Great Kneighton

4.14 This development features dense residential areas that focus around public open space. The public realm is strong with a simple palette of materials that enhances the contemporary architecture.

Accessible and overlooked public spaces throughout the site

Rhythm and repetition in the building line creating an harmonious urban form

Carefully designed public spaces and green links through the development creating an attractive street scene and pedestrian environment

Roof terraces add interest to the street scene whilst providing private outdoor space for residents; textured brick adds to the visual interest

Appropriate planting along boundaries creates an attractive public realm

Traditional built form combined with contemporary opening sizes
Ninewells

4.15 Strong public realm with a simple palette of materials that enhances the contemporary architecture. Multi-functional public open spaces and the landscape framework create an attractive setting for dwellings. Simple materials palette.

Overlooked public spaces and green links incorporating public art create an attractive public realm and pedestrian environment.

Multi-functional public open spaces.

Pitched roof profile and regular building line creates an interesting yet harmonious street scene.

Rhythm and repetition in the building line creating a harmonious environment.

Private outdoor spaces overlooking countryside creates an attractive setting; contemporary opening sizes and balconies.

Incorporation of tiles into built form creates a visually interesting street scene.
SUMMARY OF ANALYSIS

**Urban form**

- Grided formal layouts provide a legible and attractive street network. Treed avenues and streets are predominantly straight or have subtle change in alignment that allow continuous attractive views to landmark and gateway buildings, and help with calming the vehicular traffic speed. Use of kerbing and grass verges with a swale along primary street corridors provides a sustainable drainage development. Combination of on-street and on-plot parking is common. Concentration of higher density and massing along primary public routes and key open spaces.

- Traditional built form to be integrated with contemporary styles including large fenestration opening sizes. Limited materials palette and repetition to ensure coherence across scheme.

**Architecture**

- A range of architecture styles, predominantly contemporary architecture that skilfully incorporates traditional building materials and roof profiles. Largely 2.5 to 3 storey housing with occasional high landmark buildings up to 6 storey. Well-designed fenestration often following the contemporary proportions with traditional building profile. Continuous built frontages with repetitive elevational elements.

- Simple palette of materials and layout resulting in legible and attractive public realm. Tree lined streets and key vegetation retained where possible.

**Public realm**

- Public spaces are simple, comprising small parks often tree-lined. Simple use of materials and layout. Extensive use of native planting is largely adopted in public open spaces and greenways. Play space areas include imaginative use of natural materials and elements. Predominantly paved community and side streets and shared surface public squares.

Table 4.1 - Character analysis summary
Boundaries

Boundary treatments are a vital feature of the streetscene in a dominant residential area to clearly define public and private spaces. A combination of walling, railings, hedging and low planting are used to provide a strong sense of enclosure. The same or similar materials are commonly used.

The characteristic Cambridge brick is a dominant and defining feature with shades of white, pale buff and yellow common, contrasted occasionally with red brick. Timber boarding is used as a feature material. Render is rarely used.

Cambridge gault clay tiles in shades of reds and slate or similar are common for roofing.

Use of soft and hard boundary treatments to define public/private spaces and provide a sense of enclosure. Simple palette of materials to create coherent and attractive street scene.

Materials

The characteristic Cambridge brick is a dominant and defining feature with shades of white, pale buff and yellow common, contrasted occasionally with red brick. Timber boarding is used as a feature material. Render is rarely used.

Cambridge gault clay tiles in shades of reds and slate or similar are common for roofing.

A simple materials palette reflective of local materials and styles including the Cambridge brick. Use of soft and hard boundary treatments to define public/private spaces and provide a sense of enclosure. Simple palette of materials to create coherent and attractive street scene.

Planting

Extensive use of evergreen and mixed species hedging or low planting. Mature large specimen trees such as lime, oak and ash are used as part of the public realm, providing shade and enlivening the skyline. Limited use of ornamental planting except in private gardens. Climbing plants and green walls are used as a feature on building façades.

Landscape and planting strategy to incorporate native plants where possible. Tree lined streets will create an attractive public realm.

