



Independent Examinations

**Cambridge City and South Cambridgeshire
Local Plan**

MCC2/CC2G

26612, 5168

Matter CC2, CC2G – Policy 24

Trinity Hall 26612 (5168)

May 2016

2G.3 Site M5

1. Issue

- 1.1 The reference in Appendix B states that the area site is 0.5ha. The capacity of the site however indicates '20 dwellings residential over 0.5ha employment'. Is the site therefore capable of accommodation this level of development and, if so, is the quantum and mix of uses the most sustainable solution for the site?
- 1.2 My client, Trinity Hall Cambridge, owns site M5 (see attached site location plan in Appendix A). The site measures 0.58ha which is slightly larger in area than the site indicated in figure 3.11 on page 90 of the draft plan.
- 1.3 My client supports the positive intent of Policy 24 to deliver mixed redevelopment proposals over the plan period along Cambridge's most active thoroughfare between the train station and city centre. Site M5 is located at the Fulcrum of St Andrew's Street in the north, Cambridge Leisure Retail Park in the south, and opposite the entrance to Station Road to the east. In locational terms, Site M5 is at the epicentre of the Policy 24 opportunity area which brings with it a number of planning opportunities for redevelopment. The supporting text at paragraphs 3.98-3.100 on p89 of the draft plan sets out the vision for the area. Since the publication of the submitted plan in July 2013, three years have elapsed and the vision is already becoming a reality. Site M14 at the railway station is approximately 70% redeveloped, Site R44 approx 40% redeveloped with Botanic House offices of seven storeys, completed and occupied; the site opposite M5 known as Claremont Garages (ground level domestic garages) has been redeveloped as four storey offices, occupied; and the site immediately to the north of Site M5 has been extended and refurbished in four storey offices at Three Crown House. These office redevelopments occupy a portion of Hills Road frontage yet they are backed by residential properties immediately behind the frontage. In the case of Site M5, existing residential properties begin about half way along the length of the site on Bateman Street (north side).
- 1.4 Site M5 has a number of advantages for mixed use redevelopment:-
- It is a previously developed urban site within one of the most sustainable locations in the city;
 - The site is within a very active mixed use area of predominantly office/commercial and residential use;
 - The site is not allocated for any particular use in the adopted local plan 2006;
 - The site falls within the Newtown and Glisson Road conservation area; the conservation area appraisal of March 2012 does not indicate any of the buildings on Site M5 to be of importance to the setting and character of the conservation area; in fact the Hills Road frontage buildings are identified as 'Buildings which Detract' (see Conservation Area Townscape Analysis Plan in Appendix B).
 - The site will ensure the vitality of the City Centre recognising that residential, commercial and education use on the site would play a vital role prescribed by para 23 of the NPPF.
 - The southern half of site M5 along its length is underutilized with open car parking which can be redeveloped.
 - The site provides the potential to serve and deliver an important component in delivering Policy 24.

- 1.5 There are very few areas of the city which lend themselves to higher density mixed use development because they are not within zones of mixed commercial and residential concentration. This is a key reason why this part of Hills Road has been chosen as the city centre opportunity area (where there is strong demand – para 5.12) under Policy 24 and site M5 has been identified by the Council as a redevelopment site.
- 1.6 Bidwells, representing Trinity Hall, has appraised the redevelopment potential of Site M5. In essence, commercial offices and residential would ideally be situated in this location, taking advantage of sustainable living in close proximity of shops, services and the railway station (para 6 NPPF).
- 1.7 The landowner of M5 is keen to seek to ensure that the Policies and proposals within the Draft Local Plan are effective but sufficiently flexible to the extent that that the resulting delivery on the ground both meets with Policy intent and is a successful development which impacts favourable and positively within the City towards delivering the outcomes expected under Policy 24.
- 1.8 In our objections to the submission plan, we stated that the M5 reference in Appendix B proposes '20 dwellings over 0.5ha employment' does not make the best use of the site within this important city centre opportunity area. Our market based assessment of the potential for the site found that 'approximately 50 dwellings and over 0.5ha employment on 0.58ha' was a more realistic assessment of the site's potential.
- 1.9 Given that three years have passed since our original objection and we are in an important opportunity area, rather than argue/dispute each other's findings, which may not achieve an agreed scale of development for the site for local plan purposes, the landowner objector suggests the following wording for local plan purposes to be inserted in the proposal schedule for M5 in Appendix B.

