



St John's College
University of Cambridge



Vision Document

February 2020

Land west of Hinton Way, Great Shelford



St John's College
University of Cambridge

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Contents

01	Introduction	01
02	Planning context	03
03	Assessment	05
04	Evaluation	15
05	Development proposals	17
06	Delivery	29
07	Conclusion	30

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M11

A10

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GRANTHAM RD

HINTONWAY

GREAT SHELFORD

01. INTRODUCTION

1.1 Background

This document has been prepared by Savills Planning & Urban Design Studio on behalf of St. John's College, Cambridge.

The purpose of this document is to support the submission of representations to inform the joint Local Plan for South Cambridgeshire and the Cambridgeshire City Council, for the delivery of a residential development with the associated green infrastructure on land west of Hinton Way, Great Shelford.

The Site totals approximately 12.201 hectares

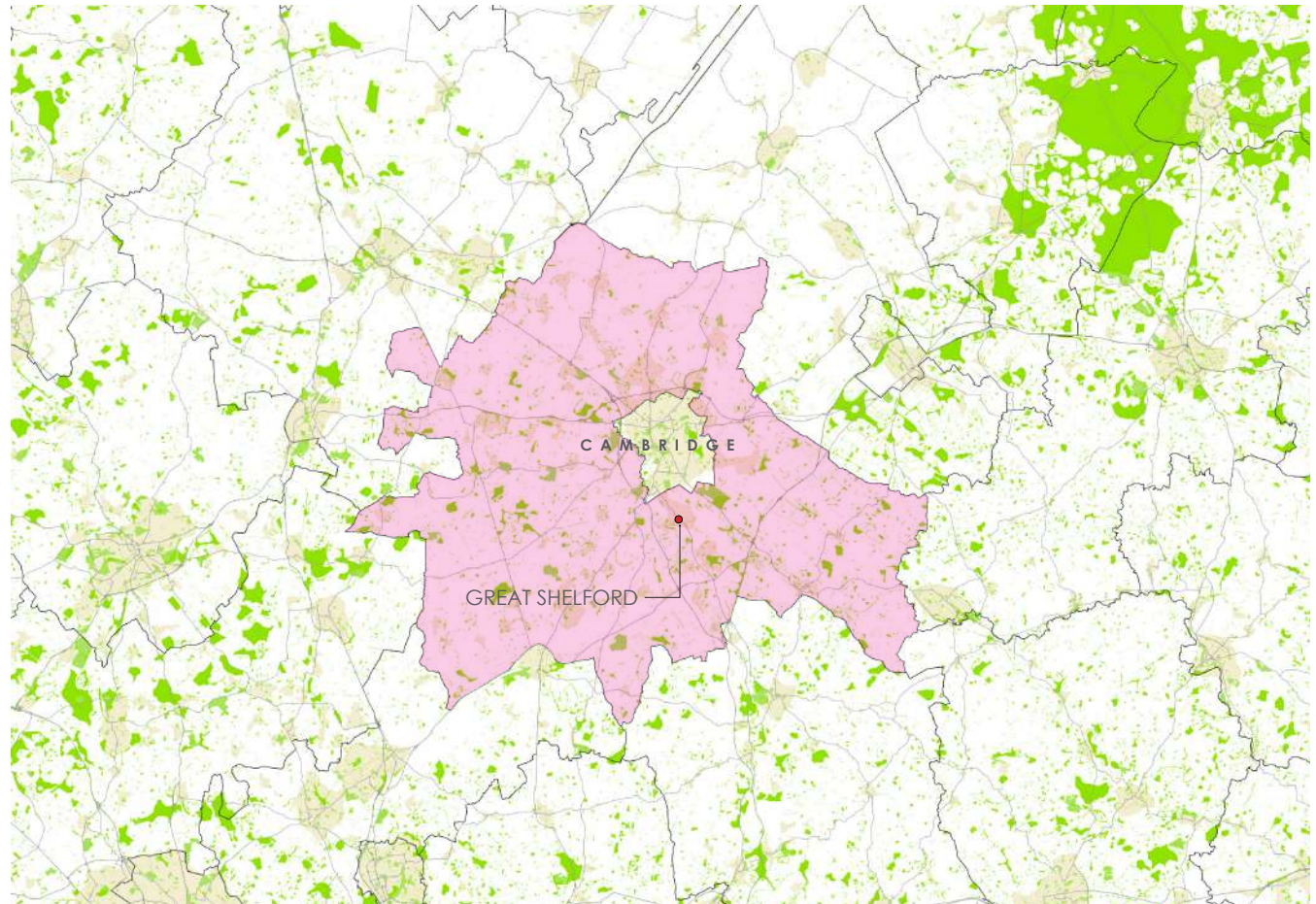


Figure 1.1: South Cambridgeshire District boundary.



(30.149 acres). The topography of the Site is relatively flat and it comprises an arable field.

It has been estimated that the Site has the potential to deliver up to 215 new homes, although this is subject to further, more detailed technical analysis and consultation.

The new scheme would promote active lifestyles and a sense of wellbeing through the provision of new public open space, which will create an attractive setting for the new homes.



Aerial photograph showing Site boundary.



The Site's north western boundary

Existing woodland to the north east of the Site



View along the south eastern boundary of the Site looking north across the Site.

02. PLANNING CONSIDERATIONS

2.1 Planning policy context

Great Shelford is defined as a Rural Centre in the South Cambridgeshire Local Plan 2018, being one of “the largest and most sustainable villages of the district”. In addition to the services and facilities within the village, it also has good access to Cambridge by public transport and cycle. Despite such sustainability credentials there were no extensions to Great Shelford proposed as part of the current Plan having regard to the Green Belt boundary around the edge of the settlement which tightly constrains growth.

As part of a new blended proposed housing strategy including developments of varying scales and a review of the existing Green Belt boundaries, and utilising proposed better connectivity as part of the Cambridge South East Transport project, we consider that Great Shelford provides a logical opportunity to help meet the housing need for the Greater Cambridge area in a sustainable location. Further details of the Cambridge South East Transport project are included later in this Vision Document which proposes a new sustainable transport link in the south-east quadrant of the Cambridge area. Development on the Site would also deliver much needed affordable housing to help meet local needs.

The Site has existing development along its south eastern and part of its south western boundaries. The Site is not within or close to a conservation area and there are no listed buildings in the vicinity of the Site. The Site is all within Flood Zone 1, and is also at very low risk of flooding from surface water with the exception of a very small area close to the southeast boundary which is at low risk. There are also opportunities for significant biodiversity enhancement.

The Site is currently within the Green Belt and is part of a ‘Countryside Enhancement Strategy’ area in the Cambridge Southern Fringe Area Action Plan 2008. The new Local Plan provides the opportunity to review such designations in order to take account of new opportunities and planned infrastructure, and meet identified need in a sustainable way. The Site and adjoining land within the College’s ownership, which includes Open Space allocation SC/1 (2e) from the Local Plan 2018, also provides the prospect of meeting many of the objectives of the Strategy as part of a comprehensive development. The College would welcome a dialogue on how this might be delivered.





The Green Belt serves five purpose:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

In considering this Site in relation to these purposes, development of this Site would result in ‘encroachment’ into the countryside (i.e. beyond the existing village boundary as identified in the 2018 Local Plan) although the Cambridge South East Transport project is proposed to route through the Site. This limits the extent to which it would be perceived to ‘sprawl’.

