



## Old Press/Mill Lane Site

Area Development Framework

### 2nd Stakeholder Workshop

24 July 2008 - Final Report

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# 1. Introduction

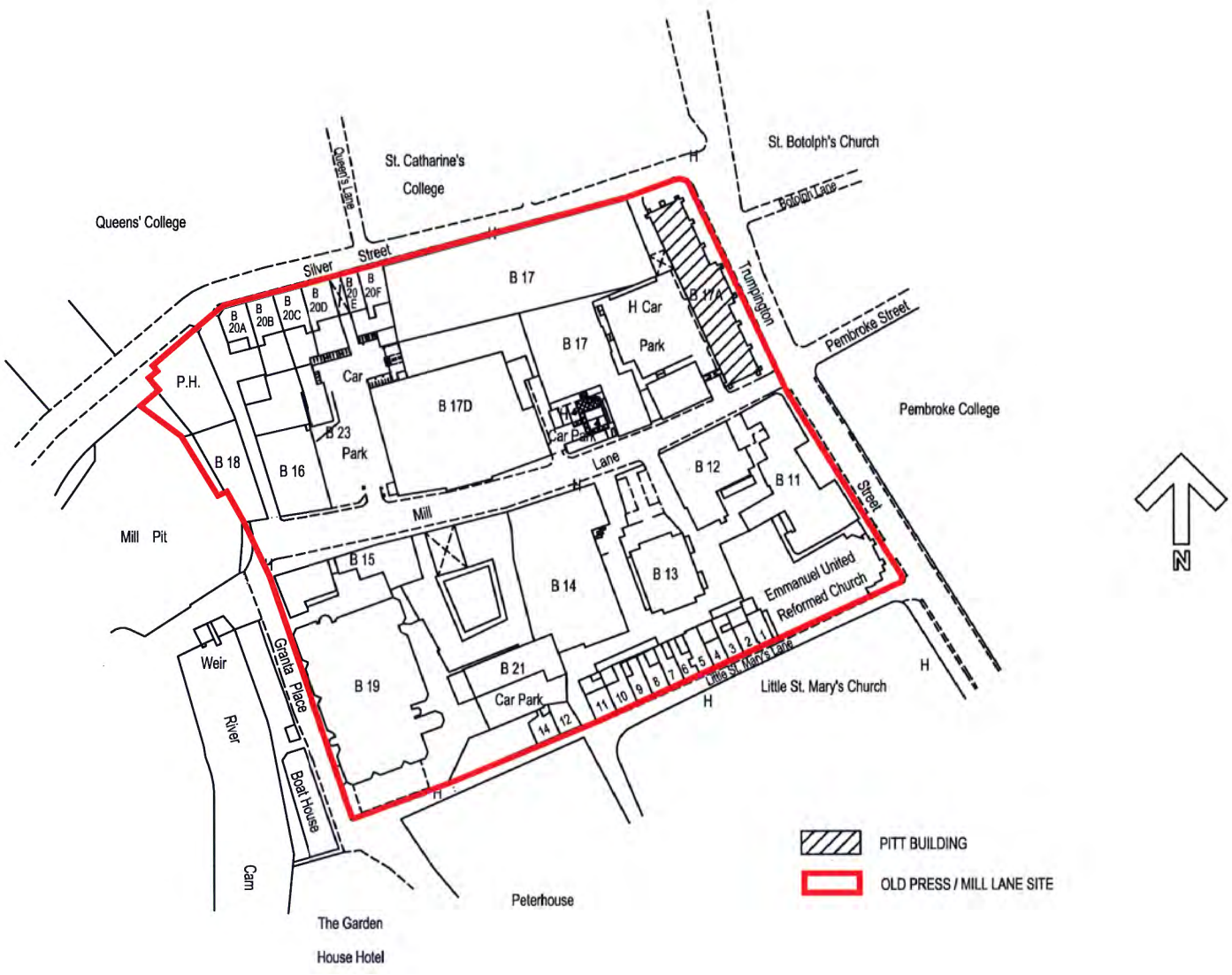


- 1.1** In October 2007, the University of Cambridge and Cambridge City Council commenced work on the preparation of a Supplementary Planning Document (SPD) for the Old Press/Mill Lane site in Cambridge City centre. The site is shown on the accompanying plan.
- 1.2** The intention of the Planning Document (SPD) which will be added by Cambridge City Council, is to provide more detailed guidance on the future development of the site in the context of the planning policies set out in the Cambridge Local Plan (2006).
- 1.3** The preparation of the SPD is divided into three separate stages:
- i) collection of baseline information about the site including such matters as heritage and townscape, traffic and transportation and environment
  - ii) examining potential development options including the mix and quantum of future uses including residential, office, retail and other uses
  - iii) preparing the SPD on the basis of the preferred development option
- 1.4** While any draft SPD will be the subject of public consultation, the University and the City Council felt it important, to help inform the process, that the views of relevant stakeholders should be sought at two key stages
- i) identification of issues and opportunities
  - ii) evaluation of potential development options
- 1.5** Each stage involved the holding of a stakeholder workshop, to which relevant stakeholders were invited, including representatives from the City and County Councils and from organisations representing environmental interests, transport providers and other such interest groups as well as representatives of local residents and site occupiers.
- 1.6** The purpose of this second workshop, held on 24 July 2008, was to evaluate possible development options for the site to assist the University and City Council in selecting a preferred option as a basis for drafting the SPD.
- 1.7** This report summarises the outcome of the 2nd Stakeholder Workshop.

