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THE SITE CONTEXT, CONSTRAINTS AND OPPORTUNITIES

Local context

10.1 The site lies within a transitional landscape between the suburban residential area of Cherry Hinton and development at Cambridge Airport on the edge of the city of Cambridge, and the wider rural landscape of South Cambridgeshire. Broadly, the landscape of the wider area is characterised by relatively low lying agricultural land, comprising a variety of land uses, including arable and pastoral fields, roads and settlements.

10.2 The site lies adjacent to green belt and a small part of it comprising the school grounds, informal open space and the pedestrian cycle route between Teversham and Cherry Hinton, lies within the green belt. Teversham, a village to the north is largely enclosed by trees and other vegetation.

10.3 The site’s orientation towards the airport gives it a unique outlook and a sense of openness that is exploited in the design and gives the site a strong sense of place. The edge of Cambridge location and the visibility of the current development edge gives it a semi-urban character, although with increasing distance, the character becomes more semi-rural towards the Teversham end of the site.

10.4 The main road corridors defining the eastern boundary of the site, Cherry Hinton Road and Airport Way, also contribute to the semi-urban character especially immediately adjacent to the airport.

Site description

10.5 The site consists of a small number of fields divided by hedged fenced or scrub boundaries. It is crossed by a stream, which runs broadly north-east to south-westwards, along the site’s western boundary before crossing the southern-central part of the site.

Vegetation of varying quality, mostly in the form of native shrubs, is prevalent along much of the route of the stream and around the edges of the small fields that adjoin the northern edge of Cherry Hinton. The northermost part of the site is predominantly a single open field with no significant vegetation within it. Strong vegetation along the southern boundary acts as a screen between the existing residential area of Cherry Hinton and the site.

Topography and drainage considerations

10.6 The majority of the site slopes north westwards from higher ground at the eastern side of the site (approximately 17m AOD), towards the boundary with the airport where the lowest part of the site (approximately 10m AOD) is marked by a stream course which runs close to the north western boundary and then dissects the site. The drainage of the site is particularly influential in the layout of the development and the location of open space, making best use of the land most suitable for location of sustainable drainage.

Site vegetation

10.7 The majority of the site is open field, but there is some significant site vegetation, with the best quality and most valuable from an ecology aspect, located on the boundaries. Much of the remaining site vegetation is of poor landscape and ecological value.

10.8 To the north, the site is marked by a combination of well-established shrubs and trees that form the boundary to the adjacent fields. The eastern extent of the site borders Airport Way and Cherry Hinton Road and its roadside vegetation, comprising a well-established combination of mature hedgerow and shrub vegetation that lines the majority of the route. Some of this roadside vegetation is within a County Wildlife Site. In addition, the road verge along Airport Way has Protected Road Verve status.

10.9 As the eastern boundary nears Cherry Hinton, the vegetation becomes less prevalent around the roundabout junction, resulting in a relatively open boundary at the south-eastern extent. There is also a break in the vegetation at the north-eastern extent of the site’s boundary. The southern boundary is delineated by a mixture of mature and well-established shrub and hedgerow vegetation, providing a well-vegetated edge to Cherry Hinton. The most easterly part of this vegetation is a City Wildlife Site. The western boundary is marked by the security fencing on the airport boundary and hedgerows with occasional trees extending intermittently alongside the stream.

10.10 For more detail on the existing trees and vegetation refer to the arboricultural report, the BSG Ecology report and chapter 6 of the environmental statement.

Public rights of way

10.11 A public right of way providing a link between Cherry Hinton and Teversham crosses the site, following the alignment of the stream corridor. The Cherry Hinton Way and Airport Way corridors adjacent to the site, also provide pedestrian and cycle links.
Biodiversity considerations

10.12 The proposed development has been designed to avoid or reduce the significance of ecological impacts wherever possible and all but one residual effect of the proposed development is Positive. It has not been possible to incorporate mitigation, compensation or enhancement measures within the proposed development for breeding birds associated with arable and semi-improved grasslands habitats within the Site, and a negative residual impact therefore remains for this receptor.

10.13 In the event of hedgerows, species-rich grassland and water vole a net gain of habitat and positive impact will result from the proposed development through the provision of new species-rich hedgerow, species-rich grassland, and drainage ditches that will be of greater habitat suitability for water vole.

10.14 The proposed development also includes the installation of nesting and roosting features for birds and bats and the habitats retained and created within the Site will be managed positively to deliver biodiversity benefits in the long term.