In the context of the Green Belt purposes, the development would not lead to neighbouring settlements merging into one another, and the proposal provides the opportunity for countryside enhancement that would enhance the setting and special character of Great Shelford and Cambridge. This development could form part of a blended strategy that included urban regeneration to meet the identified need, and therefore need not prejudice urban regeneration.

Thus a new Local Plan will need to include development on land that was previously protected from development. It is considered that land west of Hinton Way could provide social, economic and environmental benefits to outweigh this harm and together with this proposed new busway infrastructure, deliver a new high quality, sustainable residential development.

-  Site boundary
-  Land under the control of the applicant
-  Policy CSF/5: Countryside Enhancement Strategy
-  Open Space allocation SC/1 (2e)

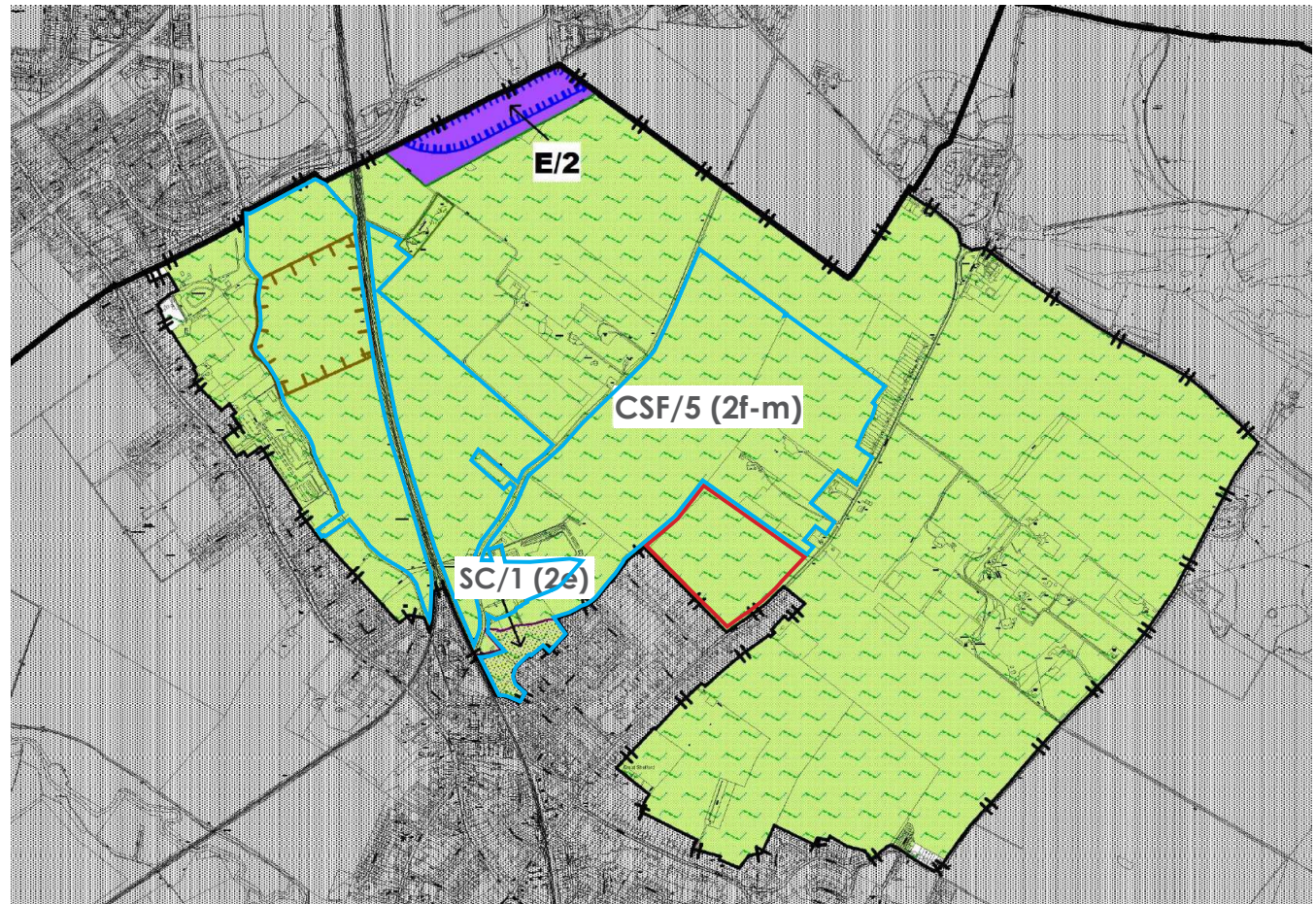


Figure 2.1: South Cambridgeshire Adopted Policies Map: September 2018 (Inset E South of Addenbrookes).



03. ASSESSMENT

3.1 Wider context

Great Shelford is a village within the administrative area of South Cambridgeshire District Council.

It lies approximately 4 miles (6.4 km) to the south of Cambridge, with the A1134 lies approximately 2.18 mile (3.5 km) to the north of the centre of the village. The M11 is located 1.17 miles (1.9 km) to the west of Great Shelford.

-  The Site
-  Railway stations
-  National & Regional roads
-  Local roads
-  Watercourse
-  Rail line
-  Woodland
-  Green space

