

Planning Submission Requirements

Full Application - including:

- Full details of the scheme to include existing and proposed plans, sections and elevations covering the whole site
- A design statement which demonstrates how the development addresses the site and its context
- Perspectives showing the proposed development from key points along St Andrew's Street and Christ's Pieces
- A detailed landscaping scheme, including boundary treatments
- Tree survey to BS 5837 standard on a topographical survey base. Where trees are planned to be retained or new trees planted, the design of engineering and underground services will need to take account of the branch, trunk and root structures
- Full details of how the archaeological potential of the site is to be addressed and investigated
- A Transport Assessment (TA) which should evaluate the transport impact of the development
- Details of noise insulation and fume filtration/extraction associated with any A3 use
- Details of arrangements for the storage and disposal of all waste

Conservation Area Consent

This will be required for the demolition of the existing buildings. The application should include full details of the buildings to be demolished and provide for their recording prior to demolition.

Details of measures to be undertaken during construction to minimise disturbance to nearby premises from noise, dust and odour.

NOTE - the developer will need to provide the local planning authority with no less than ten copies of all plans and supporting documentation submitted as part of the Planning Application and Conservation Area Consent.

The Section 106 Agreement - The Council has adopted a Planning Obligation Strategy (July 2002) and in accordance with this strategy the draft heads of terms will be likely to include:

- Southern Corridor Area Transport Plan contribution and preparation of a Travel Plan
- Commuted payments for open space provision for the residential use
- Contribution towards education, pre-school and lifelong learning
- Contribution towards community facilities for the private housing
- Provision of public art
- Contributions to improving the public realm, for example the provision of a ticket office for the bus station, street lighting and the cost of including Christ's Lane with the coverage of the CCTV system

BRADWELL'S COURT - PLANNING AND DESIGN BRIEF

Vision for the Site

To transform an important but under utilised site in the historic city centre by:

- creating a distinctive mixed use development that responds to its setting in a Conservation Area and adjacent to listed buildings
- reopening the historic Christ's Lane as an attractive pedestrian link between St Andrew's Street and Christ's Pieces
- creating townscape and architecture of the highest quality
- exploiting the excellent public transport links to the area and securing car free development
- improving servicing arrangements

Planning Policy Guidelines

Bradwell's Court is designated as a site for redevelopment (site 11.3), within the Cambridge Local Plan (adopted 1996). The proposed uses within the plan are shopping, arts/entertainment space with private or student residential accommodation above. Café/restaurant use may also be acceptable, as may Financial or Professional Services (A2) subject to meeting the requirements of Local Plan Policy SH2.

This brief was adopted by the City Council as Supplementary Planning Guidance on 5th November 2002.

Context



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General Design Principles

Built form - The planning and design of any new development should be based on sound urban design principles. Specific requirements for this site include:

- Active frontages to St Andrew's Street, Christ's Lane and Christ's Pieces to give vitality and natural surveillance
- Buildings which reflect the local distinctiveness of the city and which add to the richness of the townscape, its vistas and views
- Buildings which turn corners successfully, respond to the character of the surrounding traditional buildings and have an interesting and varied roof form
- Well designed buildings which respect the palette of local building materials

Christ's Lane - The opening of Christ's Lane as a pedestrian route provides an opportunity to comprehensively redesign the area in front of the shops on St Andrew's Street.

The minimum width should generally be about 6 metres clear width with bollards or other features at each end to prevent its use by vehicles. It should be improved to a standard to allow it to be adopted and maintained as public highway and be surfaced in high quality materials. The Lane should be adequately lit in accordance with the approved Lighting Strategy and be included within the coverage of the CCTV system.

The visual attractiveness of parts of the wall of the Christ's College building along Christ's Lane should be enhanced, for example by the incorporation of public art.

St. Andrew's Street building line

The extent of the building line at ground floor level should be substantially retained to ensure there is adequate space for pedestrians. The area will need to be comprehensively re-designed to a high standard.

Servicing - All deliveries and servicing via Drummer Street bus station must take place off the public highway and will be subject to time and/or weight limits to be agreed with Cambridgeshire County Council.