Site	Address	Area (ha)	Existing Use	Capacity*	Provisional issue identified	Planning Status
M5	82-88 Hills Road and 57-63 Bateman Street	0.58	Offices and educational	Offices Education Residential	<ul style="list-style-type: none"> Site within the Hills Road Corridor Opportunity Area Surface water flooding requires mitigation Access from Bateman Street, subject to detailed testing; need for a transport strategy Within the air quality management area 	<ul style="list-style-type: none"> New local plan allocation

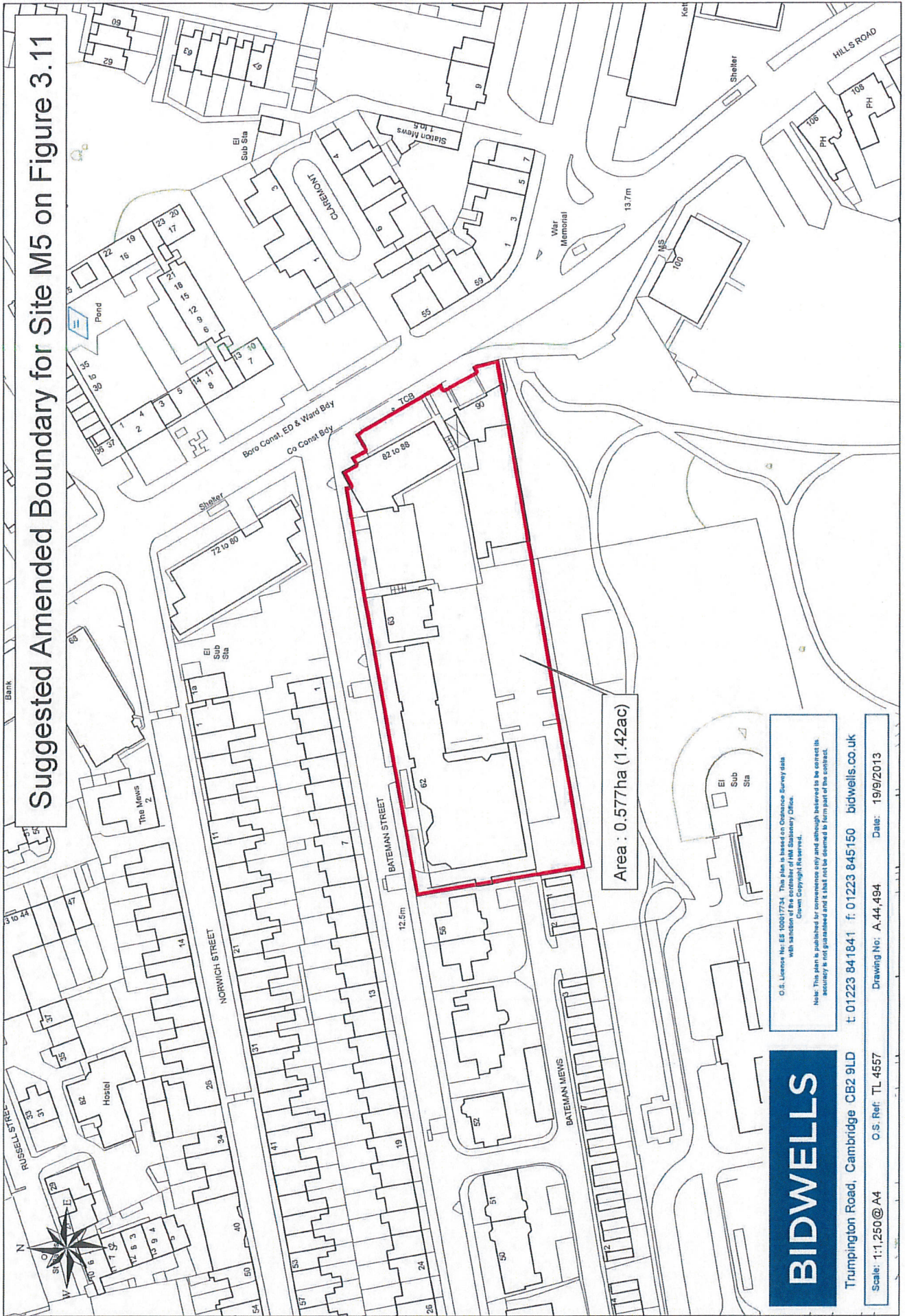
* No dwelling or floor space references as per sites M13, M14 and M15 on page 250 of local plan

- 1.10 The landowner/objector hopes that the Inspector would consider the above wording for Site M5 be accepted for local plan purposes, and which provides the basis for future pre-app/development management discussions to determine the form, scale, access and quantum of development as appropriate (as per bullet 5 of para 157 of the NPPF). It is noted that Sites M13, M14 and M15 are referenced similarly in Appendix B and offer appropriate flexibility to take the policy position forward for those sites.
- 1.11 The landowner offers the opportunity for flexibility going forward which would be helpful to pre-app discussions with the LPA; and that M5 would not be overburdened by planning policy expectations yet plan positively for the location as prescribed by Para 21 of the NPPF. In this way the content in the local plan for Site M5 would be sound.

Appendix A

Site Location Plan

Suggested Amended Boundary for Site M5 on Figure 3.11



Area : 0.577ha (1.42ac)

O.S. Licence No: ES 100017734. This plan is based on Ordnance Survey data with additions and amendments by Bidwells Survey Office.
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Appendix B

Conservation Area Townscape Analysis Plan

New Town & Glisson Road Conservation Area Townscape Analysis