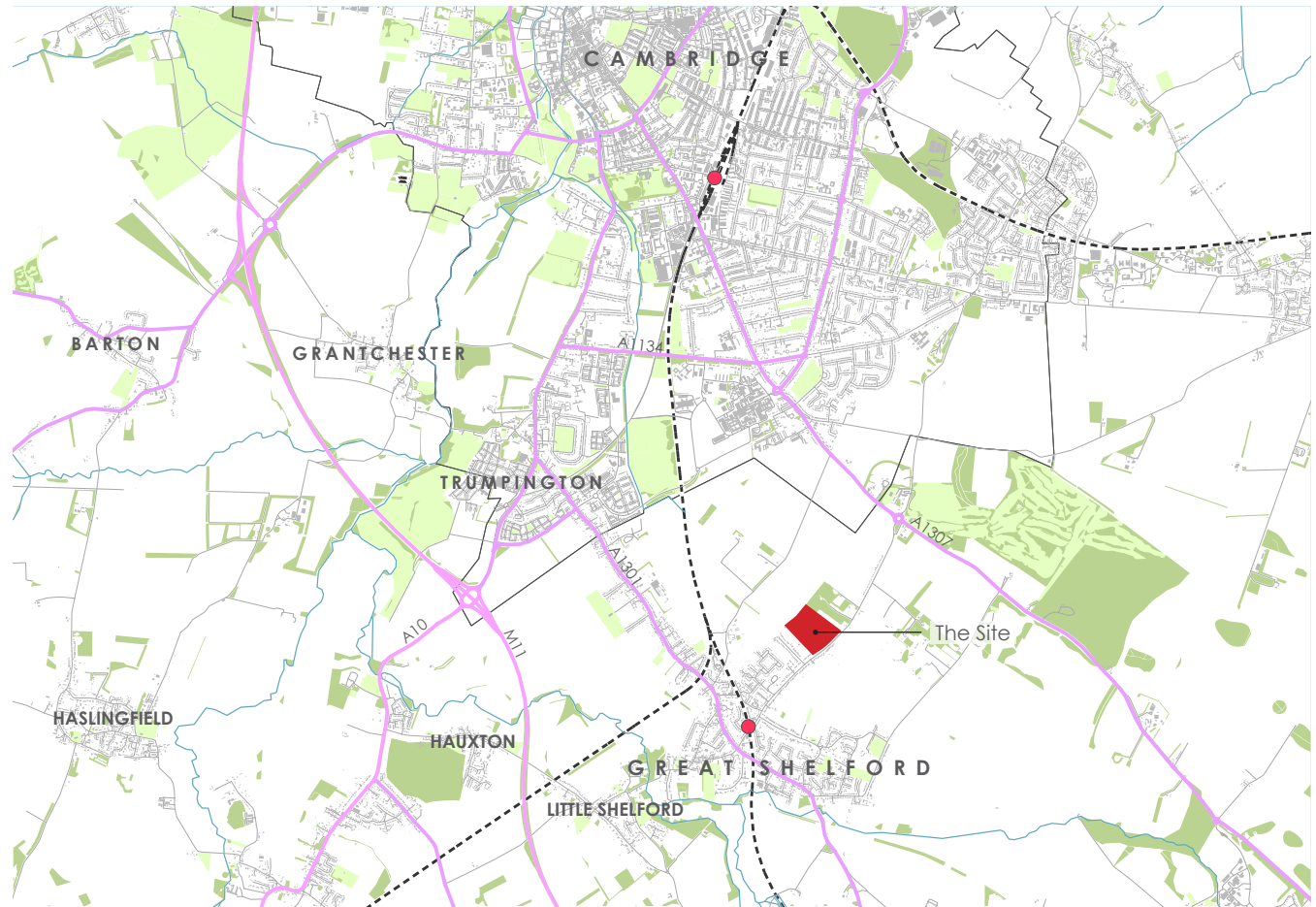


Figure 3.1: Wider context plan.

3.2 The Site

The Site totals approximately 12.201 hectares (30.149 acres) and occupies a single semi-rectangular shaped land parcel to the north west of Hinton Way.

The north eastern boundary of the Site is formed by the existing mature trees which separate the Site from the adjoining woodland to the north east. The south eastern boundary of the Site is defined by the existing maintained hedgerow which separates the Site from Hinton Way.

The Site is bound to the south west by the existing trees and hedgerow, together with the fences of the rear gardens of the adjoining properties along Coppice Avenue.

The vast majority of the north western boundary of the Site is defined by the existing mature trees which separate the Site from the adjoining land which is under the control of the applicant, to the north west. This land extends south west as shown on Figure 3.2.



-  Site boundary: **12.201 ha**
-  Land under the control of the applicant



Figure 3.2: Aerial photograph showing Site boundaries.



3.3 Architectural context

Great Shelford has originally developed along High Street to the south west of the Site. Examples of how the combination of architecture, streets and public and private spaces create places can be found along the historical core. A rich pallet of architectural detailing, materials, colours and variation in buildings types, scale and height all combine to create sense of character and place.

As we move away from the historical core towards the north, the south, and the east, the pattern and form of development changes.

We have considered the character of several of the village's residential areas in more detail, in order to inform the layout and design of the development proposals.



Figure 3.3: Great Shelford figure ground plan.

Character area A: High Street/ Historic Core



Buildings are mostly 2 storey in height, and they are traditionally set back from the pavement with small front gardens. Painted brick is the predominant building material, with the presence of buff brick at some buildings. More traditional architectural features include sliding windows, pitched roofs, thatched roofs and plain dark roof tiles are evident in most of the buildings along High Street.

Roofscape is rhythmically animated by chimneys of varying heights and, occasionally, dormer windows.

Character area B: Hinton Way



Recent residential development to the south west of the Site along Hinton Way. Red brick used with some use of pastel rendering and white weatherboard cladding.

Roofs are generally of a pitched or gable typology, with high quality brown pantiles used throughout. Buildings are 2 storey in height. White uPVC windows are present throughout the estate. Buildings set-back behind deep front gardens, with parking provided on-plot.

Character area C: Station Road



Recent residential development to the south west of the Site, near the railway station. Buildings are 3 storey terraces. Buff brick used as the main building material with the use of vertical metal cladding within the upper floors and vertical timber cladding within ground floors. Roofs are generally of a pitched typology, with high quality vertical metal cladding.

Modern architectural features include dark grey uPVC windows and louvred doors and windows.

3.4 Community facilities & services

There are a number of local services and facilities in Great Shelford within easy walking distance of the Site. These could meet many of the day-to-day needs of future residents, meaning they would not need to rely on travel by the private car. The Kash Stores local convenience store and Post Office is about a 10 minute walk from the Site via Hinton Way and its existing footway provision.

Further services and facilities, including Great and Little Shelford Primary School, Shelford Medical Practice and additional convenience stores are within a mile of the Site, easily accessible via the existing footway network in the village.

Key services and facilities are highlighted on Figure 3.4 opposite.



The Kash Stores local convenience store and Post Office is about a 10 minute walk from the Site via Hinton Way.



Shelford train station is located to the south west of the Site, within a 10 - 15 minute walk.



Boots Pharmacy is located along Wollards Lane within a 10 – 15 minute walk from the Site.



Existing bus stop along Hinton Way in front of the south eastern boundary of the Site.

- Site boundary
- 1 Kash Stores and Post Office
- 2 Relief Chiropractic Health Clinic
- 3 Shelford train station
- 4 Great Shelford Library
- 5 Boots Pharmacy
- 6 The Plough
- 1 Shelford Church of England Primary School
- 1 Shelford Medical Practice
- 2 Great Shelford Memorial Hall
- 3 Great Shelford Free Church
- 1 Great Shelford Sports Pavilion

