Wider cycle connections

7.35 The strategic connectivity of the site is illustrated on figures 7.9 and 7.10. The feasibility of these measures is being explored jointly with CCC Highways.

7.36 Proposed cycle routes will connect with the existing cycle network including providing a link to The Tins and the proposed Chisholm Trail, connecting the site to Cambridge city centre.
7.37 The applicant team transport consultants, PBA, has discussed and agreed in principle, the proposed bus strategy with CCC Highways and Stagecoach. The strategy is based on providing public transport connectivity where it does not currently exist and being cognisant of other developments and transport schemes being progressed in the area.

7.38 The proposal is for a new service between the proposed development and Cambridge city centre via Coldhams Lane operating up to every 30 minutes during Monday to Saturday daytimes. At peak and school times the service starts from/continues to the Wing development via Teversham, to provide additional connectivity for workers in central Cambridge and for expected student numbers at the new Land North of Cherry Hinton secondary school. The service would be diverted through the proposed development and in the early mornings and post-evening peak period the service operates via Mill Road to provide access to Cambridge railway station, but in the off-peak period buses would continue along Coldhams Lane.
7.39 The proposals for LNCH aim to be as inclusive as possible, meeting the needs of the community as a whole. The following elements have been taken into consideration in the development of the design proposals and will be implemented through detailed reserved matters submissions:

- Level access to cars / parking bays to ensure ease of access from home to car
- Parking directly accessible from dwellings and community facilities
- Materials with distinctive contrasts to differentiate spaces
- Width of cycle routes appropriate to ensure cyclists do not encroach on pedestrian walkways
- 2.1m cycle ways on / along primary street

Creative design solutions and integrated public art to aid wayfinding; contrasting materials

Segregated routes

Appropriately located disabled parking spaces

Accessible routes for all users
Density responsive to the setting
# Introduction

01 Introduction

# Vision

02 Vision

# The site and its context

03 The site and its context

# Character analysis

04 Character analysis

# Design evolution and response to consultation

05 Design evolution and response to consultation

# The proposed development

06 The proposed development

# Access and movement

07 Access and movement

## Urban form and character

08 Urban form and character

# Community infrastructure

09 Community infrastructure

# Landscape, open space, ecology and public art

10 Landscape, open space, ecology and public art

# Sustainability

11 Sustainability

# Character areas

12 Character areas

# Implementation

13 Implementation
This chapter outlines the proposed urban form, scale, density and building heights and sets out how the development responds to its setting.
SCALE, DENSITY AND BUILDING HEIGHTS

8.1 Figure 8.2 illustrates the building heights proposed throughout the development.

8.2 The strategy for the massing of urban form is:

- To respond to the interface with Cherry Hinton (which features heights up to 2-3 storeys)
- To help define the main vehicular route along the proposed primary street
- To form a central space around the local centre, its associated parking area and the neighbouring residential edges
- To respond to the linear park connecting along the airport edge, with buildings of an appropriate scale
- To respond to the green belt edge.

8.3 Building heights along the existing settlement edge reflect the surrounding area, extending to a maximum of 2.5 storeys (up to 10m above ground level). Areas along the airport edge and primary street are proposed to extend up to 4 storeys in height (up to 15m above ground level), with a maximum of 3 storeys (up to 12m above proposed ground level) in between.

8.4 The primary and secondary schools, indicated in brown on the parameter plan, are shown to be a maximum of 3 storeys (up to 12m). The final heights will be determined at detailed design stage.

8.5 The mixed-use / local centre with potential for residential use above is proposed to be up to 4 storeys (up to 16.5m above proposed ground level) in height.

Figure 8.2: Building heights parameter plan
APPEARANCE AND BLOCK STRUCTURE

8.6 The building form and appearance will be strongly influenced by contemporary architectural styles, as is the case with the Southern Fringe developments, whilst integrating characteristics of the traditional built form of Cherry Hinton. Apartments will be used to define key spaces with storey heights rising to 4 storeys at key locations such as the local centre, along the secondary street and along the central axis/greenway.