10.15 Further detail of ecology survey work undertaken and consideration of ecological impacts is set out in Chapter 6 of the Environmental Statement.

Cultural heritage

10.16 It has been assessed that the proposed development will not result in adverse effects on the physical form or setting of any designated heritage assets.

10.17 Work carried out for the project has demonstrated that the proposed development lies in an area with a high potential for archaeology, specifically below ground remains of a wide date range within the site boundary. The context of this resource has been assessed and, in consultation with the Historic Environment Team at CCIC, an appropriate mitigation strategy is being developed that would include full excavation of some areas and leaving others preserved in situ.

Airport safeguarding

10.18 The design of the development responds to the operational requirements of Cambridge Airport to ensure the continued safe operation of the airport and to protect the safety of pilots, passengers and people on the ground.

What is Airport Safeguarding?

10.19 Airport safeguarding covers a number of aspects:

1. Observation of ‘Obstacle Limitation Surfaces’ (OLS) by ensuring no buildings or structures may cause danger to aircraft either in the air or on the ground.

2. Protecting the integrity of radar and other electronic aids to navigation by preventing reflections and diffractions of the radio signals.

3. Protecting aeronautical lighting, such as approach and runway lighting, by ensuring that they are not obscured by any proposed development and ensuring any proposed lighting on and around an airport cannot be confused for aeronautical ground lighting.

4. Protecting aircraft from increased wildlife strike risks on the airfield or in the 13km airspace.

5. Protecting airport operations from the adverse effects of construction processes through the production of dust/smoke, temporary lighting or construction equipment impacting on radar and other navigational aids.

6. Appropriate lighting to protect aircraft from the risk of collision with obstacles.

10.20 During the design process there has been frequent and regular engagement with the Airport operator on all of the above safeguarding matters to ensure that the development proposals are acceptable.

Principles

10.21 The development as a whole will have regard to the operational requirements of Cambridge Airport, to prevent infringements of the airspace around the airport or the airport navigational aids, either temporary or permanent, and to ensure that proposals for landscaping, drainage and other aspects of development do not increase risks to the airport.

10.22 The developer will have sought approval and afterwards demonstrate compliance with a design and associated management plans, that will not increase the risks of wildlife (particularly birds) encroaching onto the airfield or into the landing/take off routes.

10.23 Attention will be taken to manage construction activities. This will include the licensing of any crane activities, covering exposed soil mounds and proactive steps to discourage birds (for instance in construction compounds/sites).

10.24 To ensure safe operation of the airport remains a key consideration for those occupying and maintaining the site, long term wildlife and habitat management arrangements will be agreed and maintained across the site. These arrangements will take into account the requirements the required wildlife hazard management plans and subsequent revisions resulting to future changes in site use and development.
Local landscape character

10.25 Local landscape character has been an important consideration during the design and assessment processes. The LVIA studies have concluded that whilst the national and regional character studies provide a broad context to the location of the site, they are less relevant in terms of describing the character of this site and its setting, than the more local studies. The LVIA identifies ‘Area 2 Chalklands’ in the Cambridgeshire Landscape Guidelines (1991) as relevant to the site in terms of design, landscape improvement and landscape management. The LVIA also identified three character areas outlined in the Cambridge Landscape Character Assessment (2003) where there might be potential effects on development. SCDC’s District Design Guide (DDG) includes a section outlining the importance of landscape character, providing an overview of the landscape settlement character of South Cambridgeshire. The relevant landscape character area is ‘B The Chalklands’. South Cambridgeshire District Council’s ‘Landscape in New Developments’ seeks to ensure that landscape character and landscape features are properly considered as part of the planning and design process.

10.26 Key landscape-related opportunities and constraints guiding the design:

- Unique outlook over the airport providing a strong sense of place
- A transition landscape between urban and rural character
- Well-defined topography dictating drainage pattern
- Limited existing vegetation
- Some biodiversity designations on boundaries
- A stream corridor with biodiversity value
- Pedestrian links between Cambridge and Teversham
- Busy road corridor to the east of the site
- Green belt and the setting of the village of Teversham to the north
- Proximity of existing community of Cherry Hinton on southern boundary
- Landscape character considerations
- Airport wildlife safeguarding constraints.