## 2. Stakeholder Workshop



- 2.1** The Stakeholder Workshop was held on Thursday 24 July 2008 in Cambridge University Press's Pitt Building on the Old Press/ Mill Lane site. The event commenced at 1.00pm and ran until 4.30pm.
- 2.2** The aims of the workshop were to:
- i) provide feedback from the first stakeholder workshop
  - ii) to examine a range of potential development options
  - iii) to appraise those options
- 2.3** Lists of invitees and attendees are attached at Annexes A and B respectively.
- 2.4** The programme for the workshop included an introduction by the City Council and the University that set out the programme for the event, summarised the feedback from the first stakeholder workshop held in January 2008 and provided summary details of the four potential development options.
- 2.5** Following the introductory presentation, participants were divided into two smaller discussion groups, each jointly facilitated by a member of the City Council and the University's consultant team. The groups were asked to consider and provide feedback on the four development options in terms of
- Heritage/Townscape
  - Public Realm
  - Transport
  - Sustainability
- 2.6** Stakeholders were also asked to indicate what public realm improvements should be given priority as part of any future development scheme.
- 2.7** The output from the workshop is summarised in sections four and five of this report.



## 3. Development Options



- 3.1** The options selected represent a range of development possibilities and were prepared as a basis for workshop discussion. The participants were advised that no specific uses had been allocated to particular buildings but under all the options there would be likely to be a mix of residential (market/affordable or college housing), office, retail, café/restaurant type uses and possibly a hotel.
- 3.2** The four options are briefly summarised below and are shown on the accompanying plans.

### Option 1 : Adaptive re-use

- i) conservation orientated option - no demolition and no new buildings
- ii) change of use of existing buildings
- iii) internal alteration of retained buildings
- iv) limited public realm improvements

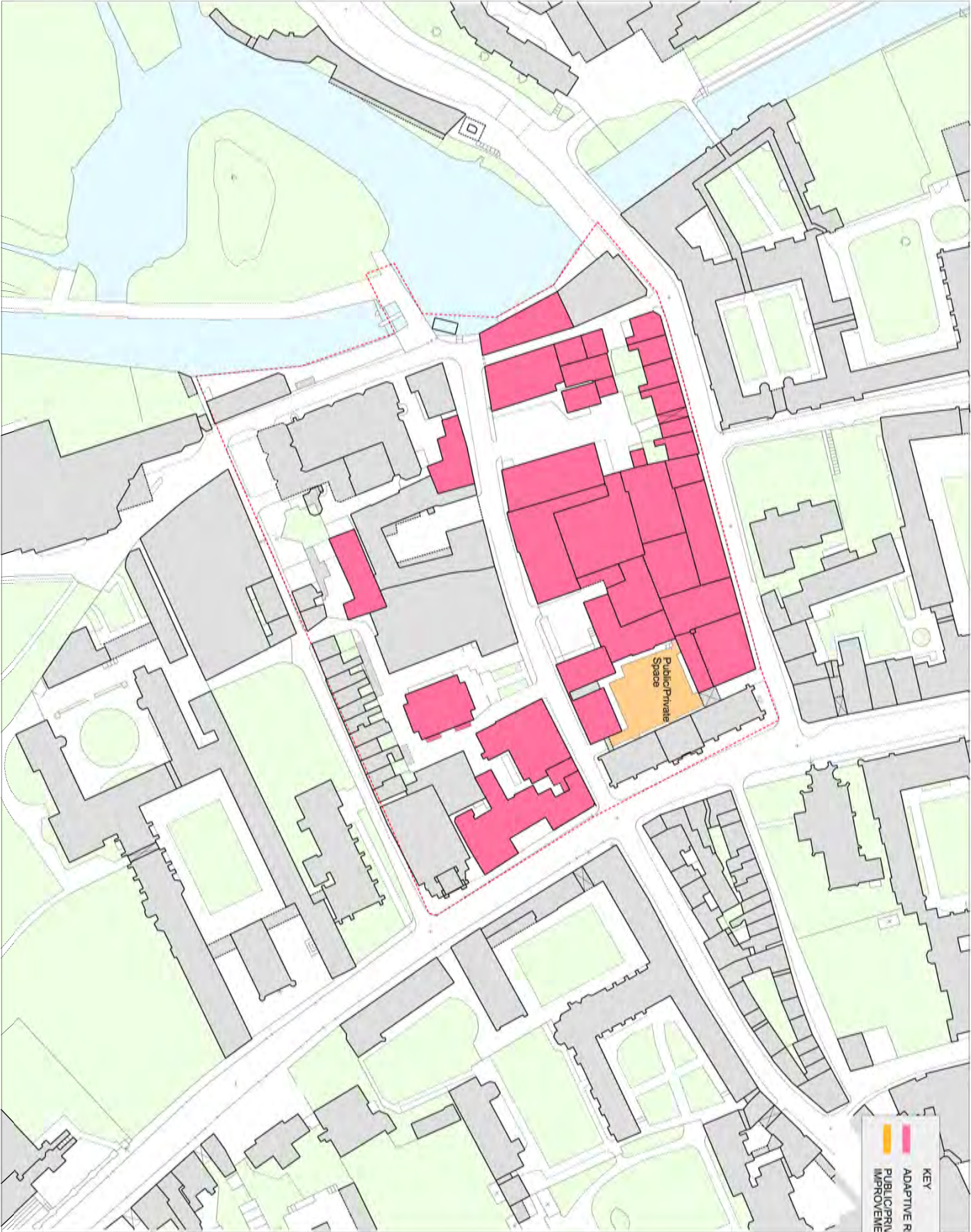
### Option 2 : Adaptive re-use and partial redevelopment of Old Press Site

