



Greater Cambridge Partnership

Direct Dial: 01223 582775

Our ref: PL00764702

16 March 2022

Dear Sir/Madam

Mill Road, Spring 2022 - Consultation on the future of Mill Road

Thank you for consulting Historic England on future of Mill Road Bridge, Cambridge. As the Government's Adviser on the historic environment, Historic England is keen to ensure that protection of the historic environment is fully taken into account at all levels and stages of the local planning process.

Mill Road is a vibrant and active place, with a wide range of shops and services. It provides both for locals and also is something of a destination too. Mill Road lies within the Mill Road Conservation Area. Close to the bridge lies the grade II listed Cambridge City Branch Library. Dating from 1897 this single storey, red brick building is divided into 8 bays by paired and single Corinthian pilasters. The west end facing Mill Road has a Baroque church type facade.

Any proposals for this area should seek to conserve and where opportunities arise enhance the historic environment.

Historic England broadly welcomes the aim of improving the quality of place. We welcome proposals for improvements to the public realm as well as plans to improve walking and cycling infrastructure in area. A reduction in traffic along this relatively narrow road through the Mill Road Conservation Area could have some positive benefits for the historic environment.

Increases in walking and cycling and the associated reductions in the use of private vehicles can have positive effects on the historic environment. This can be from reduced noise and air pollution, parking, traffic and congestion. Air pollutants can cause buildings and structures to decay. Traffic noise can affect how we experience historic places, and visual clutter from parked cars can affect the settings of historic spaces and how we move around them.

Historic England has produced guidance setting out good practice for street



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management, [Streets for All](https://historicengland.org.uk/images-books/publications/streets-for-all/) <<https://historicengland.org.uk/images-books/publications/streets-for-all/>> and further information on transport and the historic environment can be found on our [website](https://historicengland.org.uk/advice/planning/infrastructure/planning-and-transport/) <<https://historicengland.org.uk/advice/planning/infrastructure/planning-and-transport/>>.

In line with national policy and guidance on planning and design, cycling interventions should be designed to protect and enhance the historic environment. This could mean minimising visual clutter, especially from post-mounted traffic signs, and using materials or furniture that is appropriate for the historic environment.

In particular we encourage you to carefully consider the likely impact of any proposals on the Conservation Area and listed building. We suggest that you consider what could be done to minimise the impact, or indeed enhance the local environment perhaps through

- a) fewer signs,
- b) using appropriate materials in keeping with the surrounding area,
- c) minimising paint on road/pavement,
- d) minimising barriers and where they are necessary avoiding red and white plastic barriers etc.
- e) cycle parking can be located so as not to obscure the view of listed buildings etc.
- f) where pavements are being widened taking care to enhance the public realm in the process.

We would encourage you to use this opportunity to review whether all existing signs are necessary, whether they could share posts with other signs, and whether any other signs in the area are obsolete.

Conservation Officer Advice

We encourage you to work closely with conservation officers in developing and refining these proposals. They will be able to advise on how to minimise the impacts on the historic environment and indeed identify opportunities for the enhancement of the street scene.

Finally, we should like to stress that this opinion is based on the information provided by the Council in its consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals, which may subsequently arise where we consider that these would have an adverse effect



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Historic England

upon the historic environment.

Yours sincerely,

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