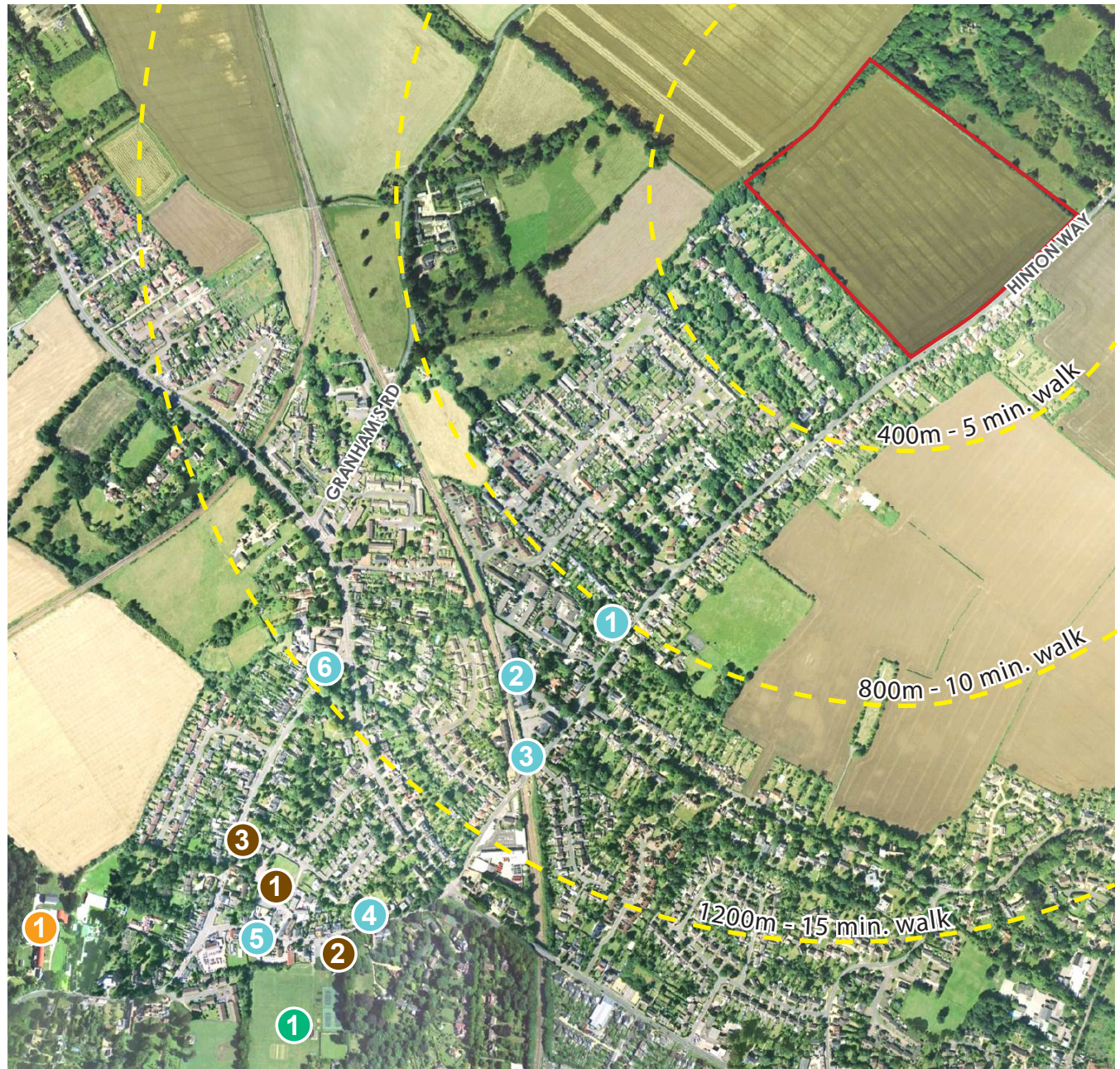


Figure 3.4: Great Shelford key services and facilities.



3.5 Movement

Highway network

Great Shelford is located to the east of the M11 which provides the main vehicle highway route north-south. The A1134 lies approximately 2.18 mile (3.5 km) to the north of the centre of the village and provides a direct access to Cambridge City Centre to the north and the A505 to the south.

The opportunity exists to access the Site off Hinton Way which runs along the south eastern boundary of the Site, with this road links to Station Road and the A1301 beyond which runs south towards Sawston and the A505.

Cycling accessibility

The National Cycle Network Route 1 is an off-road cycleway which runs alongside the Cambridge – Liverpool Street railway line connecting Great Shelford to the Cambridge Biomedical Campus and the wider, comprehensive network of cycle routes in Cambridge. Much of Cambridge City Centre is within 5 miles from the Site, and the Cambridge Biomedical Campus is within 3 miles of the Site. These are easy cycling distances, based on Department for Transport guidance which notes that, for commuter journeys, cycling distances up to 5 miles are not uncommon.

The Site at Hinton Way therefore already has good accessibility by cycling to key employment areas in Cambridge.

Accessibility to public transport

The public transport accessibility of the Site is currently met using the existing A2B No 31 bus service, which links Great Shelford with Cambridge City Centre and Addenbrookes Hospital. This has 6 services each day, stopping on Hinton Way immediately opposite the Site. Shelford railway station is within easy walking distance of the Site, about 0.5 miles via Hinton Way. It has regular services to Cambridge and Cambridge North, meaning accessibility to key employment areas in Cambridge City Centre and the Northern Fringe. It also has regular services to London Liverpool Street.

The Site's public transport accessibility will be significantly enhanced through the currently proposed Greater Cambridge Partnership's (GCP's) "Cambridge South East Transport" project. This aims to provide better public transport, walking and cycling options for those who travel in the A1307 and A1301 area, with the Site roughly equidistant between these two roads. The project will improve journey times and link communities and employment sites in the area south east of Cambridge, including Great Shelford.

- The Site
- Railway stations
- National & Regional roads
- Local roads
- Watercourse
- Rail line
- The National Cycle Network Route 11

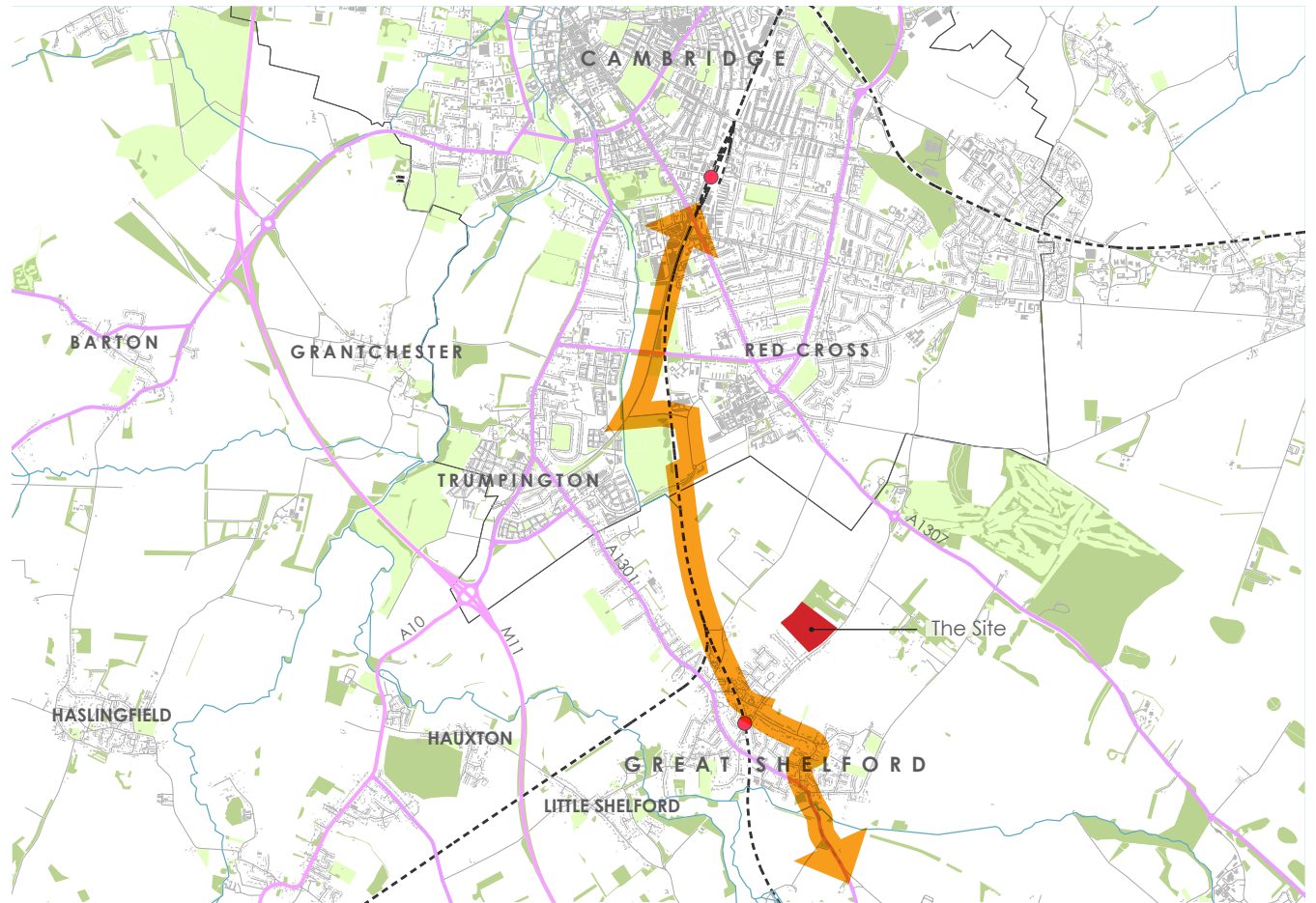


Figure 3.5: Map highlights The National Cycle Network Route 11 and railway lines.



