

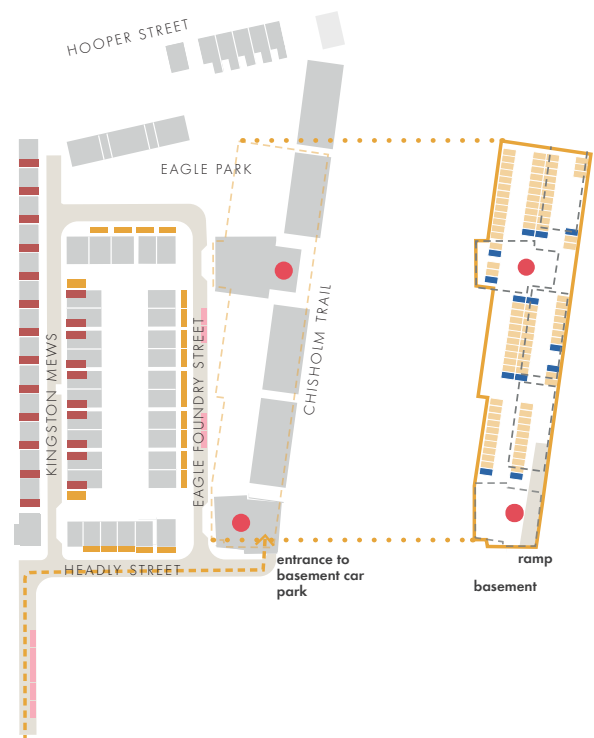
### Basement car park

Two thirds of the parking for the whole site is provided in a basement car park.

The communal basement car park is conceived as shared facility. Whilst it is most likely to serve the residents of the apartments, it has been designed with flexibility in mind, so that it could potentially serve any of the residents on the site, or even beyond subject to agreement with the Highways Authority.

There are two dedicated shared lift and stair accesses. One is in building B-02, located near to the vehicular ramp and the southern end of the basement car park. The other is in building B-05 which is near to the northern extent of the basement car park.

The shared basement parking is entered at the eastern end of Heady Street, in the ground floor of building B02. This minimises vehicular movements on the remaining streets. In order to minimise the length of the ramp within the building, the incline of the ramp starts in the short section of road at the end of Heady Street. The entrance to the ramp will be controlled by a traffic light system.



Car parking at ground and basement level

- garages
- parallel on plot spaces (on-street)
- visitor parking (on-street)
- spaces in basement
- accessible spaces in basement
- shared access cores to basement
- car route to basement

Location	Resident spaces (standard)	Resident spaces (accessible)	Spaces for other uses	Visitor spaces	TOTALS
Basement	63	13	15	10	101
On plot parallel (on street)	21				21
In garages	23				23
Visitor (on street)				6	6
<b>TOTALS</b>	<b>107</b>	<b>13</b>	<b>15</b>	<b>16</b>	<b>151</b>

Table of car parking spaces

## 541 cycle parking spaces are provided across the site (significantly more than required by policy) and all are in the form of Sheffield stands.

### Cycle parking

Significantly more cycle parking is proposed than required by the adopted standards. Convenience has been prioritised to encourage cycle use in this highly sustainable location. For example, although 150 cycle parking spaces are provided in the basement, 97% of the provision is at ground floor (both indoors and outdoors) for maximum convenience of access. All the cycling parking provided is in the form of Sheffield stands, which is the most convenient form of cycle parking.

Direct access to the Chisholm Trail, a safe off-road route, minimises disruption of pedestrian and cycle routes from the road network, and further encourages cycling as a means of transport.

The design has been developed making reference to the standards set out in the Cycle Parking Guide For New Residential Developments produced by Transport Initiatives LLP and Cambridge City Council. Following consultation with the Cambridge Cycling Campaign, the City's Cycling Officer and others, we have significantly increased the amount of cycle parking over and above these standards.

In total, 541 cycle spaces are provided across the site.

For the apartments, cycle storage is proposed in a range of locations:

- Internal communal cycle stores at ground
- External communal cycle stores at ground (all secure, covered)
- External communal cycle stores at ground (all secure, not covered)
- Internal communal cycle stores at basement level

326 cycle spaces are provided for apartments, which is almost 180% of the required provision (policy only requires 180 spaces). Some of these are in external locations which are not covered, but even excluding these, the number of parking spaces for the apartments is still 256, which is 140% of the required provision.

Access to the basement cycle parking is from the two shared cores. Both include oversized cycle lifts. In addition to the two lifts, there is a stepped cycle ramp for maximum convenience (similar to the one at the station cycle park).