- i) redevelopment of buildings in the centre of the Old Press site to provide high quality, energy efficient new buildings
- ii) some opportunity for public realm improvement and improved permeability - Mill Lane and Laundress Lane
- iii) improvement to some public and private space within the site
- iv) adaptive re-use of retained buildings

### Option 3 (a) and (b) Courtyards and Squares

- i) more extensive redevelopment of the Old Press site (in form of courtyards or squares) but also includes adaptive re-use
- ii) opens up river frontage with the creation of public square by the river
- iii) introduction of a colonnade with shops along Silver Street to widen pavement
- iv) opens up frontage of University Centre for café/related uses
- v) maximises opportunity for public realm improvements and to address pedestrian/vehicular conflict (improvements to Mill Lane/Laundress Lane/Little St Mary's Lane and Granta Place)
- vi) introduces and improves public/private spaces within the site





**KEY**

- ADAPTIVE REUSE
- PUBLIC/PRIVATE SPACE IMPROVEMENT

# DEVELOPMENT OPTION 1: Adaptive Re-use

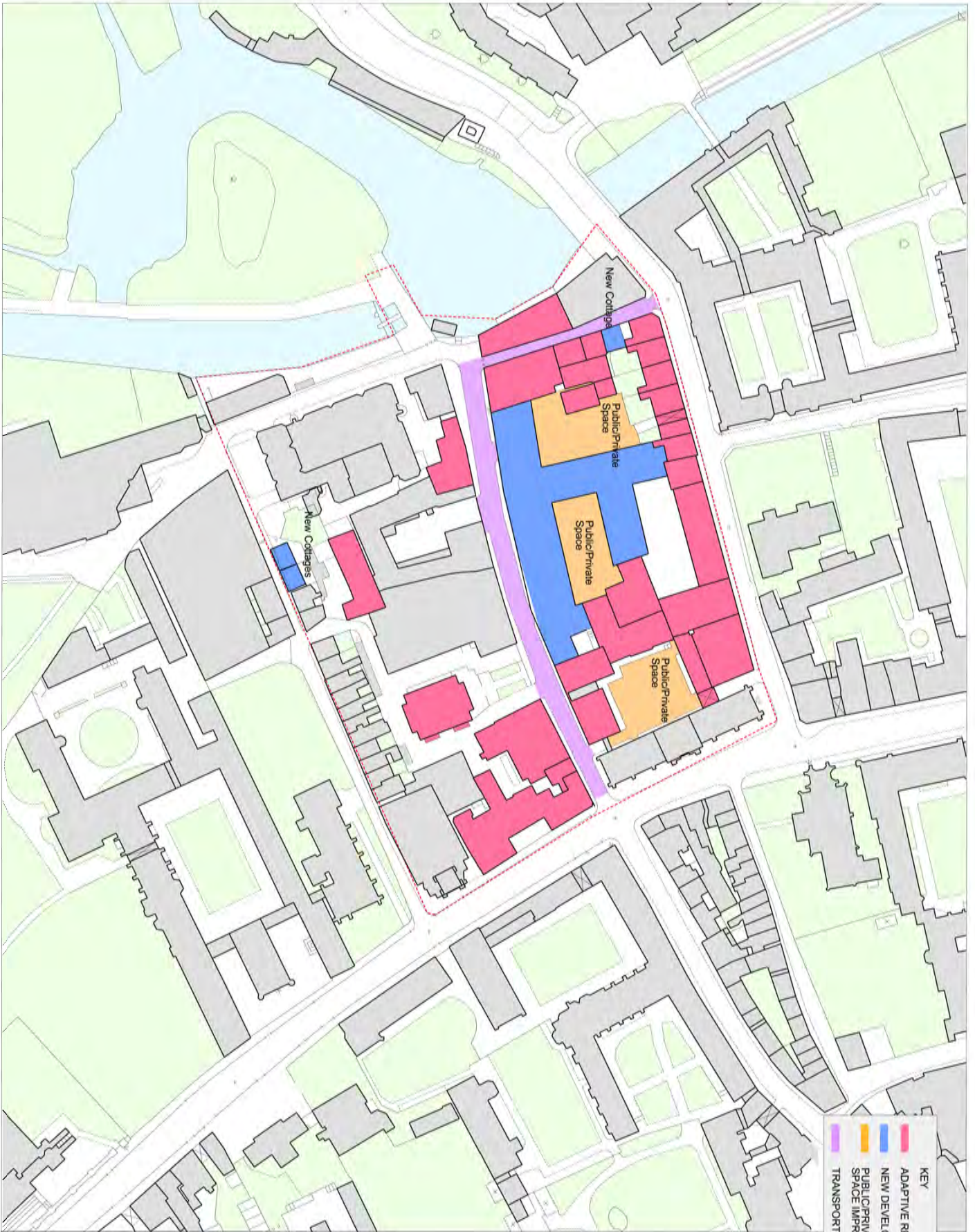
S K

3522 Mill Lane

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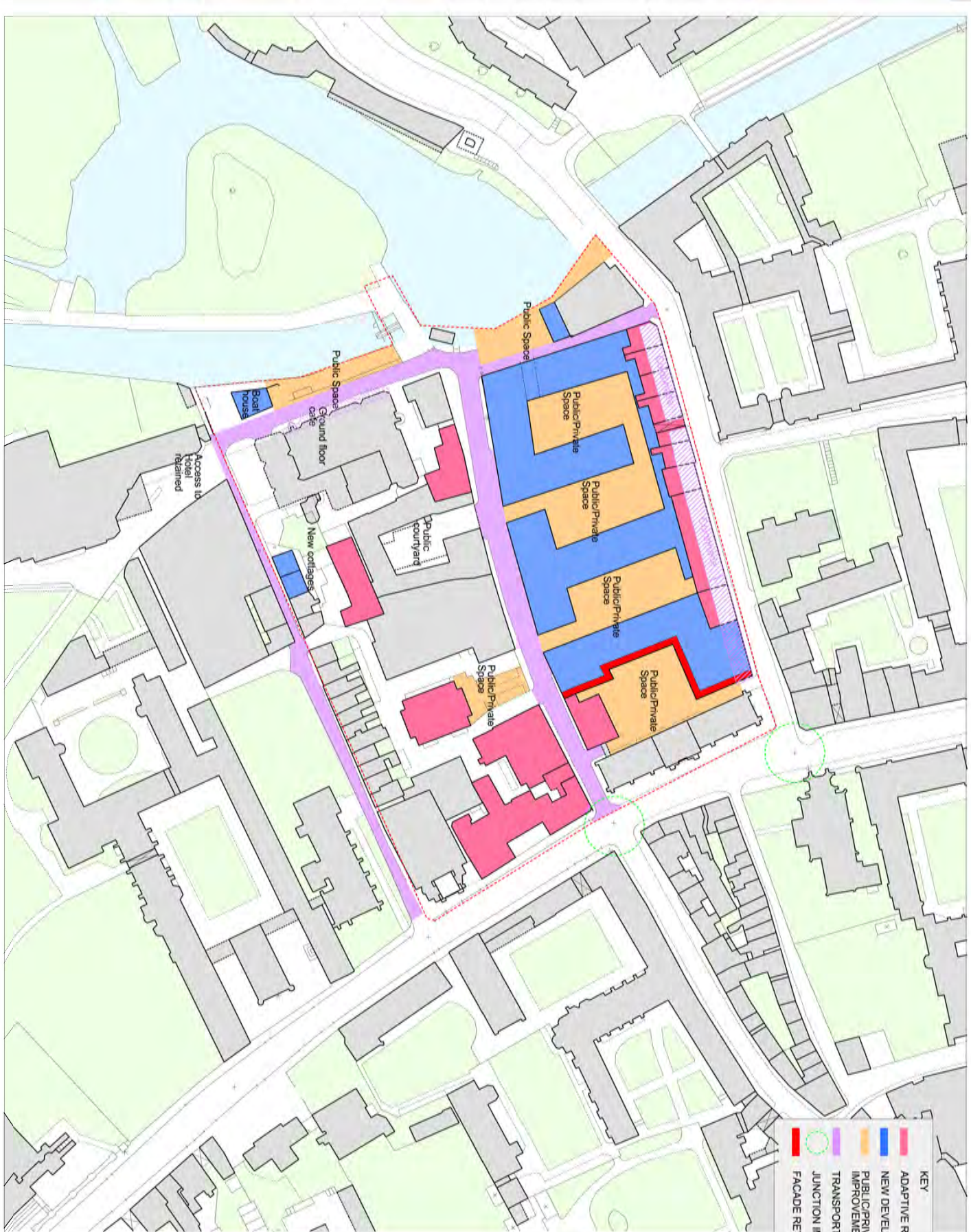




KEY	
	ADAPTIVE REUSE
	NEW DEVELOPMENT
	PUBLIC-PRIVATE SPACE IMPROVEMENT
	TRANSPORT SPACE IMPROVE.

