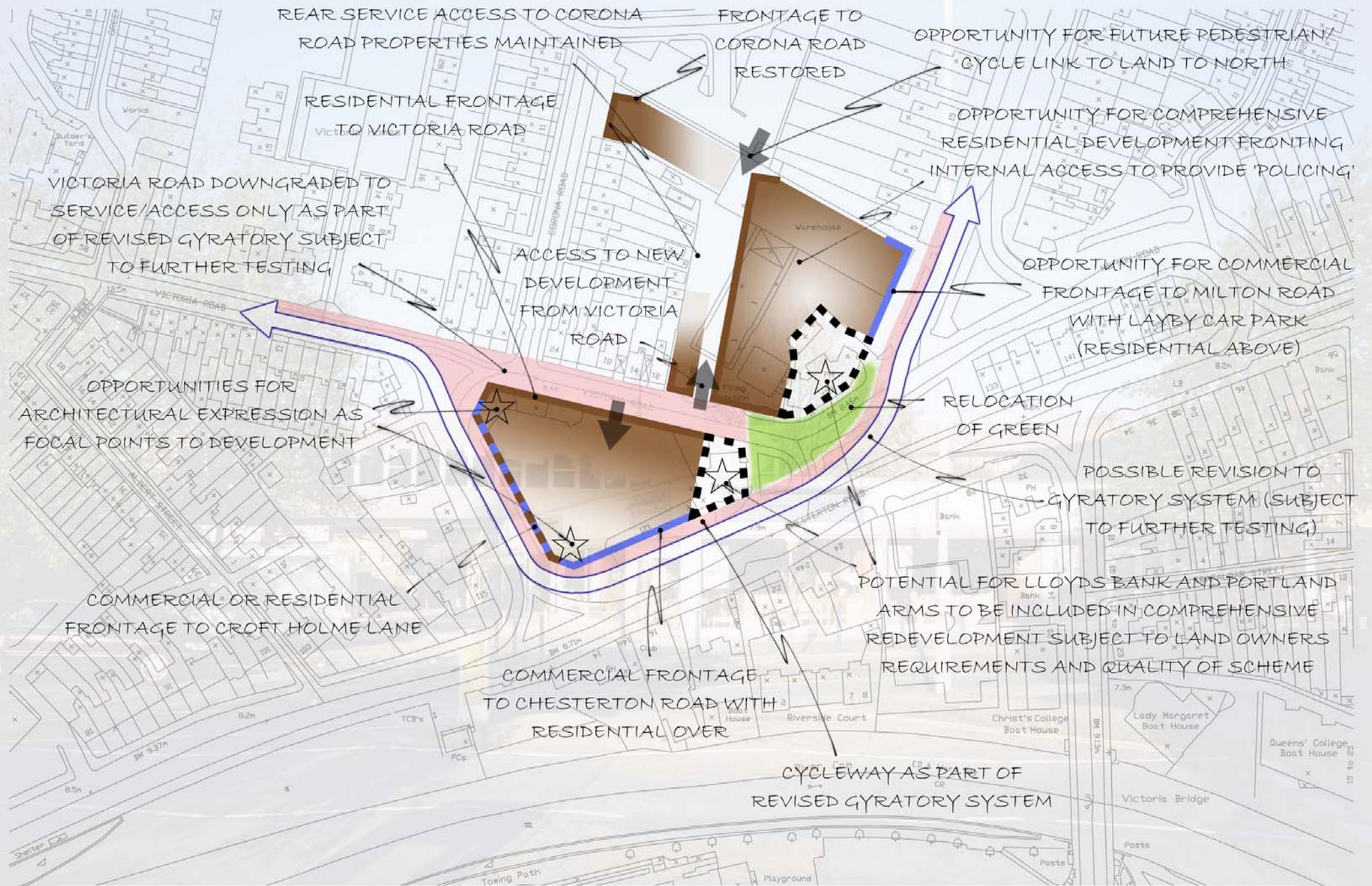
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Appendix 4