Cycle storage for the residents of houses is provided within the curtilage of each individual house. All houses are policy compliant as a minimum (1 space per bedroom up to 3 bedrooms, then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings). However, all houses have gardens and many also benefit from garages with potential for further cycle parking. Shared passageways between the gardens offer access to the rear of every house, offering flexibility and convenience.



Houses are served by a shared passageway which gives access to back gardens



Cycle access to the basement will be via a stepped ramp, plus two cycle lifts

### 'Off-gauge' cycle parking

Given there is a substantial over provision of cycle parking, there is also plenty of space for off-gauge/family bike cycle parking. Several cycle enclosures have been designed to allow off-gauge cargo parking. It is assumed that residents of the apartments will use the ground floor cycle enclosures for off-gauge bikes, rather than the basement. Residents of the houses have multiple options for where they might park an off-gauge bike. Most of the houses have external thresholds zones outside their house wide enough to accommodate off-gauge bikes. Residents can also use their back garden where possible, and those with garages can of course also choose to park their off-gauge bike there.

### Visitor cycle parking

Cycle parking spaces are also provided across the site for visitors. These are distributed in various locations as marked on the drawings, taking into account convenience and need. Generally, they are located near entrances to buildings or in other places of activity, such as the play area or the community/retail unit near the site entrance. Some of this visitor parking has been introduced to serve Calverley Brewery and other uses at the end of Hooper Street, following feedback from stakeholder groups.

A total of 64 visitor cycle spaces are provided, all outside and in the form of Sheffield stands. This equates to 1 visitor space for every 3 homes. Residents also have the flexibility to give guests access to their private spaces as well.

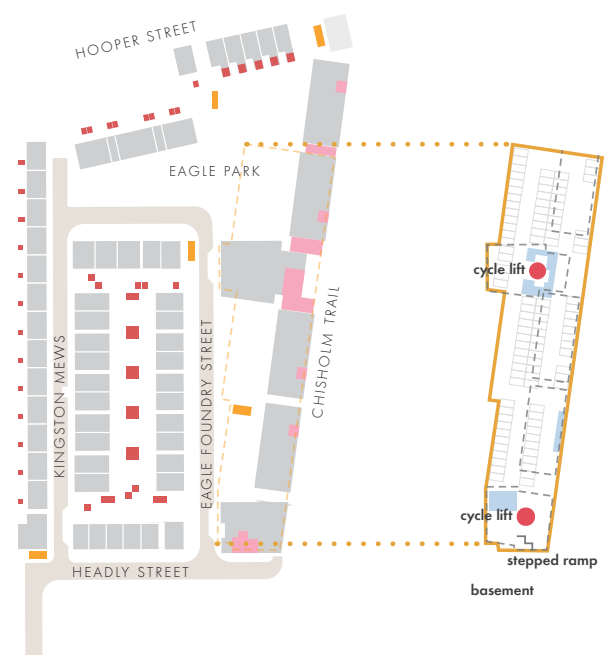
Apartments	Cycle spaces (all Sheffield stands)
At ground floor within buildings	92
In enclosure outside the buildings (covered)	14
In enclosure outside the buildings (not covered)	70
In the basement	150
<b>Apartments total</b>	<b>326 (180% of min provision)</b>

<b>Houses</b>	151
<b>Visitors</b> (generally located near building entrances)	64

<b>GRAND TOTAL</b>	<b>541</b>
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Table of cycling spaces

- parking in back gardens
- visitor parking
- communal parking (ground)
- communal parking (basement)
- cycle lifts
- stepped ramp



Bicycle parking at ground and basement level

## DAYLIGHT AND SUNLIGHT

### Overshadowing

As suggested by the BRE guidance, all public and communal outdoor areas within the site have been assessed for 'Sun Hours on Ground' (SHOG).

The overshadowing assessment results are shown opposite. It shows that all of the three areas of open space assessed will exceed BRE recommendation of providing at least two hours of direct sunlight on 21st March. Therefore, the levels of sunlight to the open spaces in the scheme can be considered excellent.

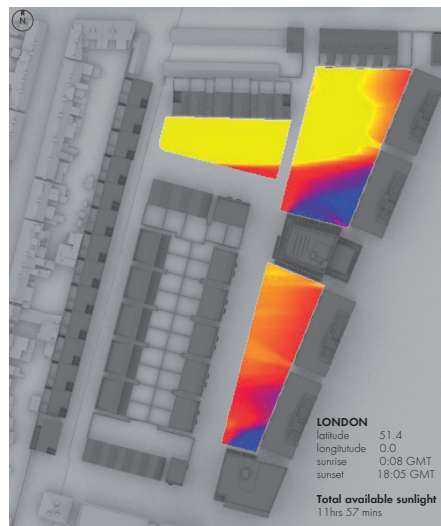
### Daylight and Sunlight

The assessment also concludes that the proposed development will offer very good levels of daylight to its future occupants. Furthermore, the proposals are considered to make the most of the available sunlight and offers future occupants access to very good levels of sunlight throughout the year.