## DEVELOPMENT OPTION 2: Adaptive Re-use and Redevelopment

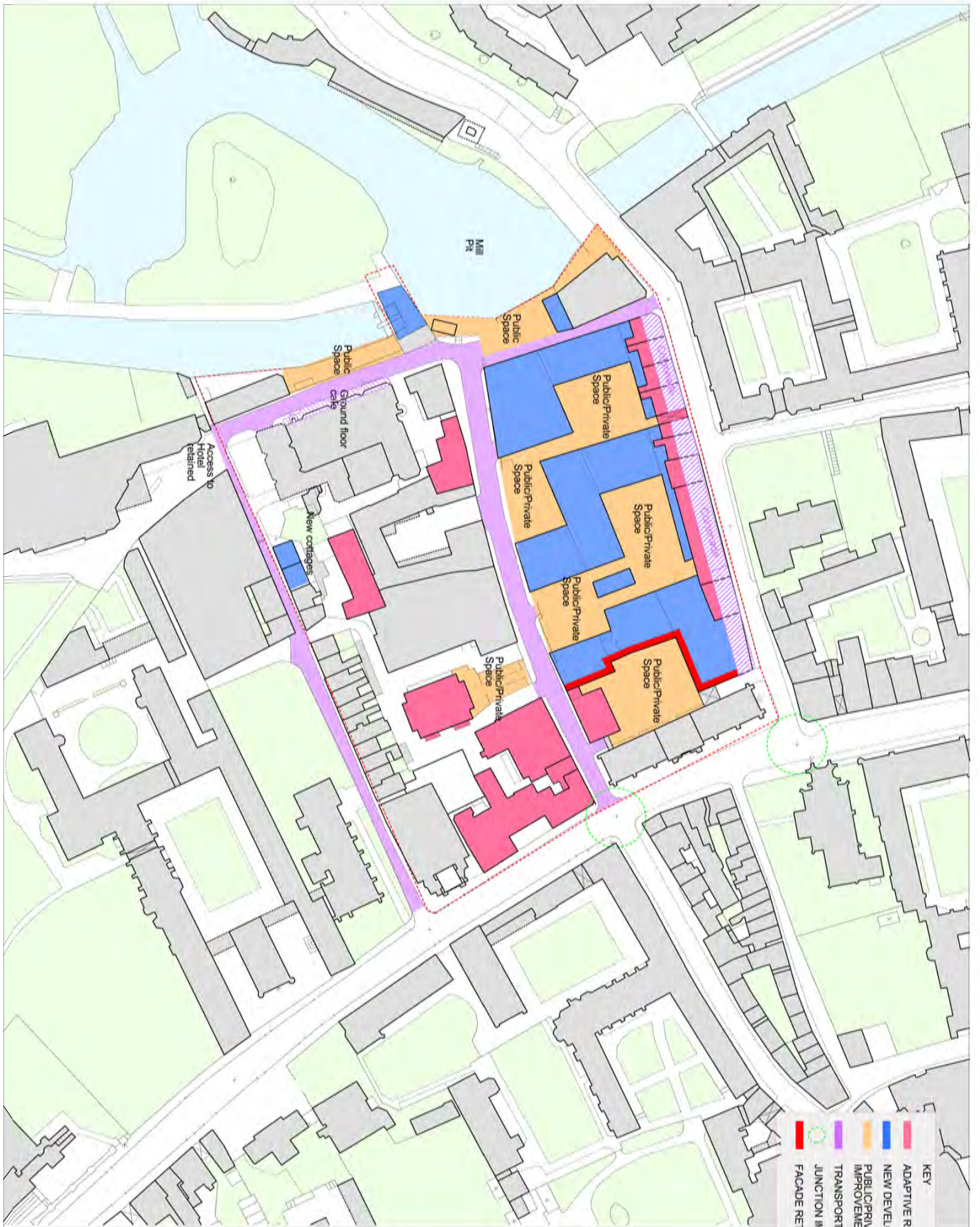




KEY	
[Red solid line]	ADAPTIVE REUSE
[Blue solid line]	NEW DEVELOPMENT
[Orange solid line]	PUBLIC/PRIVATE SPACE IMPROVEMENT
[Purple solid line]	TRANSPORT IMPROVEMENTS
[Green dashed circle]	JUNCTION IMPROVEMENTS
[Red solid line]	FACADE RETENTION

# DEVELOPMENT OPTION 3a: Redevelopment with Squares





KEY	
<span style="color: pink;">■</span>	ADAPTIVE REUSE
<span style="color: blue;">■</span>	NEW DEVELOPMENT
<span style="color: orange;">■</span>	PUBLIC/PRIVATE SPACE IMPROVEMENT
<span style="color: purple;">■</span>	TRANSPORT IMPROVEMENTS
<span style="color: red; border-bottom: 1px dashed red;">—</span>	FAÇADE RETENTION
<span style="color: green;">○</span>	JUNCTION IMPROVEMENTS

### DEVELOPMENT OPTION 3b: Redevelopment with Courtyards

## 4. Development Options Appraisal: Key Themes



**4.1** The participants were divided into two groups and invited to consider and appraise the four options under the headings of:-

Heritage/Townscape  
Public realm  
Traffic and transportation  
Sustainability

**4.2** The key themes emerging from the appraisal process are set out below and in more detail on the schedules in Annex C.

### Option One

- More detailed building appraisal required in order to inform decisions on demolition and redevelopment
- Acknowledgement that while adaptive re-use has 'heritage' benefits there is an opportunity cost in terms of public realm, transport and other benefits
- Greater clarity required in terms of location, nature and extent of public realm improvements
- This option does not deliver the extent of public realm improvement the stakeholders would like to see
- Any development should address current traffic and servicing problems
- The option does not deliver the transport improvements for pedestrians, cyclists and public transport users that stakeholders would like to see
- Adaptive reuse can deliver some beneficial sustainable outputs

### Option Two

- Option 2 provides a compromise between development and adaptive re-use
- More detailed work required before value judgements can be made about quality of existing buildings
- Potential for some transport improvements but need to consider priorities
- Permeability improved over Option 1 but could deliver wider public realm benefits
- Doesn't deliver improved access to the river frontage
- Can deliver some sustainable outputs