'STAPLES' AND 'MULTIYORK' PREFERRED COMPREHENSIVE REDEVELOPMENT SCHEME

NB REVISED ROAD LAYOUT REQUIRES FURTHER TESTING

DEVELOPMENT PRINCIPLES - AILSA COURT

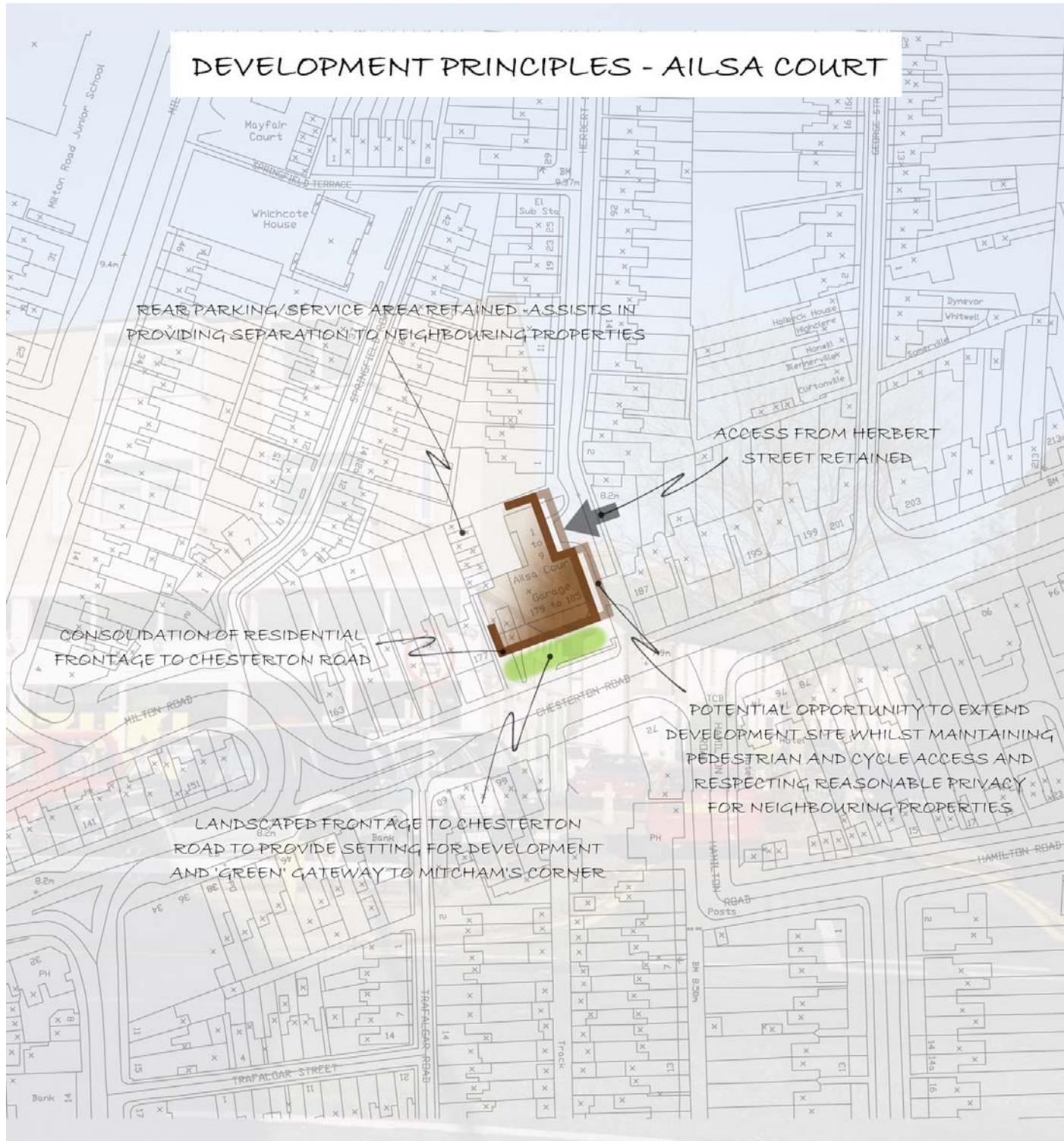
REAR PARKING/SERVICE AREA RETAINED - ASSISTS IN PROVIDING SEPARATION TO NEIGHBOURING PROPERTIES