Key principles to be adopted for Land North of Cherry Hinton proposals
This chapter provides a summary of consultation and outlines the design evolution, noting key features that have been developed throughout the master planning process, along with responses to the consultation events and community engagements.

5.1 Consultation undertaken:
- Public exhibition, November 2017
- Disability Consultative Panel, November 2017
- Joint Development Control Committee, December 2017 and March 2018
- Design Panel Review, January 2018

OVERVIEW OF THE PROCESS TO DATE

5.2 The master plan process for Land North of Cherry Hinton began in 2016.

5.3 The original brief was to provide a master plan for Land North of Cherry Hinton that would be used as part of an outline planning application for a vibrant extension to the existing settlement providing up to 1200 new homes on the site. The master plan would need to adhere to the emerging local plan policies and the guidance set out within the Cambridge East Area Action Plan (AAP).

5.4 A number of key issues were identified early on in the design process. These were:

- Amendments to the site area: The application site boundary extends beyond the site allocation set out within the SPD in order to include all land required for the proposed development including highway improvement and access works and access arrangements, watercourse realignment and the provision of playing fields to the north. Please refer to the submitted Planning Statement for further details.

- Character and identity: the development should have a distinctive sense of place, whilst integrating with Cherry Hinton and working in synergy with Cambridge

- The relationship of Land North of Cherry Hinton with its surrounding area: the development should have a positive relationship with its surrounding contexts of the airport, Cherry Hinton, the green belt and Teversham

- Connections: Land North of Cherry Hinton should promote attractive and convenient cycle, pedestrian and public transport links to the local and wider area

- Sustainability: Land North of Cherry Hinton should achieve a high level of sustainability through its provision of services and facilities, its transport and movement, energy and water conservation strategies, and its sensitivity to the local landscape and ecology.

5.5 The application project team were also actively engaged and involved in assisting the Councils prepare the draft LNCH Supplementary Planning Document (SPD) between March 2017 and February 2018. There has been a process of continual engagement on the appropriate form of development of the site. Consultation relating to the LNCH SPD included stakeholder engagement and workshop events with the local community, including:

- CCiC Development Plan Scrutiny Sub-Committee (DPSSC) and to SCDC Planning Portfolio holders members in July 2017
- Eight-week public consultation period (starting 7 August 2017 and ending on 2 October 2017) inviting comments from the local community and other stakeholders.

- Two public exhibitions (7th August 2017 and 4th September 2017), and a notice was placed in the Cambridge Evening News on Monday 7 August 2017 containing information about the consultation and how people could get involved.

5.6 Having considered the representation and issues raised the draft SPD document was subject to proposed modifications. Proposed modifications to the SPD were presented to DPSSC and the Portfolio Holders in February and March 2018 respectively. The changes were accepted and the document was confirmed suitable for adoption to align with the confirmation of the local plan adoption (expected in 2018).

5.7 Further details set out within the submitted Statement of Community Involvement (SCI).

5.8 The initial concept plan (figure 5.1) illustrates a focus on connecting Land North of Cherry Hinton with the wider area, placing an emphasis on cycle and public transport movement corridors. In addition, the initial design was led by the need to ensure the green belt gap between the development and Teversham was maintained.

5.9 The development of the proposals has featured community involvement from the outset with the master plan for Land North of Cherry Hinton evolving to reflect discussions with the local authorities and stakeholders.

5.10 Consultation with the public and key stakeholders has provided local knowledge thus helping inform the development principles.

5.11 This has helped ensure a robust, responsive and clear master plan that has been revised to ensure its principles reflect the development site and its surrounding context.

PUBLIC CONSULTATION

5.12 Three exhibitions were held in 2017. The principal purpose of this engagement activity was to provide the opportunity for local communities and their representatives to have sight of emerging proposals, to ask questions of the project team, and to provide feedback on the content for consideration by the developers in advance of the submission of a planning application.