### Options 3(a) and (b)

- Provides the greatest opportunity to improve permeability and the public realm (although details need to be thought through)
- Provides opportunity to open up the river frontage
- Needs to preserve important views and townscape but provides opportunity to enhance the site and create a new vibrant quarter of the town
- Uncertainty over the value of the Asian Studies building and of introduction of colonnade on Silver Street
- Little support for a 'New Mill' building
- Impact of servicing needs to be addressed
- Introduction of shared surfaces welcomed
- Cycle parking needs to be improved
- Provides greatest opportunity to improve sustainability



## 5. Public Realm Improvement



- 5.1** In order to assist the preparation of the development framework for the site, the stakeholders were invited to identify where they felt that public realm improvements could be made within the site. The questionnaire is attached as Annex D. The responses are summarised in the paragraphs below and tables contained within Annex E.
- 5.2** The stakeholders were asked to complete a questionnaire which covered all of the streets within the site and asked them to grade the importance of improving boundary treatments; lighting; pavements; street furniture; and the road surface. Additional comments could be provided on the back of the questionnaire.
- 5.3** It was apparent that stakeholders had differing views on what constituted public realm improvements, as many of the additional comments made reference to the creation of new open spaces and the enhancement and development of the views down to the river.
- 5.4** A number of people referred to the need to have low/zero levels of car parking and high levels of cycle parking related to appropriate forms of development. Rising bollards were suggested to limit traffic and 20 mph speed limits were recommended to slow the movement of any remaining traffic. HGVs were recognised as being problematic, with servicing of concern in the event of any commercial development coming forward.
- 5.5** It is difficult to draw any clear conclusions from the questionnaire in simply numerical terms as some stakeholders chose to respond only on certain streets. This may be based on the streets that they viewed to be particularly problematic in terms of public realm or because they used the particular streets more regularly than other streets within the site. The response rate for Trumpington Street, Silver Street and Mill Lane was higher than the other three streets. Little St Mary's Lane has the lowest response rate overall.
- 5.6** Lighting of the six streets was consistently given high priority by the stakeholders, with Mill Lane registering the highest level of concern. Generally, boundary treatments such as gates and fencing, and street furniture, (including signage) were prioritised over the quality of the pavement. Road surfacing was not generally considered to take precedence over other matters, apart from on Silver Street, where road surfacing was considered to be problematic and a close second to lighting.

## 6. Next Steps



- 6.1** Utilising the information collected as part of this appraisal work, the City Council and University teams will:
- i) identify a vision and key development objectives for the site
  - ii) prepare a draft development framework for public consultation
- 6.2** The next stage of stakeholder involvement will be to present the draft proposed development framework, in the form of the SPD before it is published for public consultation.

# Annex A

## Invitees to the Second Stakeholder Workshop

### City Councillors:

Clare Blair	Alan Baker
Michael Dixon	Roderick Cantrill
Julie Smith	Marian Holness
Tania Zmura	Salah Al Bander
Kevin Blencowe	Colin Rosenstiel
Robert Dryden	John Hipkin
Tim Bick	Sian Reid

### County Councillors:

Gaynor Griffiths	Alexander Reid
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### Residents Representatives:

Little St Mary's Lane

### Interest Groups/Stakeholders:

Cambridge Chamber of Commerce	Cambridge Cycling Campaign
Cambridge Friends of the Earth	Cambridge Preservation Society
Cambridge Water Company	Conservators of the River Cam
Cambs Campaign for Better Transport	CRACA
Emmanuel United Reformed Church	English Heritage East of England
Environment Agency, Anglian Region	Greater Cambridge Partnership
Natural England	Pembroke College
RSPB Eastern England	Scudamore's Punting Company
Shape East	Stagecoach in Cambridgeshire
The Wildlife Trust	

### Cambridgeshire County Council:

Archaeology/Highways

### Others:

DTZ	Sheppard Robson
Peter Brett Associates	La Salle Investment Management
Savill's	

### University of Cambridge:

Pro-Vice Chancellors' Office	Office of Communications
Registrary	Director EMBS
Head of Planning and Property EMBS	

