Character Area 5: Garden

12.7 The garden character area will reflect the existing settlement in form, height, density and character.

Form
- Reflecting the character of the adjoining existing settlement, particularly that of Teversham Drift directly south of the site boundary
- Built form could be in the form of courtyard gardens or mews to reflect form of existing settlement
- Lower order street hierarchy

Height
- 2.5m storey dwellings (up to 10m)

Density
- Medium to lower density dwellings

Landscape
- Strong landscape framework comprising
  - Community allotments
  - East park
  - Pocket park
- Multi-functional public open spaces create an attractive setting
- Green interface with existing settlement
- Green edge along the southern edge ensures no impact on Teversham Drift and the City Wildlife Site

Movement
- Private drives, side streets
- Traffic calmed street design
- Off road cycle and pedestrian routes providing connections to the existing settlement via the public footpath

Example characteristics of garden character area

Figure 12.6: Indicative layout (Garden)
Character Area 6: Village

12.8 As with the Garden character area, the form and character of this area will reflect that of the existing settlement.

Form
- Urban form to reflect the character of the adjoining existing settlement
- Distinct public / private realms
- Views to airport maintained through block structure

Height
- 2.5 storey dwellings (up to 10m); primary school up to 3 storeys (up to 15m)

Density
- Lower density dwellings

Landscape
- Green interface with the existing settlement
- Multi-functional public open spaces create an attractive setting
- Pocket park and community orchard to create attractive setting for new homes

Movement
- Primary street
- On and off street cycle routes
- Pedestrian routes providing green connections to the existing settlement
- Tertiary streets, side streets and side streets with integrated urban rills
- Primary street passes along the edge of the area; designed with 20mph speed limit

Example characteristics of Village character area
Figure 12.8: Indicative view through pocket park toward Cambridge Airport
LAND TO THE NORTH OF CHERRY HINTON
DESIGN AND ACCESS STATEMENT
01 Introduction
02 Vision
03 The site and its context
04 Character analysis
05 Design evolution and response to consultation
06 The proposed development
07 Access and movement
08 Urban form and character
09 Community infrastructure
10 Landscape, open space, ecology and public art
11 Sustainability
12 Character areas
13 Implementation
IMPLEMENTATION

The phasing strategy has been developed in order to prioritise meeting the vision and objectives of Land North of Cherry Hinton and to maximise community value at the earliest opportunity.

DELIVERABILITY OF THE SCHEME

13.1 As joint applicants, Marshall Group Properties and Endurance Estates Strategic Land, will need to determine the optimum approach to delivery of the site. Therefore it is not possible at this stage to define precisely the development phasing, as this will most likely emerge once planning permission has been secured, and with the involvement of house builders. The indicative phasing plan (figure 13.1) reflects the high level expectations of both parties on the potential phasing of the development.

13.2 This application is submitted for outline permission. If approved, the next stage is to prepare a Design Code for approval by the local planning authorities which will set rules for the design of the new development and will provide a tool to achieve the objectives and characters set out in the outline proposals. Design Codes will typically follow an outline planning application by means of planning condition and require approval prior to submission of the Reserved Matters. Design Codes will typically comprise the following:

- The nature and purpose of the document and the planning context
- Summary of the local context, and the characteristics and constraints that have influenced the master plan and design code
- Comprehensive design guidelines and coding for the master plan area including, among others, density and building heights, spatial arrangement and block types, building types and materials palette.

13.3 Following this stage, detailed design development proposals submitted through Reserved Matters will deal with some or all of the outstanding details of the outline application proposal, focusing on compliance with Design Code and approved outline Parameters Plans in respect to layout, scale, appearance, access and landscaping.

13.4 At this stage in the planning process, an indicative three-phase construction programme is proposed. Given the land is in two ownerships and until such time as developer(s) are appointed, the detailed phasing cannot be definitively confirmed.

13.5 It is anticipated that the first phase of development will commence from the east, immediately adjacent to the Cherry Hinton Road. Phase 1 will also include construction of the primary school. Phase 2 consist of the land to west of Phase 1 including the local centre. The exact timing of provision of education facilities will be in accordance with s106 discussions taking account of existing provision, predicted housing trajectory and new community needs. The final phase will consist of the western extents of the Proposed Development and the junction onto Coldhams Lane.

13.6 The construction phase will start in 2020 and finish in 2027. It is anticipated that the development will be built out at approximately 170 homes per annum.

INDICATIVE PHASING

Phase 1
- Access from Airport Way roundabout, part of the primary street and realignment of gas main
- Approximate - 155 units @ average density of 44 dph. Strategic swale and associated green infrastructure along Airport Way
- Approximate - 115 units @ average density of 44 dph. Strategic swale and associated green infrastructure along Airport Way edge

Phase 2
- Approximately 210 units @ average density of 44 dph. Strategic swale and associated green infrastructure along the airport edge. Access junction from Airport Way near secondary school
- Approximately 160 units @ average density of 44 dph. Strategic swale and associated green infrastructure. Allotments - green belt edge.
- Approximately 145 units @ average density of 44 dph. Strategic swale and associated green infrastructure.
- Local centre, community hub and allotments along Teversham Drift

Phase 3
- Approximately 415 units @ average density of 44 dph. Access junction from Coldhams Lane. Phasing of the primary street will be informed by Transport Assessment

Schools
- Primary school (A) and secondary school and associated community playing fields (B) will be subject to s106 discussions and appropriate triggers)
Figure 13.1: Indicative phasing plan