- Average density: 40-50dph
- Approximate housing mix: 63% housing and 37% apartments
- Building heights: 2 to 4 storeys
- Parking: Intended to predominately comprise on plot parking so as to be less intrusive in the public realm. Flexible block depths will help support this
- Public realm/landscape: to create an attractive green framework that is informed by the existing landscape character
- Health and wellbeing theme: trim trail, interactive public art/sculpture that encourages physical activity
- Road hierarchy: to respond to density and characteristics of character areas. Primary street to provide a through route from Cherry Hinton Road to Coldhams Lane
- Colours and materials: to have a contemporary theme where modern methods of construction are prominent. Colours generally muted and consistent with this location.

Figure 8.4: Indicative block structure
8.7 The block structure (figure 8.4) is based upon the following fundamentals:

- The alignment of the secondary street connecting the Airport Way junction to the secondary school and local centre
- Vistas to and from the local centre
- A variety of development edges
- Areas of informal public open space punctuating the blocks
- Green links permeating throughout the site

8.8 The master plan for Land North of Cherry Hinton consists of perimeter blocks in a linear arrangement.

8.9 Perimeter blocks will consistently define the public and private realm, but vary in terms of enclosure, height and density. The perimeter blocks are intended to become less rigid and adopt a more organic and fragmented form within the lower density areas (see below).

Low density
- Informal arrangement
- Generally 2-2.5 storey
- Mostly lower level street hierarchy
- Lower level of enclosure
- Mostly semi and detached houses
- On-plot parking, garages
- Strong landscape provision

Medium density
- Formal arrangement
- Generally 2-3 storey
- Apartments and terraces/semi detached houses; some detached houses
- On-plot parking, garages
- Strong landscape provision

Medium - high density
- Formal arrangement
- Mostly higher level street hierarchy
- Generally 3-4 storey
- Apartments and townhouses
- Internal garages for town houses, parking on street

High density (local centre)
- Formal arrangement
- 4 storey
- Higher level street hierarchy
- On-street parking
- Strong landscape provision

Example low density block
Example medium density block
Example medium to high density block
Example high density block
TOWNSCAPE

8.10  The illustrative master plan is based on a traditional block structure providing a clear distinction between public and private realms and positively addressing all public spaces.

8.11  The townscape framework includes a number of elements to create a legible and attractive environment.

Key nodal spaces

8.12  A series of connected spaces will create a sequence of experiences that utilise the site features and contribute to creating a sense of place.

Internal vistas

8.13  The street pattern results in a number of internal vistas that ensure a continuity of frontage and enclosure, aiding visual interest. Internal vistas are terminated by marker buildings.

Marker buildings

8.14  Marker buildings, defined by height and or materials, aid legibility.

School buildings

8.15  The primary and secondary schools and local centre buildings will be defined through height and materials, aiding legibility. Landmark buildings will terminate internal vistas.

Visual enclosure and exposure

8.16  Appropriate building height to street width ratios reinforce feelings of comfort throughout the site.

8.17  The layout has been designed to emphasise the visual links to the airport with the use of framed vistas.

8.18  There are a number of important development edges, as illustrated by the sections on pages 98-99.

Figure 8.5: Townscape framework
Figure 8.6: Airport Way - looking south towards secondary school access

- Continuation of trees to Cherry Hinton
- Rhythm and repetition creates an attractive street scene
- Footpaths and cycle ways connect to wider area
- Active edges and overlooked public spaces
- Secondary school defines gateway to site
- Tree and shrub planting enhances green gateway
DEVELOPMENT EDGES

Airport edge (section A-A and B-B)

8.19 The airport edge extends along the eastern edge of the development site. This should provide a buffer between the built development and airport land. The character of this edge is defined by landscape design.

Existing settlement edge (section C-C and D-D)

8.20 The existing settlement along the southern edge of the development site is generally low in storey height and should reflect the existing built form.

Green belt edge (section E-E)

8.21 This green belt edge will reflect the surrounding countryside, lower densities will soften the development. The secondary school playing fields will be located adjacent to this edge, within green belt land, ensuring the gap between the proposed built development and Teversham is maintained.

Airport Way / Cherry Hinton Road edge (section F-F)

8.22 The Airport Way / Cherry Hinton Road edge features a linear park which provides a buffer between the road and proposed dwellings. The secondary school is adjacent to this edge, providing a landmark and gateway to the development.
Figure 8.9: Section C-C

Figure 8.10: Section D-D

Figure 8.11: Section E-E

Figure 8.12: Section F-F