Staff from Cambridge City Council Environment & Planning Department

# Annex B

## Attendees

Cllr Alan Baker  
*Cambridge City Council*

David Grech  
*English Heritage*

Eliza Gore  
*Archaeologist*  
*Cambridgeshire County Council*

Andy Campbell  
*Stagecoach*

Adam Ireland  
*Environment Agency*

Jim Chisholm  
*Cambridge Cycling Campaign*

P Hewitt  
*Emmanuel United Reformed Church*

Janet Sparrow  
*Cambs Campaign for Better Transport*

Karen Charles  
Suzie Longden  
DTZ

### **Cambridge City Council:**

Penelope Hird  
Joanna Gilbert-Wooldridge  
David Bradford  
Emma Davies

Chris Blencowe  
*Pembroke College*

Carolin Göhler  
*Cambridge Preservation Society*

Philippa Noon  
*Cam Conservators*

Rod Ingersent  
*Scudamores*

Andrew Schofield  
*Little St Mary's Lane Residents*

James Woodburn  
*Cambridge Cycling Campaign*

Frances Downie  
*Shape East*

Rod McAlister  
*Sheppard Robson*

Lindsay Dane  
John Clark  
EMBS

Glen Richardson  
Susan Smith  
Barry Louth

# Annex C

## Option 1

Topic	Group 1	Group 2
<b>Heritage/ Townscape</b>	<ul style="list-style-type: none"> <li>• Buildings on Silver Street (Richard Reynold Rove architects) and the industrial character of area need to be recognised.</li> <li>• Best option in terms of preservation in situ of archaeology and preservation of historic environment but to the cost of public realm and transport improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• Need an Historic Appraisal of the site with detailed assessment of each individual existing building in order to assess the merits of each option. Value judgements are already being made at this stage before it has been verified what quality of townscape is in situ.</li> <li>• More opportunities to explore than this scheme deals with.</li> </ul>
<b>Public Realm</b>	<ul style="list-style-type: none"> <li>• Should we concentrate on the area behind Pitt Building or have focus on area by the Oast House?</li> <li>• Disappointed by lack of public realm improvement.</li> </ul>	<ul style="list-style-type: none"> <li>• How are different parts of the public realm going to be treated dependent on use – need to establish green spaces and shared surfaces.</li> <li>• Disappointed by lack of public realm improvement.</li> </ul>
Topic	Group 1	Group 2
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Mill Lane/Trumpington Street junction as a priority.</li> <li>• Disappointed by lack of opportunity for improvements to benefit pedestrians / cyclists / public transport users.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Weaknesses in terms of how much traffic there would be with different types of adaptive reuse – if you attract more people to the site then you have more potential problems with servicing and exacerbation of existing problems.</li> <li>• Disappointed by lack of opportunity for improvements to benefit pedestrians/cyclists/ public transport users.</li> </ul>
<b>Sustainability</b>	<ul style="list-style-type: none"> <li>• Potential for car free development but little else.</li> </ul>	<ul style="list-style-type: none"> <li>• Embodied energy within existing buildings and opportunities to retrofit buildings</li> <li>• The site is in a sustainable location – should have low/zero car parking</li> </ul>



## Option 2

Topic	Group 1	Group 2
<b>Heritage/ Townscape</b>	<ul style="list-style-type: none"> <li>• Better compromise.</li> <li>• Limited permeability improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• Better compromise compared with Option 1 dependent on the findings of an Historic Appraisal of the site with detailed assessment of each individual existing building in order to assess the merits of each option. Value judgements are already being made at this stage before it has been verified what quality of townscape is in situ.</li> <li>• Concerns about loss of historical context and need to observe variation in roofscapes, building heights and views through to landmark buildings.</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Welcome improvements to Laundress Lane but question users.</li> <li>• Limited traffic and transport improvements – should prioritise Silver Street and Mill Lane junction.</li> <li>• Reduce traffic into city</li> </ul>	<ul style="list-style-type: none"> <li>• Problems with market housing on the site and the likely demand for associated car parking - need to include car clubs.</li> <li>• Is there an option of providing a desire line through the site to reduce amount of pedestrians and cyclists on the main routes (i.e. priority route through the site and into Queens Lane).</li> </ul>
Topic	Group 1	Group 2
<b>Public Realm</b>	<ul style="list-style-type: none"> <li>• Should be able to see public spaces from the streets.</li> <li>• Improve Stuart House frontage and gardens.</li> <li>• Recognition of Kings Ditch on Mill Lane.</li> <li>• Use of shared surface on Mill Lane and Silver Street.</li> <li>• Access to River is key.</li> </ul>	<ul style="list-style-type: none"> <li>• Nature and amount of spaces is dependent on uses of buildings and the building heights.</li> <li>• Permeability through the site is better than Option 1, but is still not great with a through route needed on the Silver Street/Mill Lane block.</li> <li>• Mill Lane and Silver Street – do away with pavements and have a shared surface giving priority to pedestrians.</li> <li>• Fails to open the River frontage – consider introducing more of a cantilevered walkway to improve public access to waterfront.</li> </ul>
<b>Sustainability</b>		<ul style="list-style-type: none"> <li>• The site is in a sustainable location – should have low/zero car parking.</li> <li>• Use the resources on site for renewable energy and</li> <li>• ensure BREEAM and CSH are met</li> <li>• at high level.</li> </ul>

**Option 3a and 3b**

Topic	Group 1	Group 2
	<ul style="list-style-type: none"> <li>• Colonnades – Differing views on benefits.</li> <li>• Kings Mill – Could block views.</li> <li>• Retail – Opportunity for vibrant specialist quarter (servicing an issue – pedestrians).</li> <li>• Public Space – Greatest opportunity for provision in Option 3.</li> <li>• Permeability – Still needs to be addressed.</li> <li>• Public Square adjacent to water – Mixed view on whether to keep Asian Studies Library.</li> <li>• Scudamore – Seen as important but location needs to be considered further.</li> <li>• Shared surfaces – Silver Street and Mill Lane.</li> <li>• Boat House location and opening views of river.</li> <li>• Servicing – Impact of uses (can this be reduced?)</li> <li>• Cycling – Improve facilities and standards to be met.</li> <li>• Sustainability – Greater opportunity (CHP, Green Roofs, BREEAM/Code for Sustainable Homes).</li> </ul>	<ul style="list-style-type: none"> <li>• Townscape appraisal needed to inform development</li> <li>• Need to preserve views and enhance townscape and important landmark buildings with appropriate heights and forms</li> <li>• The Mill Pit frontage is vital to the remainder of the development of the site – mixed views on keeping East Asian Studies Library</li> <li>• Boathouse location and new bridge</li> <li>• Colonnade possible on Mill Lane too.</li> <li>• Congested public areas adjacent to the site need improved permeability</li> <li>• Public spaces need considerable thought in terms of viability and use</li> <li>• Uniform treatment of surfaces and shared surface approach</li> <li>• Enhance permeability at the edges of the site e.g. access to Queens' Lane</li> <li>• Servicing - Impact of existing and proposed uses (can this be reduced?)</li> <li>• Improvement to junctions</li> <li>• Cycle parking need improvement to meet standards</li> </ul> <p>Sustainability – Greater opportunity (CHP, Green Roofs, use of aquifer, BREEAM/Code for Sustainable Homes).</p>