5.13 The principal element of the engagement approach was three public exhibitions held on Friday 10, Saturday 11 and Saturday 18 November 2017. A website with information, exhibition boards and a link to submit comments was also launched in November 2017 at www.northcherryhinton.co.uk.
Exhibition publicity

5.14 The exhibition was publicised through a number of mediums:

- Consultation letter, November 2017 - a total of 6,944 letters were sent out to local residents and businesses
- Consultation email, November 2017 - an email with the consultation letter attached was sent to all city, district and county ward councillors, as well as the Teversham Parish Council. The consultation letter was also emailed to Daniel Zeichner MP and Lucy Frazer MP
- Local advertisement, November 2017 - a press release was published within the Cambridge News prior to the exhibitions
- Event posters, November 2017 - a poster advertising the consultation exhibition was created and passed to a local councillor who kindly agreed to display the posters throughout the local area
- Social media publicity including Facebook.

5.15 The first two public exhibitions of emerging proposals were held on Friday 10 (between 3pm and 8pm) & Saturday 11 November (between 10am and 3pm) in St Andrew’s Church, Cherry Hinton. A third exhibition was held in All Saints Teversham (between 10am and 3pm) on 18 November 2017.

5.16 The exhibition was attended by approximately 214 people in Cherry Hinton; 62 people attended the exhibition in Teversham.

5.17 Full details of the consultations is available within the Statement of Community Involvement (SCI) submitted separately.

Feedback

10.18 Summary of feedback (please refer to the submitted SCI for further details):

- Public transport: A strong interest in improving public transport access to the development, and clear support for enhanced cycle and pedestrian routes
- Primary street: Preference toward an internal road link through the site. Comments highlighted the need to ensure the route is not utilised as a ‘rat-run’ - comments have been taken into account and as such careful design and transport considerations have been included into the design evolution; a 20mph speed limit is to be enforced
- Education: Preference for the proposed primary and secondary schools to be delivered once there is a perceived need. These comments have been considered and the primary school will be delivered to meet the on-site requirements; the secondary school will meet the educational requirements of the site as this is developed, as well as the anticipated required capacity in the local area
- Community facilities: Emphasis was placed on the importance of establishing a community hub, within the new local centre. The community hub could include a café, children’s soft play area and community meeting space (with potential to include a post office). In terms of community facilities there was broad support for the provision of a youth centre to serve the local area and public access to new sports facilities.

10.19 Design response to consultation feedback is set out on the following pages.
5.20 The development has been established through an analysis of the following key considerations which have been identified following site analysis and the consultation process.

**Key design response: topography and drainage**
- Use topography to enhance the urban form (development edge following the landform plateau)
- Maximise the opportunity to create the sustainable urban drainage system (SuDS) by utilising site topography

**Key design response: responding to the setting**
- Ensuring appropriate measures are taken to minimise impact of the airport noise on future residents
- Minimising impact on the green belt

![Figure 5.2: Topography and drainage](image1)

![Figure 5.3: Responding to the setting](image2)
**Key design response: meeting local needs**

- Incorporating services and facilities to complement, not compete with, the existing offering within Cherry Hinton
- The provision of new primary and secondary schools
- Provision of green space and play features
- Inclusion of floorspace within the local centre to accommodate new community hub

**Key design response: transport**

- Preferred primary street with internal public transport movement corridor
- Introduction of a new bus route connecting to Teversham
- Emphasis on sustainable travel - improvement to cycle networks

---

Figure 5.4: Meeting local needs

Figure 5.5: Transport
5.21 Following consultation and the key design considerations, the proposed master plan evolved from the initial concept plan as shown through the following sketches.

Figure 5.6: Activity network concept

- Evolution of landscape framework
- Initial block structure
- The inclusion of a primary and secondary school in response to consultation feedback

Figure 5.7: Urban form structuring elements

- Views toward airport and countryside
- Facilities and services
- Connections through development site
Figure 5.8: Sketch master plan

- Development of block structure
- Provision of allotments in proximity to existing settlement in response to consultation feedback

Figure 5.9: Sketch master plan

- Further detailed block structure
- Further detailed consideration of public open space provision
- Inclusion of pocket park and doorstep play provision
- Inclusion of drainage features
- Establishing key internal green links connecting destinations
5.22 The sketch master plan was presented to the Cambridgeshire Quality Panel on Monday 8th January 2018.