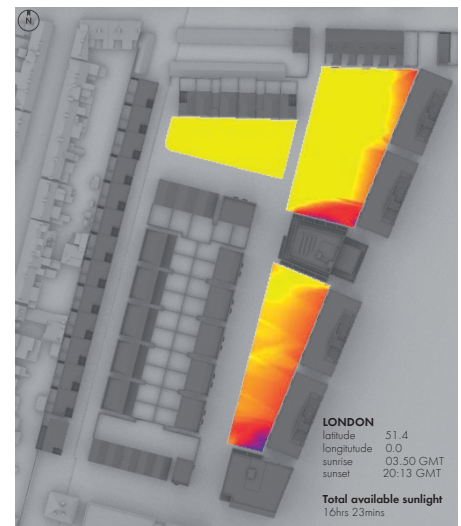
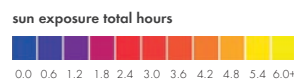
Please refer to GIA's Daylight & Sunlight Assessment for further details.



Overshadowing assessment - sun hours on ground



Overshadowing assessment - ground level sun exposure  
21 March (spring equinox)



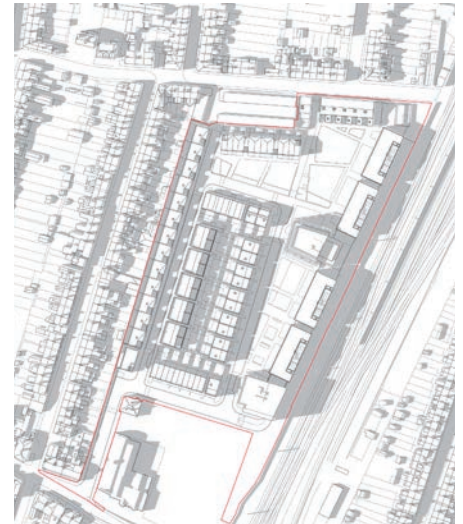
Overshadowing assessment - ground level sun exposure  
21 June (summer solstice)



08.00  
summer solstice 21 June



12.00



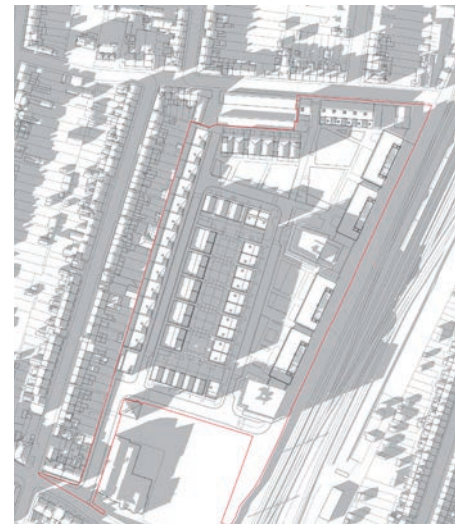
16.00



08.00  
autumn equinox - 21 September



12.00



16.00



10.00  
winter solstice - 21 December



12.00



15.00

shadow analysis across the site

## APPEARANCE

The architectural expression of the proposals has been influenced by the local context, as well as the wider character of Cambridge. The site's location, adjacent to the railway, and the relationship with the conservation area calls for a highly specific response. Familiar and durable materials have been selected; brick is a natural choice and is proposed throughout, albeit a few exceptions. Other proposed materials include metal, slate and timber.