# Annex D

## Public Realm Improvements: Questionnaire

It is recognised that the quality of the public realm within the site is currently poor. Policy 7/5 (Cambridge Local Plan 2006) outlines the need to make improvements to the site's environment as a part of any development. However, the level of likely public realm improvements is in direct correlation to the level of development undertaken on site and where that development occurs. If, for example, the development comprises only the adaptive re-use of existing buildings, it is unlikely that significant levels of change will occur in the public realm due to the financial implications of the scheme.

In order to assist the development of the Supplementary Planning Document and future development on site, specific areas where the public realm could be improved are suggested below. Please prioritise them by numbering them from 1 to 5 in order of importance for each street (1 being least important).

Location	Facilities	Priority
<b>Granta Place</b>	Boundary treatments (gates/fencing)	
	Lighting	
	Pavement	
	Street furniture, including signage	
	Road surface	
<b>Laundress Lane</b>	Boundary treatments (gates/fencing)	
	Lighting	
	Pavement	
	Street furniture, including signage	
	Road surface	
<b>Little St Mary's Lane</b>	Boundary treatments (gates/fencing)	
	Lighting	
	Pavement	
	Street furniture, including signage	
	Road surface	
<b>Mill Lane</b>	Boundary treatments (gates/fencing)	
	Lighting	
	Pavement	
	Street furniture, including signage	
	Road surface	
<b>Silver Street</b>	Boundary treatments (gates/fencing)	
	Lighting	
	Pavement	
	Street furniture, including signage	
	Road surface	



# Annex E

## Public Realm : Questionnaire Response

Location	Granta Place				
Facilities	Boundary treatments (gates/fencing)	Lighting	Pavement	Street furniture, including signage	Road surface
Total score	29	27	20	26	22

Location	Laundress Lane				
Facilities	Boundary treatments (gates/fencing)	Lighting	Pavement	Street furniture, including signage	Road surface
Total score	22	24	20	30	22

Location	Little St Mary's Lane				
Facilities	Boundary treatments (gates/fencing)	Lighting	Pavement	Street furniture, including signage	Road surface
Total score	19	25	14	30	20

Location	Mill Lane				
Facilities	Boundary treatments (gates/fencing)	Lighting	Pavement	Street furniture, including signage	Road surface
Total score	29	39	15	33	22

Location	Silver Street				
Facilities	Boundary treatments (gates/fencing)	Lighting	Pavement	Street furniture, including signage	Road surface
Total score	27	32	16	26	31

Location	Trumpington Street				
Facilities	Boundary treatments (gates/fencing)	Lighting	Pavement	Street furniture, including signage	Road surface
Total score	25	34	19	24	33



Stakeholders were also invited to make additional suggestions for public realm improvement and their comments are set out below.

**Comment 1:**

- Increase cycle parking
- Increase permeability
- View of river from Little St Mary's Lane
- More public space by river

**Comment 2:**

- Radical traffic reduction by reducing the opening lanes of the rising bollards
- Drastic reduction of car parking + selection only of developments with no car parking requirements
- Opening up of river frontage. The former warehouse next to the Anchor Public House should be demolished; whichever options is selected Scudamore's Site on the upper river should be greatly reduced to give public access to the river on part of what is presently used by Scudamore's (But without reduction in numbers of punts).
- 20mph speed limit is essential
- Prohibition of HGVs is also essential
- Full application of the City Council's cycle parking standards, whichever option is selected
- Traffic lights are need at Mill Lane / Trumpington Street/ Pembroke Street junction to remedy serious accidents problems.

**Comment 3:**

- Possibility of agreeing areas of site
- Still need to address transport black spots
- Whilst everyone would like a strict reduction of traffic, we need to understand that commercial development will require sufficient access and the reduction of transport will therefore be limited.
- Student accommodation seems to provide least vehicle traffic impact.

**Comment 4:**

- Suggest increased levels of landscaping (with public access)
- Site should incorporate 'green spaces' that are present at near by location. This should also lead-in (form transition) to riverside frontage.

**Comment 5:**

- Improving the surfaces of roads such as Little St Mary's Lane may encourage more traffic, whether it is vehicular or bicycles. This would have a negative impact for this lane, as it is quiet/ peaceful and residential at the moment.
- Idea of shared surfaces may be good on certain streets, but not all.

**Comment 6:**

- Provide shared surfaces- no separation of pedestrians cyclist and vehicles
- Near for visually arresting public art- as an integrated part of any planning application and not as an afterthought.

**Comment 7:**

- If increased residential use, unfair to expect people to live in an adaptive re-use plan without provision of open space.



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