5.23 The presentation focused on the issues associated with the Cambridgeshire Quality Charter for Growth four C’s. Key points raised by the Quality Panel included the following:

Community

• Consideration of the strategic context of the development (including the airport and surrounding villages) was viewed positively
• The proposed grid layout and use of semi-private spaces and distribution of pocket parks was considered to work well
• Thought should be given to attractive walk and cycle routes to community facilities
• Community access to the secondary school playing fields was supported.

Connectivity

• Consideration should be given to the character of the primary street, particularly in terms of traffic levels
• Consideration of tighter streets with on-street cycling
• Consider the character of the change from car-free cycle route along north-western edge to primary street at the western edge of the development

Character

• It was agreed that the development should look more holistically across the city in developing its character
• The panel encouraged health and wellbeing objectives to be built upon with consideration given to how these will affect design, community cohesion and meeting spaces
• Suggest more variety along the north-western / airport edge and a greater mix of accommodation type
• Grid dimensions should vary
• Management of open space and community hub should be considered as should the functionality of pocket parks

Climate

• Street planting will support climate adaptation, although species need to be carefully chosen with consideration to the airport
• Encouraged the team to look at measures such as the Home Quality Mark

Recommendations following the presentation were as follows:

• Traffic flows can be accommodated, but explore design implications and illustrate in sections
• Embrace principal route through the most intense part of development site (village centre) and consider how to use it to enhance character of the place
• Consider relationship of the two schools and linkages to the centre and community facilities
• Support ethos on cycle links
• Consider last part of primary route and cycle provision near Coldhams Lane
• Success of local centre crucial to success of place and what it offers
• Landscape strategy key to health and wellbeing, climate and public spaces – consider impact on design and orientation of buildings
• Nature of streets – there is a lot going on, but how will the streets work and influence development character; test strategies for design code including densities
• Consider future proofing for safeguarded and airport development and changes in the future
• More aspiration needed for building performance, above meeting building regulations
• Urban design parameter plan embodying tested strategies on density, massing and street character would be useful to embed key features of the design ahead of the design code
• Interrogate consequences of key network movement in context of future development.

Key enhancements to the development proposals resulting from consultation:

Distribution of public open space
Street hierarchy
Layout of local centre
Movement corridors to reflect character areas

A vibrant and attractive place for all
LAND TO THE NORTH OF CHERRY HINTON
DESIGN AND ACCESS STATEMENT

VISION & OBJECTIVES

Figure 5.10: Example boards from Quality Review Panel presentation

Figure 5.10: Example boards from Quality Review Panel presentation

OPEN SPACE & LANDSCAPE

SUSTAINABILITY & COMMUNITY INFRASTRUCTURE

MOVEMENT & STREETS

Figure 5.10: Example boards from Quality Review Panel presentation
<table>
<thead>
<tr>
<th>Chapter</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>7</td>
</tr>
<tr>
<td>Vision</td>
<td>13</td>
</tr>
<tr>
<td>The site and its context</td>
<td>21</td>
</tr>
<tr>
<td>Character analysis</td>
<td>41</td>
</tr>
<tr>
<td>Design evolution and response to consultation</td>
<td>55</td>
</tr>
<tr>
<td><strong>The proposed development</strong></td>
<td>65</td>
</tr>
<tr>
<td>Access and movement</td>
<td>75</td>
</tr>
<tr>
<td>Urban form and character</td>
<td>89</td>
</tr>
<tr>
<td>Community infrastructure</td>
<td>101</td>
</tr>
<tr>
<td>Landscape, open space, ecology and public art</td>
<td>111</td>
</tr>
<tr>
<td>Sustainability</td>
<td>141</td>
</tr>
<tr>
<td>Character areas</td>
<td>147</td>
</tr>
<tr>
<td>Implementation</td>
<td>157</td>
</tr>
</tbody>
</table>