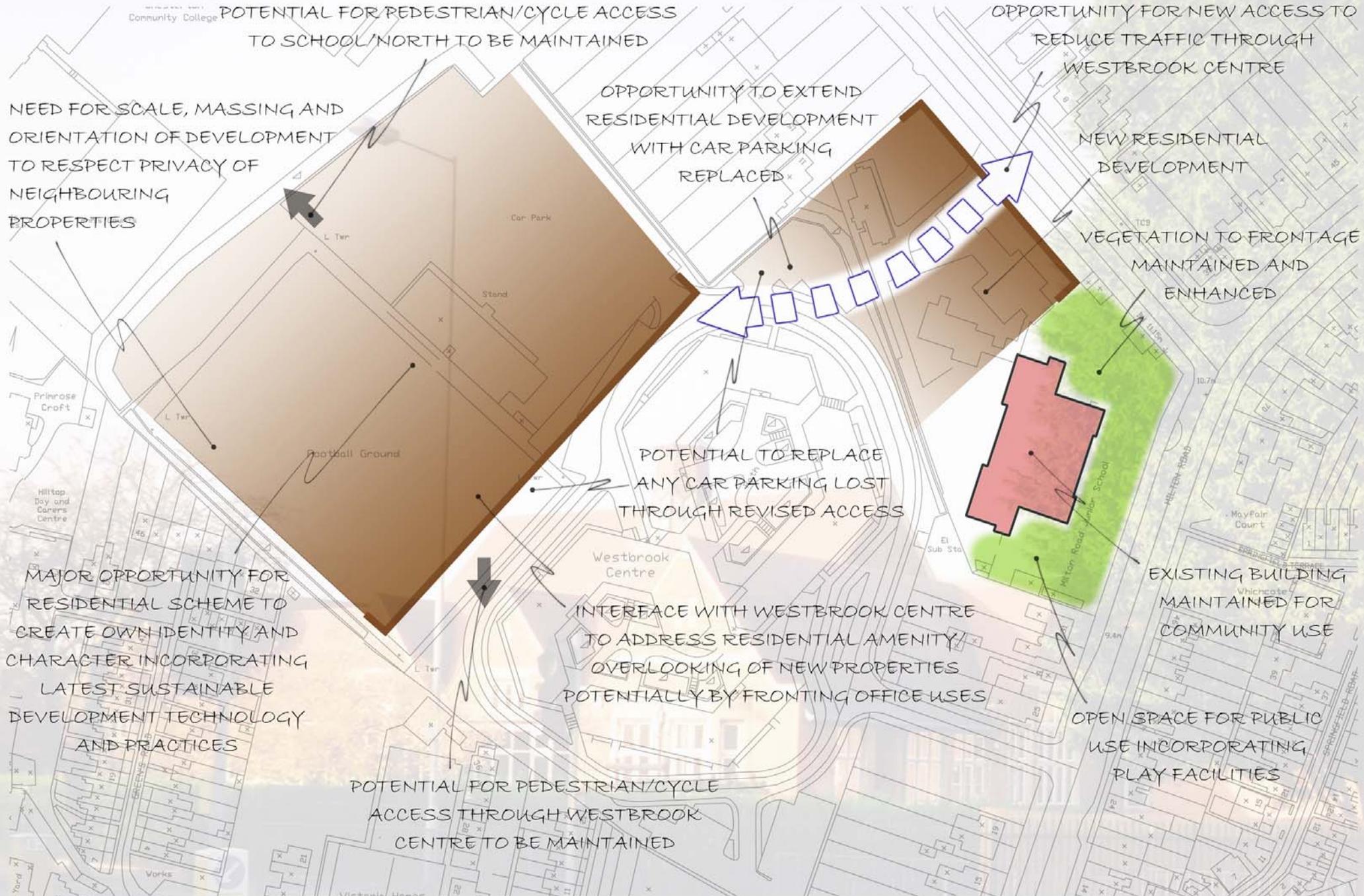
ACCESS FROM HERBERT STREET RETAINED

CONSOLIDATION OF RESIDENTIAL FRONTAGE TO CHESTERTON ROAD

POTENTIAL OPPORTUNITY TO EXTEND DEVELOPMENT SITE WHILST MAINTAINING PEDESTRIAN AND CYCLE ACCESS AND RESPECTING REASONABLE PRIVACY FOR NEIGHBOURING PROPERTIES

LANDSCAPED FRONTAGE TO CHESTERTON ROAD TO PROVIDE SETTING FOR DEVELOPMENT AND 'GREEN' GATEWAY TO MITCHAM'S CORNER





DEVELOPMENT PRINCIPLES - CAMBRIDGE CITY FOOTBALL CLUB AND MILTON ROAD SCHOOL PREFERRED JOINT SCHEME

PREFERRED REDEVELOPMENT FOR RESIDENTIAL - ST. GILES HOUSE

Hc