Public open space provision

10.27 COIC has open space standards governing the amount of informal recreation space, play space and formal sports provision. The proposals provide the required amount which are summarised in the table opposite.
### Table 10.1: Public open space provision

<table>
<thead>
<tr>
<th>Type</th>
<th>Policy standard hectares per 1000 population</th>
<th>Multiplier - 2.3/1000</th>
<th>LNCH Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Informal open space</td>
<td>2.2</td>
<td>6.07 ha</td>
<td>9.23 ha*</td>
</tr>
<tr>
<td>Allotments (formal)</td>
<td>0.4</td>
<td>1.10 ha</td>
<td>1.10 ha</td>
</tr>
<tr>
<td>Outdoor sports facilities (formal)</td>
<td>1.2</td>
<td>3.31 ha</td>
<td>4.00 ha**</td>
</tr>
<tr>
<td>Indoor sports facilities</td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Children and teenagers play space</td>
<td>0.3</td>
<td>0.83 ha</td>
<td>0.87 ha</td>
</tr>
<tr>
<td>(formal &amp; informal provision)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4.1</strong></td>
<td><strong>11.31 ha</strong></td>
<td><strong>15.20</strong></td>
</tr>
</tbody>
</table>

*1.8ha of informal open space is within green belt area to north
** Playing fields provided in secondary school grounds
10.28 The following sets out the detailed breakdown of public open space provision across the site.

<table>
<thead>
<tr>
<th>Type</th>
<th>Policy standard hectares per 1000 population</th>
<th>Multiplier 2.3/1000</th>
<th>LNCH proposed Total (excluding green buffers)</th>
<th>LNCH proposed Total (excluding green buffers)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Informal open space</td>
<td>2.2</td>
<td>6.07 ha</td>
<td>9.23ha</td>
<td>10.19ha</td>
</tr>
</tbody>
</table>

Figure 10.1: Total informal open space

Figure 10.2: Children’s and teenagers play space
### Design and Access Statement

#### Land to the North of Cherry Hinton

**Figure 10.3: Outdoor sports provision**

<table>
<thead>
<tr>
<th>Type</th>
<th>Policy standard hectares per 1000 population</th>
<th>Multiplier</th>
<th>LNCH Allotments in allocated land</th>
<th>LNCH Proposed Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor sports facilities</td>
<td>1.2</td>
<td>3.31 ha</td>
<td>4 ha</td>
<td>4 ha</td>
</tr>
</tbody>
</table>

**Figure 10.4: Allotments**

<table>
<thead>
<tr>
<th>Type</th>
<th>Policy standard hectares per 1000 population</th>
<th>Multiplier</th>
<th>LNCH Allotments in allocated land</th>
<th>LNCH Proposed total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allotments</td>
<td>0.4</td>
<td>1.10 ha</td>
<td>1.10ha</td>
<td>1.10ha</td>
</tr>
</tbody>
</table>

- **Community playing fields within green belt**
- **Potential MUGA**
- **Allotments**
10.29 The proposed master plan is underpinned by a strong green framework and emphasis on supporting the health and wellbeing of its residents. As part of the movement framework, a trim trail is proposed which loops around and throughout the site, providing safe and attractive cycle and pedestrian routes for all.

**Trim Trail**

Figure 10.5: Proposed trim trail
Accessible pocket parks

Network of connected green routes

Natural play

Naturalistic planting

Level access for all

Accessible pocket parks

Integrated public art

Multi-functional public open space

Safe routes for walking and jogging

Safe routes for walking and jogging

Outdoor gym

Car free cycle routes

Trim trail precedent images
KEY LANDSCAPE SPACES

1. North Park
   Informal open space approx. - 5.8ha including strategic swale features approx. 1.0 ha including part of the existing ditch widening corridor for flood compensation approx 0.9ha.

2. West Park
   Formal area of the linear park with urban rills.

3. Northern Fields

4. Pocket Parks
   Informal open space approx - 0.7ha

5. East Park
   Informal open space approx 1.5ha including strategic swale features approx 1.2 ha

6. Play Park
   Formal and informal provision approx - 1.3ha including 1 no. of NEAP 1,000 sqm & 3 no. of LEAPs total 1,800sqm.

7. Community sports pitches
   Formal provision approx - 3.9ha provided within secondary school site, quantity of the school site area will be influenced by the requirements based on BB103 guidance.

8. Strategic location of public square
   Associated with mixed use local centre, this public realm will provide urban civic open space

9. Informal open space edge buffers and green corridor
   Approx. - 0.5ha

10. Allotments

Figure 10.6: Parameter plan, landscape and green infrastructure
Figure 10.7: Key illustrative landscape spaces