3.6 The Greater Cambridge Partnership's (GCP's) "Cambridge South East Transport" project

The proposals relating to the South East Transport Project include a new Travel Hub near the A11 / A1307 / A505 junctions, and a new public transport route connecting this Travel Hub with the Cambridge Biomedical Campus via Great Shelford, Stapleford and Sawston to a new Travel Hub near the A11/A1307/A505 with connections to Babraham, the Babraham Research Campus and Granta Park. The indicative alignment is shown on the next page.

The alignment would be routed directly through the Site at Hinton Way, with a proposed stop location on Hinton Way itself. This would mean the Site has excellent public transport accessibility with key employment locations in Cambridge City Centre, the Cambridge Biomedical Campus, Babraham Research Campus and Granta Park. GCP's indicative alignment is currently shown broadly diagonally through the Site. The College has made submissions to GCP to re-align the route in order that it is positioned in the more northern part of the Site. As part of the Site masterplan, the route alignment would be directed alongside the north-eastern boundary of the Site. This would be feasible in engineering terms and would improve the development potential of the Site.

Potential further conventional bus connections along Hinton Road are included as part of the GCP's project, further enhancing the public transport accessibility of the Site. High quality, frequent public transport services would therefore be immediately next to future residents on the Site, significantly reducing their reliance on the private car.

A new shared-use path for pedestrians and cyclists, generally 3 metres wide, would be built alongside the new public transport route. This will enhance the already good cycle connectivity that Great Shelford has with Cambridge, via National Cycle Route 11.

Overall, the Site has significant potential to meet several key national and local transport objectives. These can be achieved by capitalising on the GCP's South East Cambridge Transport project, which is due to deliver a high quality rapid transit route into Cambridge via the Site itself by 2024, along with the adjacent shared footway / cycleway which would be easily accessible to future residents of the Site.

Subject to further assessments, the Site has the potential to:

- Reduce the need to travel, particularly by private car;
- Provide vehicular access directly onto the local road network;
- Promote a cycling and public transport strategy focussed on providing high quality connections with nearby Cambridge, and the employment campuses at Babraham and Granta Park to the southeast of the city, via the GCP's planned Cambridge South East Transport project running along the north-eastern boundary of the Site, helping to reduce the potential vehicular impact associated with the development.

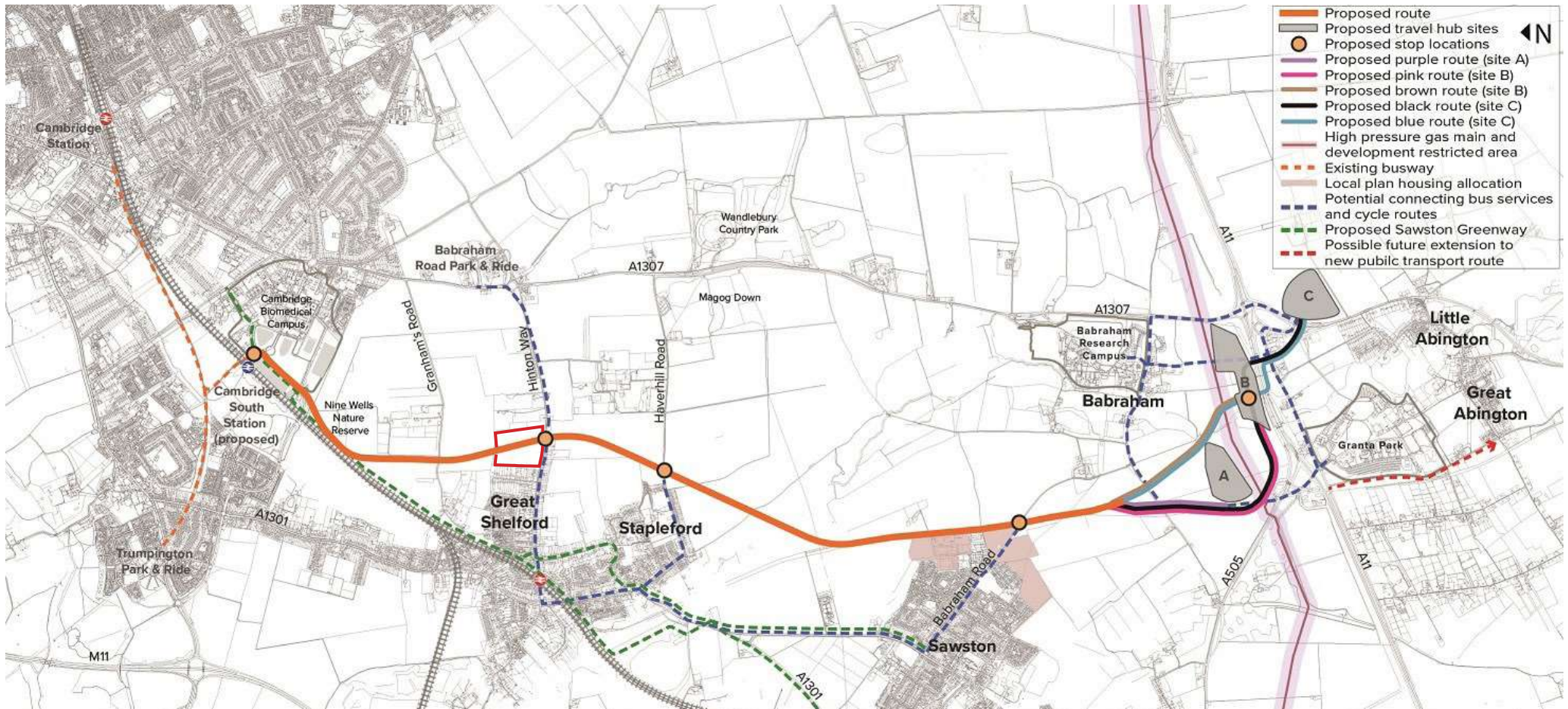


Figure 3.6: The Greater Cambridge Partnership's (GCP's) "Cambridge South East Transport" project (Phase 2).



04. EVALUATION

4.1 Baseline Site analysis

The opportunities and influences associated with the proposed development have been identified following the assessment of the Site and its surroundings. These are listed below and illustrated on Figure 4.1 opposite. This assessment of the Site and its surroundings has informed the design proposals.

Opportunities

- Provision of high quality, sustainable, and sensitively designed new housing, with the Site able to accommodate up to 215 new homes with associated green infrastructure.
- Provision for new vehicular access point from Hinton Way. A secondary, emergency access would be provided into the Site along Hinton Way.
- Provide new area of central green which will form an integral part of the overall green infrastructure of the Site.
- The Site forms part of a 'Countryside Enhancement Strategy' area in the Cambridge Southern Fringe Area Action Plan. The development of the Site provides the opportunity to meet the identified objectives of the strategy by the provision of a ribbon of natural and informal landscaping along the north western, north eastern, and south eastern boundaries of the Site, together with a central area of public open space as illustrated on Figure 4.1 opposite.