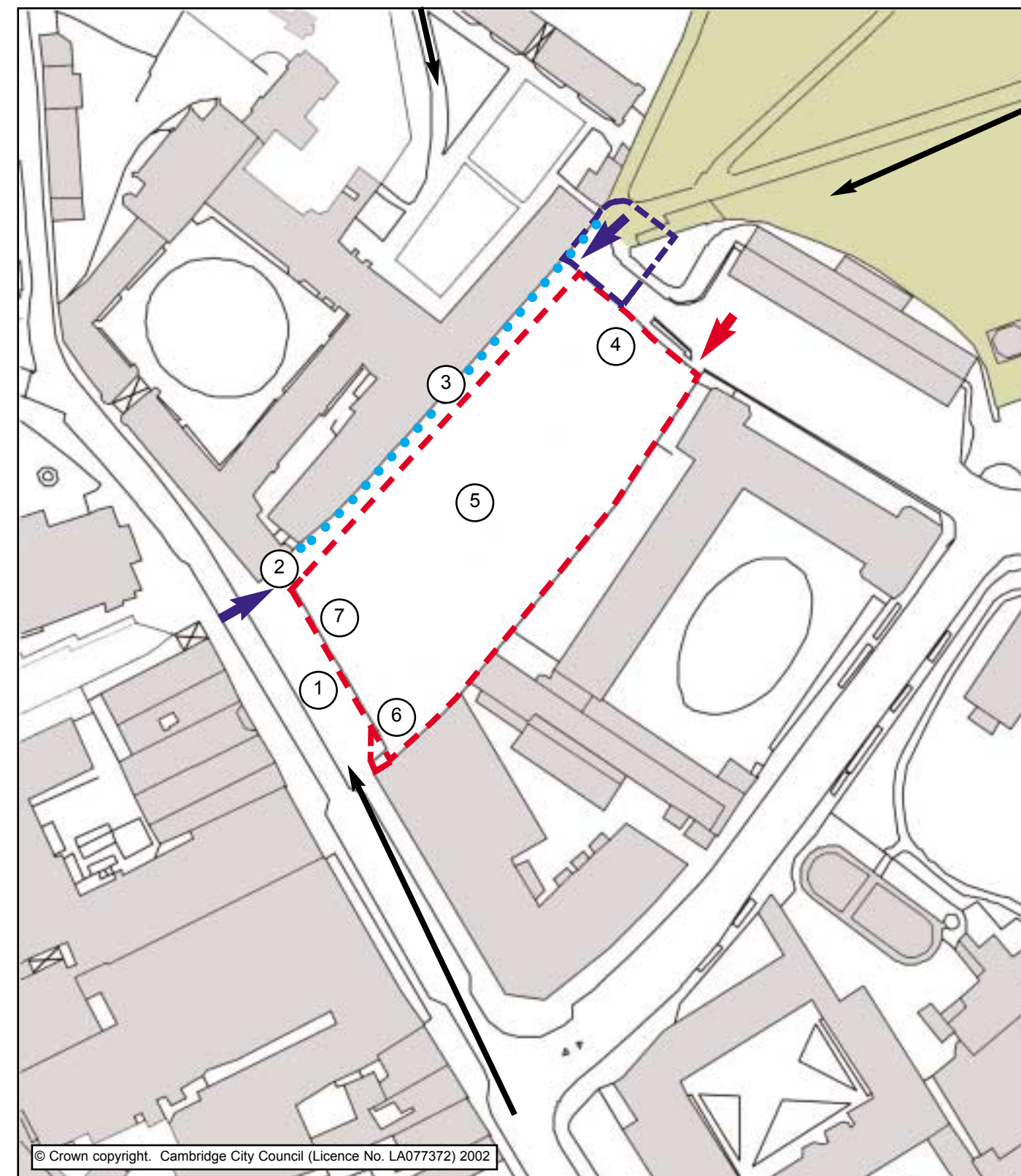
All servicing of Christ's College and any new residential accommodation must take place off the public highway. There is an opportunity to explore the potential for joint servicing arrangements with Emmanuel College to utilise their existing servicing area.

All entrances to shops and residential properties must provide good access for those with mobility difficulties.

Car parking - There should be no car parking except for disabled occupiers of the residential accommodation and their visitors.

Cycle parking - Cycle parking should be provided on St Andrew's Street. Secure provision should be made for workers' cycle parking within the development and for the residential units in accordance with the Council's standards. Cycle parking will not be acceptable along Christ's Lane. Overall there should be no loss of cycle parking in the vicinity of the development.

Bins - Adequate space should be made available for the storage of domestic and trade waste, including recycling.



	Maximum extent of building line at ground floor (subject to necessary approvals)	1	Area to be comprehensively redesigned
	Building elevation to be improved	2	Minimum width of Christ's Lane to be about 6m
	New 'public square'	3	Possible upper storey link to college
	Pedestrian entry points	4	Maximum building height not to exceed ridge height on gable of North Court
	Delivery access	5	Building to have a mix of heights to give positive roofscape
	Important long views	6	Frontage height to respond to cornice on Prudential Building
		7	Frontage to respond to verticality and narrow plot widths of traditional buildings