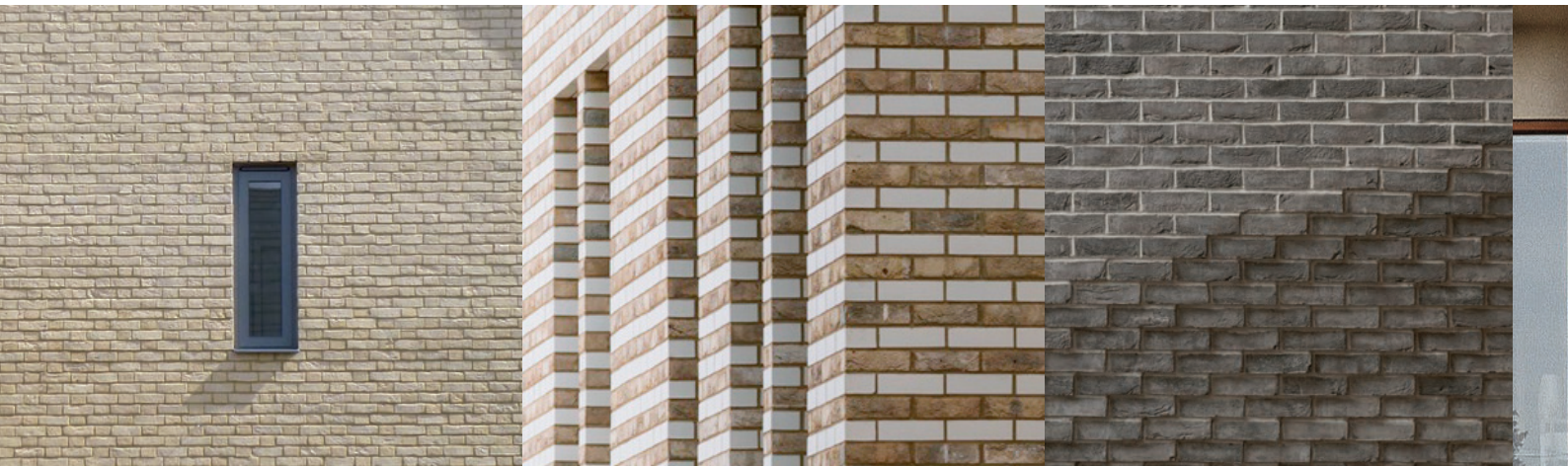
Most of the existing terraced houses were built using brick made from local gault clay, the appearance of which has changed over time. Some have acquired a distinct grey/brown patina, others have been cleaned or re-pointed; yet others are painted or even rendered, producing a charming diversity.

An array of different clay bricks is proposed to echo this variety, including light grey, buff/yellow gault, brown, dark grey facing bricks, with the more prominent buildings faced in red brick. Accent is created through a variety of types of masonry details and motifs; including variants of brick banding, protruding or recessed brick details, cornice details and the use of contrasting brick to one house in an

otherwise homogeneous group. The use of different colours (i.e. on the front doors of the houses) offers subtle variations and establishes individual identity within otherwise identical house types.

The two exceptions to the prevailing use of masonry are the two taller apartment buildings, B-02 and B-05, which are seen more 'in the round' within the overall composition. Their elevations facing the open spaces are distinguished by their framed metal balcony structures - recalling the former industrial uses of the site. These structures stand proud of the brick and offer authoritative frontispieces to the open spaces.

A key feature of the elevational treatment throughout - for both houses and apartments - is the integration of deep brick window reveals. This lends the elevations a sculptural quality and reinforces the depth of the walls - whilst assisting with shading and privacy. In some cases, in response to particular moments, feature windows are pushed to the front of the brick to appear near flush.



light buff brick

contrasting banded brick

dark grey brick

Windows are typically proposed to be aluminium composite. These provide a durable metal finish externally and perform well thermally. Brick is also used to form garden walls, while metalwork is used throughout for balustrades, handrails, gates and screens, with the choice of finish colour – ranging from silver, bronze, maroon and greys - relating to individual buildings and brick interfaces.

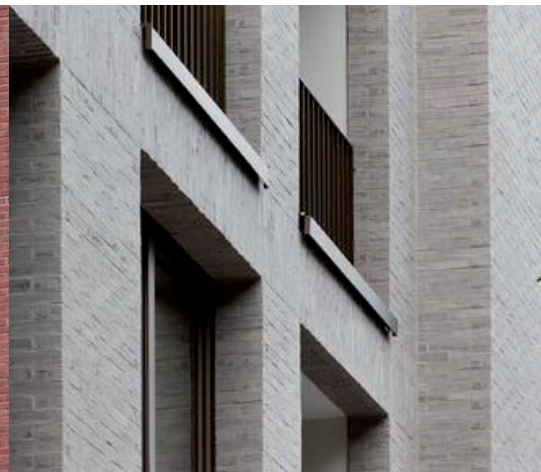
A more detailed description of the plan arrangement, form and appearance of each building is contained in the section on the design organised by street and its constituent buildings.