Influences

- GCP's indicative alignment is currently shown broadly diagonally through the Site. However, as previously stated, the College has made representations to have the route re-aligned slightly to the north. As part of the Site masterplan, it is proposed by the College that the route alignment would be directed alongside the north-eastern boundary of the Site. This would be feasible in engineering terms and would improve the development potential of the Site whilst ensuring the operational efficiency of the route is not affected.
- As part of the realignment strategy, the opportunity exists for the new Travel Hub to be relocated in accordance with the proposed realignment as shown on Figure 4.1 (The opportunities and influence plan).
- The Site falls to a low point in the north western corner. Where this low point occurs will define the location of the potential attenuation basin.
- Existing boundaries vegetation to be retained where possible, with new tree, thicket, and meadow planting to compensate the removal of vegetation to facilitate the access to the Site.

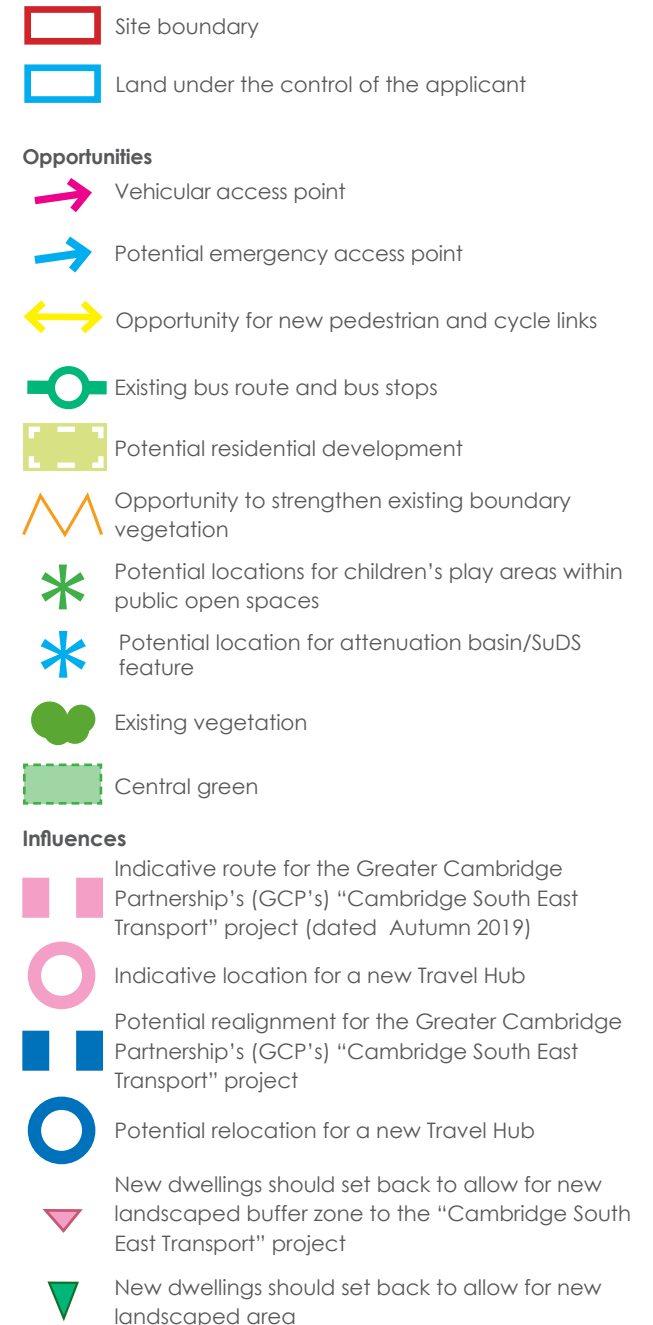




Figure 4.1: The opportunities and influences plan.

05. DEVELOPMENT PROPOSALS

5.1 Vision - Place making approach

The vision is to create a sustainable new living environment, with new homes that are accessible to everyone, an inclusive place which makes everyone feel comfortable, safe and secure, a place where people want to live, which promotes an active lifestyle and sense of wellbeing. The proposals will provide ready access to public open space and the wider countryside. It will deliver a wide range of choice of new, sustainable, high quality housing, including affordable housing.

The proposed development will deliver a high standard of housing design irrespective of price or tenure. The scheme will focus on establishing a strong sense of community.

- **Positive identity** to ensure that the new development responds to the Site and contextual opportunities, so fully integrating with its surroundings and defining new spaces.
- **Viable and sustainable place**, which is deliverable and contributes in a positive way to the long term economic viability of the area.
- **A connected place** which links and integrates with the existing community of Great Shelford.
- **Welcoming place** which helps to foster a strong scene of place and community.
- **Delivering best practice** in development which is responsive to the environmental constraints, including the existing mature vegetation.
- **Quality homes** for a wide range of local needs, space to live and play, good access to facilities, public transport and a place people can be proud of.

A placemaking approach has been adopted to ensure that the development responds positively to the context and opportunities of the surrounding area and the Site. Building on this, a strong vision has been developed which brings new site-specific ideas into play, as well as drawing on best practice. The concept is driven by the objective of creating a strong sense of place and community, fully integrated and linked into the immediate surroundings and the village of Great Shelford.







5.2 The Development Framework plan

The Development Framework plan has been produced to help illustrate the potential for development with adequate green infrastructure, public open space and children's play provision. The concept is based upon the analysis of the Site and local surroundings.

The Development Framework plan shows the Site boundary, the means of access into the Site, the areas of retained and new landscaping and the location and extent of the proposed land uses, including the amount of built development.

A number of design principles have influenced the development proposals for the Site, including:






- Provide up to 215 dwellings, offering a range of dwelling types, sizes and tenures.
- Creation of a high quality, sustainable new neighbourhood that integrates successfully with the existing settlement edge.
- Creation of a place that is accessible to everyone, which makes everyone feel comfortable, safe and secure and a place where people want to live.
- To promote active lifestyles and a sense of wellbeing through the provision of new public open space that includes new landscaping, two children's play areas and new recreational routes.
- Create a 'place' which will become a destination in its own right with the provision of open space facilities that will encourage existing residents to visit the Site.

-  Site boundary
-  Land under the control of the applicant
-  Proposed residential development
-  Proposed public open space

Movement & Infrastructure

-  Vehicular access point
-  Emergency access point
-  New pedestrian and cycle links
-  Existing bus route and bus stops
-  Proposed primary street through development
-  Proposed secondary street through development
-  Proposed realignment for the Greater Cambridge Partnership's (GCP's) "Cambridge South East Transport" project
-  Proposed new location for Travel Hub

Green Infrastructure & Recreation

-  Central green overlooked by new buildings
-  Proposed locations for Locally Equipped Areas for Play (LEAPs)
-  Proposed attenuation basin/SuDS feature
-  Existing vegetation to be retained and enhanced
-  Proposed recreational routes

