The proposals respond to the Cambridgeshire Quality Charter as detailed on this page and throughout the design and access statement. In combination, these principles will create a vibrant, high-quality and distinctive extension to the existing settlement, fostering healthy communities with a good quality of life.

**CHARACTER**

- Reflecting positive local characteristics whilst drawing inspiration from the wider city (pages 148-155)
- A landscape framework that makes use of the existing land form and features (pages 120-121)
- Trim trail and outdoor gym (pages 118-119)
- Green links that celebrate views of the Airport, surrounding countryside and All Saints Church, Teversham (pages 96)
- An appropriate mix of house types with varying density (pages 94-95)
- A wide range of public spaces
- An appropriate provision of car and cycle parking, storage and waste disposal

**CLIMATE**

- Environmental targets to be exceeded where possible
- Incorporation of electric vehicle charging points and solar photo-voltaic panels
- Emphasis on sustainable modes of travel (page 76)
- Planting to help with drainage, air quality & climate change (pages 134-137)
- Biodiversity encouraged through the network of proposed green spaces and Sustainable Urban Drainage System (pages 131, 142-144)
- Sustainable waste management integrated into the development

**Figure 6.4: Character responsive to context**

**Figure 6.5: A network of SuDS**
USE AND AMOUNT

6.1 The proposed development comprises:

- Residential, up to 1,200 homes, 27.15ha
- Mixed-use local centre, 1.20ha
- Informal open space (including attenuation features), 10.15ha
- Allotments, 1.10ha
- Play, 0.87ha
- Primary and secondary streets, 3.17ha
- Primary school, 2.3ha
- Secondary school, 2.9ha
- Secondary school recreation within green belt, 4.0ha

**Residential**

6.2 This is depicted by the orange area in figure 6.6 that fills the majority of the southern and central areas of the site, adjoining the existing settlement edge to the south and abutting the green belt to the north. The wavy line along the edge within the northern half of the site indicates where the extent of the green corridor and size of adjacent residential blocks will be determined once the final alignment of the ditch has been agreed.

**Local centre**

6.3 The centrally located dark red area within the site. Provision is made for residential uses above ground floor commercial and community uses.

**Strategic green infrastructure**

6.4 The pale green area shows the network of informal and formal public open spaces, the area that stretches along the western edge of the site boundary, bordering Airport Way to the east and pockets within and adjoining the residential areas form informal public open spaces. The green dots represent the flexible location of pocket park and doorstep informal play areas. Play spaces in the form of one Neighbourhood Equipped Area for Play (NEAP) and three Locally Equipped Areas for Play (LEAP) are included within the informal open spaces as shown by the blue and pink dots on the land use plan.

**Primary school**

6.5 The purple block within the central southern area of the site shows the area of the primary school, located adjacent to the public right of way, along the primary street and next to the local centre.

**Secondary school**

6.6 The darker purple area adjacent to the green belt and accessed off of Airport Way shows the location of the secondary school (6FE). The secondary school playing fields are within the green belt, maintaining a green buffer between the proposed development, Airport Way and the nearby village of Teversham. The school playing fields will be usable by the public, subject to a Community Access Agreement.

**Allotments**

6.7 The two brown parcels represent the allotments. The southern plot is located adjacent to the public right of way and existing settlement in response to consultation feedback. The northern plot has been located north of the built form, between the development parcels and green belt land.

**Other land uses**

6.8 The green corridor stretching along the airport edge provides a buffer between the new dwellings and the airport whilst providing a wildlife and recreation corridor.

6.9 The area of the site falling within green belt land will include community playing fields and cycle connections to Teversham. This area will also incorporate a connection between the realigned ditch and the existing drainage channel.

6.10 The land use plan illustrates the location of the indicative alignment of the primary and secondary streets, which link Coldhams Lane in the south to Cherry Hinton Road in the east.

6.11 The roads are overlaid on the orange areas to show that the primary and secondary streets will run through the development (with appropriate flexibility) and that the envelope of the residential will flex to abut the street corridor.
Figure 6.6: Land use parameter plan

**Application boundary**

- Residential
- Mixed use / local centre with potential residential floors above (Use Class A1/ A2/ A3/ A4/ A5/ B1a/D1/ D2 flexible units)
- Primary school
- Secondary school building zone
- Community sport pitches provided within secondary school site
- Strategic green infrastructure and public open space
- Location for Local Equipped Areas for Play (LEAPs)
- Location for Neighbourhood Equipped Areas for Play (NEAP)
- Allotments

- Indicative alignment of primary street (Flexibility of +10m either side of alignment to be determined at reserved matters stage)
- Indicative alignment of secondary street (Flexibility of +10m either side of alignment to be determined at reserved matters stage)
- Existing mature vegetation and ecological corridors to be retained
- Small public open spaces within development. Form and location to be determined at detail but within 50m of location. Minimum size 0.05ha
- Medium public open spaces within development. Form and location to be determined at detail but within 50m of location. Minimum size 0.15ha
- Precise development edge to be determined based on final drainage design and routing of watercourse. Extent shown is the maximum built development.
Primary street
Primary school
Local centre
West Park
Allotments
Pedestrian / cyclist route to Teversham
Pedestrian / cyclist connections to Rosemary Lane

Figure 6.7: Illustrative sketch view from north west
Indicative view along linear park

Extensive pedestrian and cycle network
07 Access and movement