buff brick



red brick



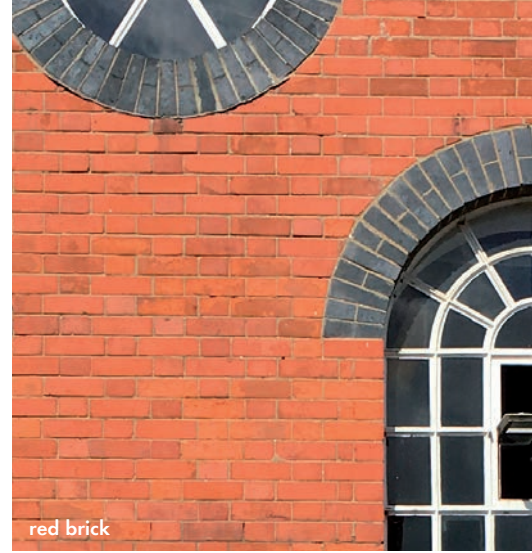
light grey brick



grey brick



buff/gault brick



red brick



white reveals



special windows



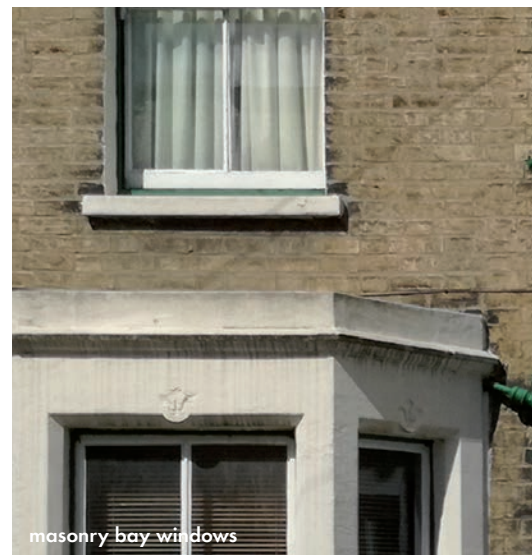
patterned string courses



masonry lintels



painted doors



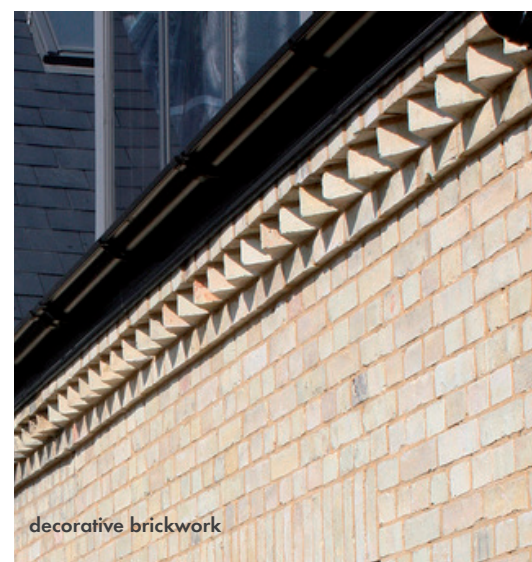
masonry bay windows



slate roofs



blank gables



decorative brickwork

## HERITAGE ASSESSMENT

The entire site is located within the area covered by the Mill Road Conservation Area Appraisal. To the south, adjacent to the site entrance, is the Grade II listed former Cambridge City Branch Library. There are also several Buildings of Local Interest (BLIs) within the vicinity of the depot site. A Heritage Statement and an Archaeology Desktop Study have been undertaken and are submitted to support this application.

With regards to the listed library building, the Heritage Statement concludes that the depot site creates an unattractive environment and provides no positive contribution to the setting of the building. It states that the opportunity to provide an enhancement to this area is highly desirable.

With regards to the conservation area, the Heritage Statement concludes that there will be no harm as a result of the proposed development. Indeed, it concludes that the proposed development will have a positive impact on the character and appearance of the Conservation Area and setting of the listed building providing a clear enhancement to the quality of built development over the existing buildings (and uses) within the site, which currently provides no positive contribution.

The proposed development has been sympathetically designed to respond to the scale, arrangement and palette of materials of the surrounding Victorian terraced housing, which run parallel on a similar north-south axis. The resulting development will strengthen the distinctive character of the area, whilst allowing the currently unattractive and uncharacteristic site to be successfully integrated within the surrounding residential development. The proposed development will therefore enhance the character and appearance of the Mill Road Area Conservation Area. In doing so the proposals 'respond to the wider context established in the Mill Road Conservation Area' in line with the requirements of the Planning and Development Brief (SPD).

The demolition of the existing buildings on the site is dealt with under a separate application. The Heritage Statement for the demolition application provides commentary on the relative significance of the buildings on the site and a justification for their demolition. It is however concluded that the demolition is acceptable on heritage grounds.

Overall, the Heritage Statement concludes that the development will not cause harm to the historic environment, and will provide an enhancement to the setting of heritage assets through a high-quality development that draws upon the characteristics of the area.