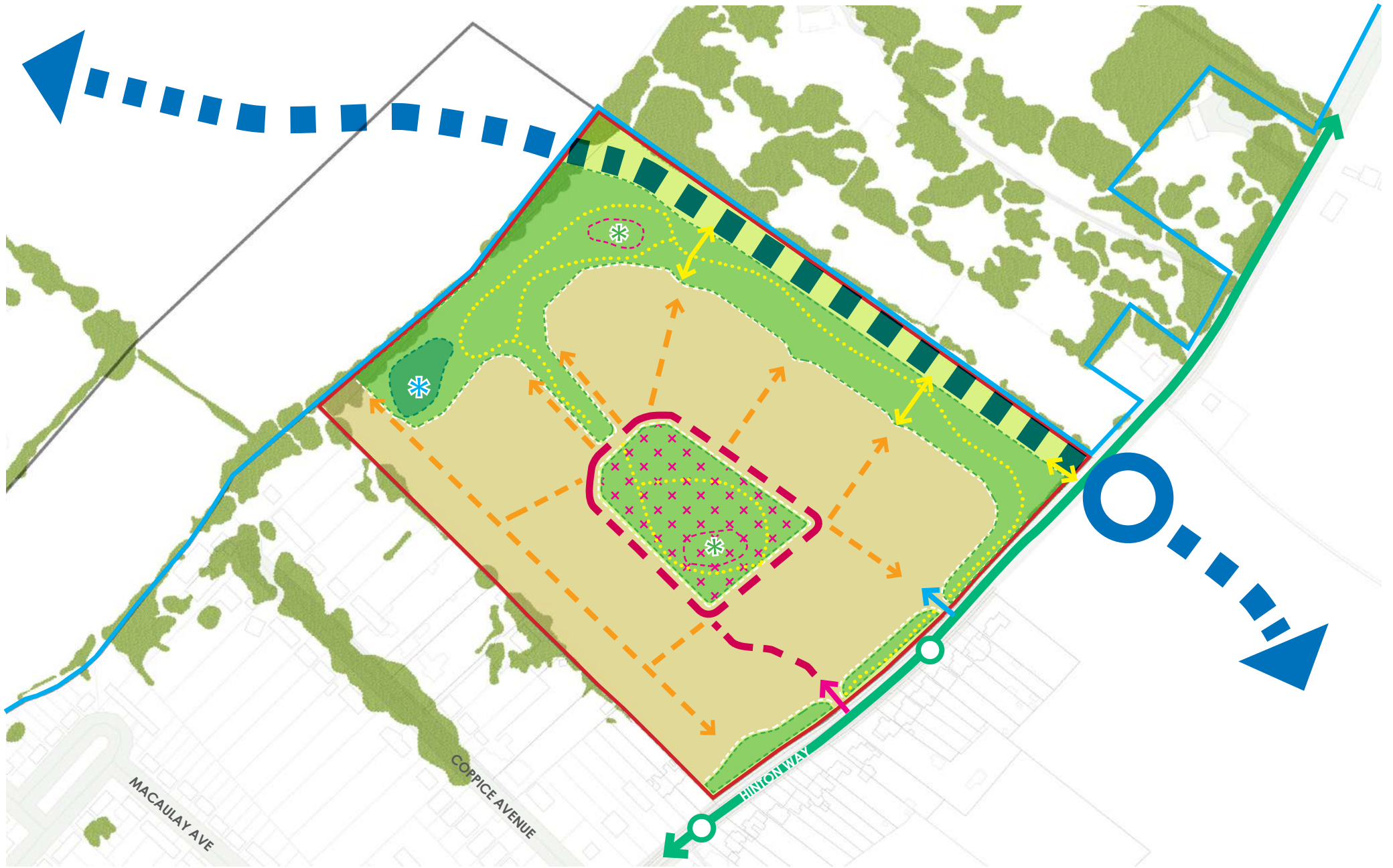


Figure 5.1: The Development Framework plan.



5.3 The concept masterplan

The initial Concept Masterplan provides a vision for how the design principles could be realised to create a sustainable, high quality and distinctive new neighbourhood that is well related to the existing community. The initial Concept Masterplan shows how the proposed primary street through the new development will connect to Hinton Way to create a development that will form an integrated and highly accessible part of the wider Great Shelford.

In reference to the aforementioned realignment of the “Cambridge South East Transport” project route, and as shown on the initial Concept Masterplan, the route alignment would be directed alongside the north eastern boundary of the Site. New dwellings should set back to allow for a new landscaped buffer zone between new development and the realigned route. This area will include new tree, thicket and hedgerow planting to filter views of new development and maximise the Site habitats and biodiversity value.

Similarly, new dwellings will set back from the north western boundary of the Site to allow for a new area of public open space with new tree and thicket planting. This will create an attractive landscaped edge to respect the adjoining countryside to the north west.

A large area of open space will be provided in the form of a central green, maximising the opportunities to access more green infrastructure facilities. Two new Locally Equipped Areas for Play (LEAPs) will be included within the aforementioned public open spaces, together with areas for informal recreation.

A new vehicular access, together with a secondary, emergency access will be provided into the Site along Hinton Way. New cycle and pedestrian links are proposed to connect to the new shared-use path for pedestrians and cyclists which will be built alongside the new public transport route.



Central green will be overlooked by new dwellings.

-  Site boundary
-  Land under the control of the applicant
-  Proposed residential development
-  Proposed public open space
-  Vehicular access point
-  Emergency access point
-  New pedestrian and cycle links
-  Proposed locations for Locally Equipped Areas for Play (LEAPs)
-  Proposed attenuation basin/SuDS feature
-  Proposed recreational routes
-  Proposed Travel Hub



Figure 5.2: The Concept Masterplan.

5.4 Access strategy

A preliminary Site access arrangement has been prepared involving a new priority T-junction into the Site via Hinton Way. This would meet appropriate design guidance including requirements for junction inter-visibility, although the precise location would need to take into account the frontage access arrangements to the properties southeast of Hinton Way. There is flexibility over the exact location of the Site access as the visibility requirements for a new Site access could be achieved at a number of places along Hinton Way, given the Site's extensive frontage with the road. A secondary, emergency access would be provided into the Site along Hinton Way.

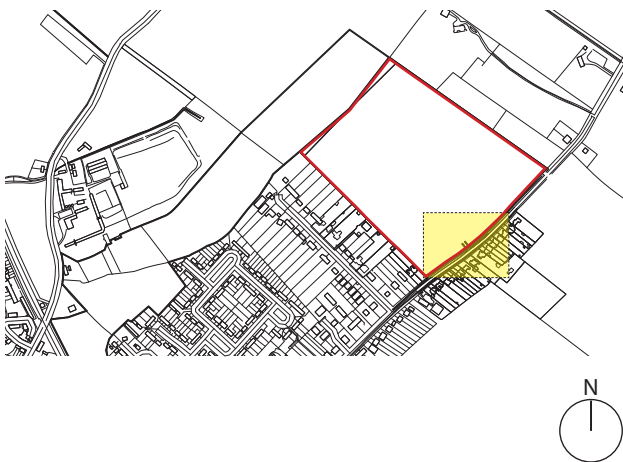


Figure 5.3: Potential Site access arrangement.

5.5 Land uses and density

The Site covers an area of 12.201 hectares. The proposals within the Site encompass the following uses:

Residential Development Area - up to 215 dwellings (7.11 hectares)

The development accommodates a residential development area measuring approximately 7.11 hectares, providing for up to 215 dwellings. The average net density for the development area is 30 dwellings per hectare (dph).

The housing mix will include a range of house types, sizes and tenures. 40% of the homes will be affordable and these will be fully integrated within the market housing, and be of a type and size that meets local needs.







-  Site boundary: **12.201 ha**
-  Proposed residential area: **7.11 ha**
-  Green infrastructure: **4.201 ha**
-  Public transport corridor: **0.9 ha**
-  Locally Equipped Areas for Play (LEAPs)
-  Proposed attenuation basin/SuDS feature



Figure 5.4: Land use plan.

Green infrastructure - 4.201 hectares

The initial Concept Masterplan delivers a coherent green infrastructure framework that conserves the existing vegetations and aims to establish a variety of new landscape features. Overall, approximately 35% of the Site will remain as green infrastructure and comprise areas of retained trees and hedgerows, new landscaping, public open space, the creation of a central green, children's play areas, and SuDS feature.



A flexible green space informal recreation.

The initial Concept Masterplan shows how the green infrastructure network is fully integrated with the new homes to provide a range of multi-functional green spaces that are easy to access.

New play facilities are proposed within the Development Framework, in the form of Locally Equipped Areas for Play (LEAPs), to provide benefits to new and existing residents alike.



Children's play areas will be provided in the form of LEAPs.

-  Site boundary
-  Land under the control of the applicant
-  Central green overlooked by new buildings
-  Peripheral open space
-  New pedestrian and cycle links
-  Proposed locations for Locally Equipped Areas for Play (LEAPs)
-  Proposed attenuation basin/SuDS feature
-  Proposed realignment for the Greater Cambridge Partnership's (GCP's) "Cambridge South East Transport" project



Figure 5.5: Green infrastructure plan.



Peripheral open space

The peripheral open space is a ribbon of natural and informal landscaping creating a sensitive and natural green buffer along the north western, north eastern, and south eastern boundaries of the Site.

This landscaped open space will provide an important transition between the proposed built development and the open countryside to the north west and the existing woodland to the north east. The peripheral open space will offer a flexible and versatile leisure space for all to enjoy. A space for people to walk, relax and meet.

A Locally Equipped Area for Play (LEAP) is proposed at the northern corner of the Site together with areas for informal recreation.

Additionally, the new landscaped buffer zone between the new development and the realignment of the “Cambridge South East Transport” project route will include new tree, thicket and hedgerow planting to screen views of development from the public transport route and maximise the Site habitats and biodiversity value.



Masterplan showing section line location.

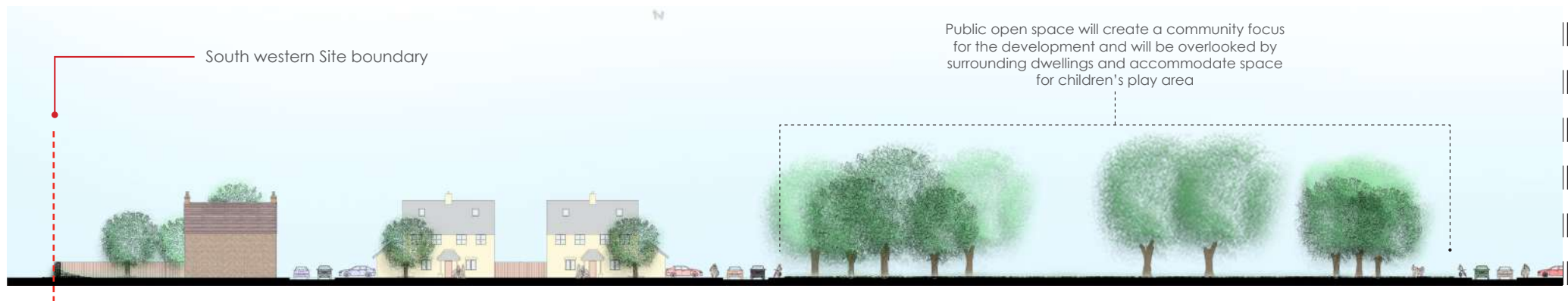
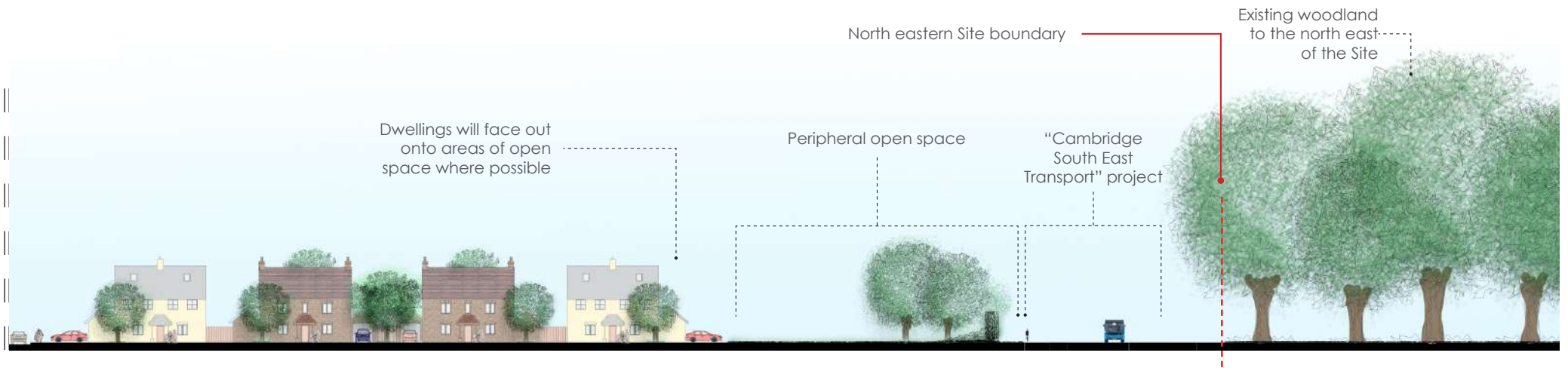


Figure 5.6: Illustrative section A - A.



A flexible green space for formal and informal recreation.



Central green

The proposed central green will provide more convenient access to green infrastructure facilities. This will create greater opportunities for social interaction, a greater feeling of safety with 'eyes on streets' and the opportunity to adopt healthier lifestyles.



New public open space overlooked by proposed properties for natural surveillance.



It is envisaged that the central open space will accommodate a Locally Equipped Area for Play together with areas for informal recreation.








-  Site boundary
-  Central green overlooked by new buildings
-  Proposed Locally Equipped Area for Play (LEAP)
-  Proposed recreational routes
-  Primary frontages



Figure 5.7: Zoomed in Concept Masterplan showing central green overlooked by proposed properties.



06. DELIVERY

6.1 Delivery

The land West of Hinton Way, Great Shelford has the potential to deliver up to 215 new homes together with associated green infrastructure, walking, cycling and vehicular access, sustainable drainage and flood attenuation feature, public open space and landscaping.

6.2 Next Steps

St. John's College is committed to undertaking consultation and engagement with the Councils, other key stakeholders and the general public prior to submission of any planning application.



07. CONCLUSION

7.1 Summary

In conclusion, at this stage we consider that there are no overriding technical constraints which would prevent the development of the Site for new homes and open space which is accommodated within the north western and north eastern parts of the Site.

This is a high level early stage visioning document. Early assessments have informed our thinking and the next stages would allow for more detailed assessment, analysis and design.

The document has illustrated an indicative framework through the initial Concept Masterplan which could form the basis of future development proposals. This has been built up in response to an appreciation of the context of the local area, demonstrating a credible and compelling opportunity to take advantage of planned infrastructure and meet the wider vision for countryside enhancement.

This work can be the starting point of refinement and detailing, based on further assessment of potential constraints and technical feasibility.

We invite the Councils and other key stakeholders to consider the clear merits of this development opportunity.



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