

Land south of St Neots Road, Hardwick

**Greater Cambridge
“Call for Sites”**

**VISION
DOCUMENT**

On behalf of Pigeon Land 2 Ltd

March 2019

Copyright

The contents of this document must not be copied or reproduced in whole or in part without the written consent of Savills (UK) Ltd.

All plans are reproduced from the Ordnance Survey digital map data @ Crown Copyright 2019 License number 0100031673. All rights reserved.

Contents

01 Introduction	1
02 Context & analysis	3
03 Next steps	25
04 Delivery	26
05 Conclusion	27

Produced by Savills Urban Design
Studio



Savills (UK) Ltd
Unex House
132-134 Hills Road
Cambridge
CB2 8PA

For further information contact



f: 01223 347111

01. INTRODUCTION

1.1 Background

This document has been prepared by Savills Urban Design Studio on behalf of Pigeon Investment Management acting for Pigeon Land 2 Ltd and the landowners.

The purpose of this document is to support the submission of representations to the Greater Cambridge "Call for Sites" which will subsequently inform the Greater Cambridge Local Plan, for the delivery of a residential development on land to the south of St Neots Road, Hardwick.


The site totals approximately 6.51 hectares (16.08 acres). The topography of the site is relatively flat and it comprises a field used for paddocks.

It has been estimated that the site has the potential to deliver up to 150 new homes, although this is subject to further, more detailed technical analysis and consultation. In addition to a range of new homes to meet a variety of needs including older people's accommodation, the scheme would provide for potential community benefits to meet local needs.

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.



Figure 1.1: Aerial view of the site.

 The site

 Approved Planning Application Ref: S/3064/16/OL



02. CONTEXT & ANALYSIS

2.1 Wider context

Hardwick is located approximately 5 miles (8 km) west of the city of Cambridge. The village lies immediately south of the A428 road between Cambridge and St Neots. It is about 4 miles (6.4 km) east of the newly developed village of Cambourne.

The northern border of the village is St Neots Road, now largely bypassed by the A428, with no houses or properties on the north side of the road. The A14 & M11 run approximately 2.8 miles (4.5 km) to the east of the village.

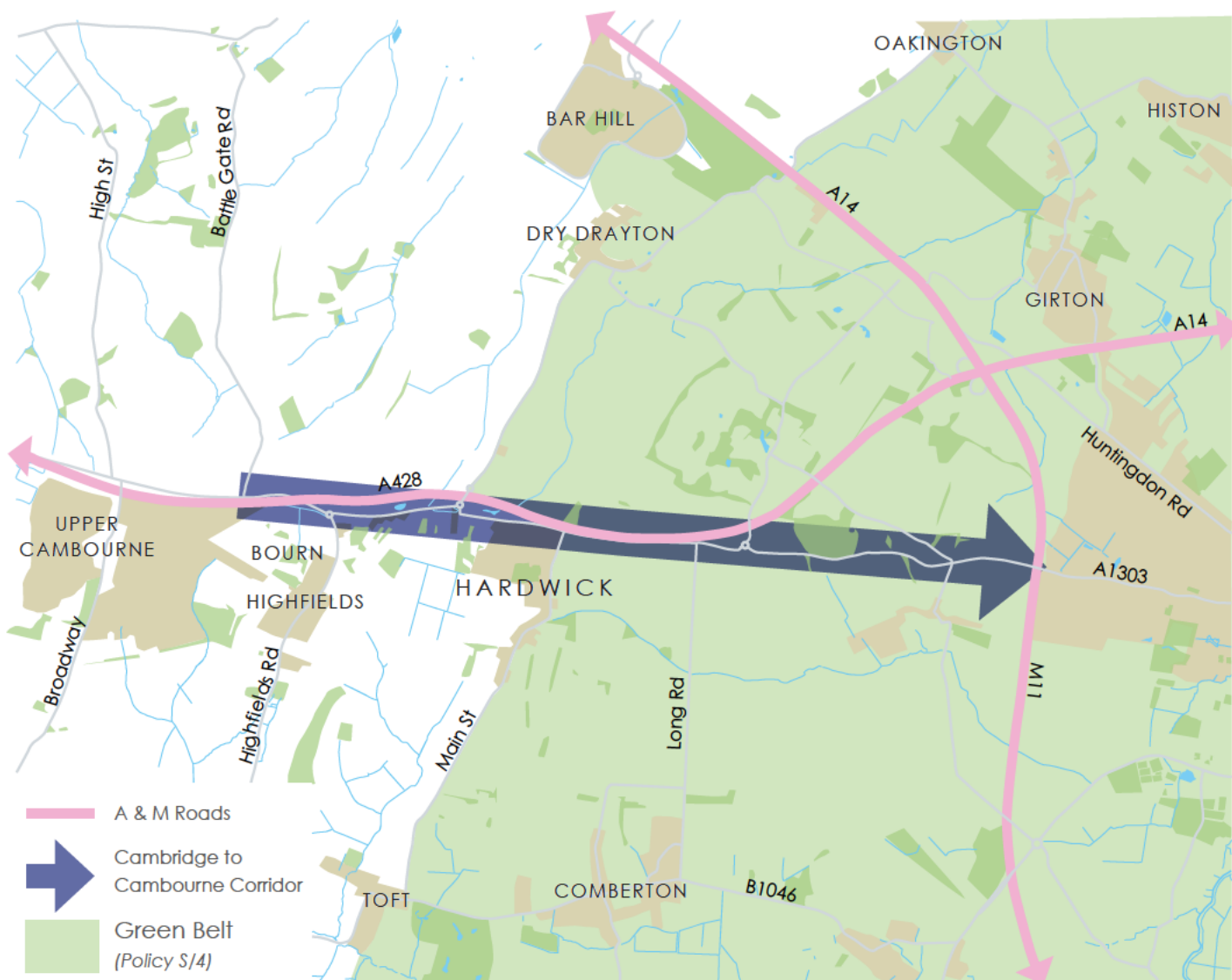
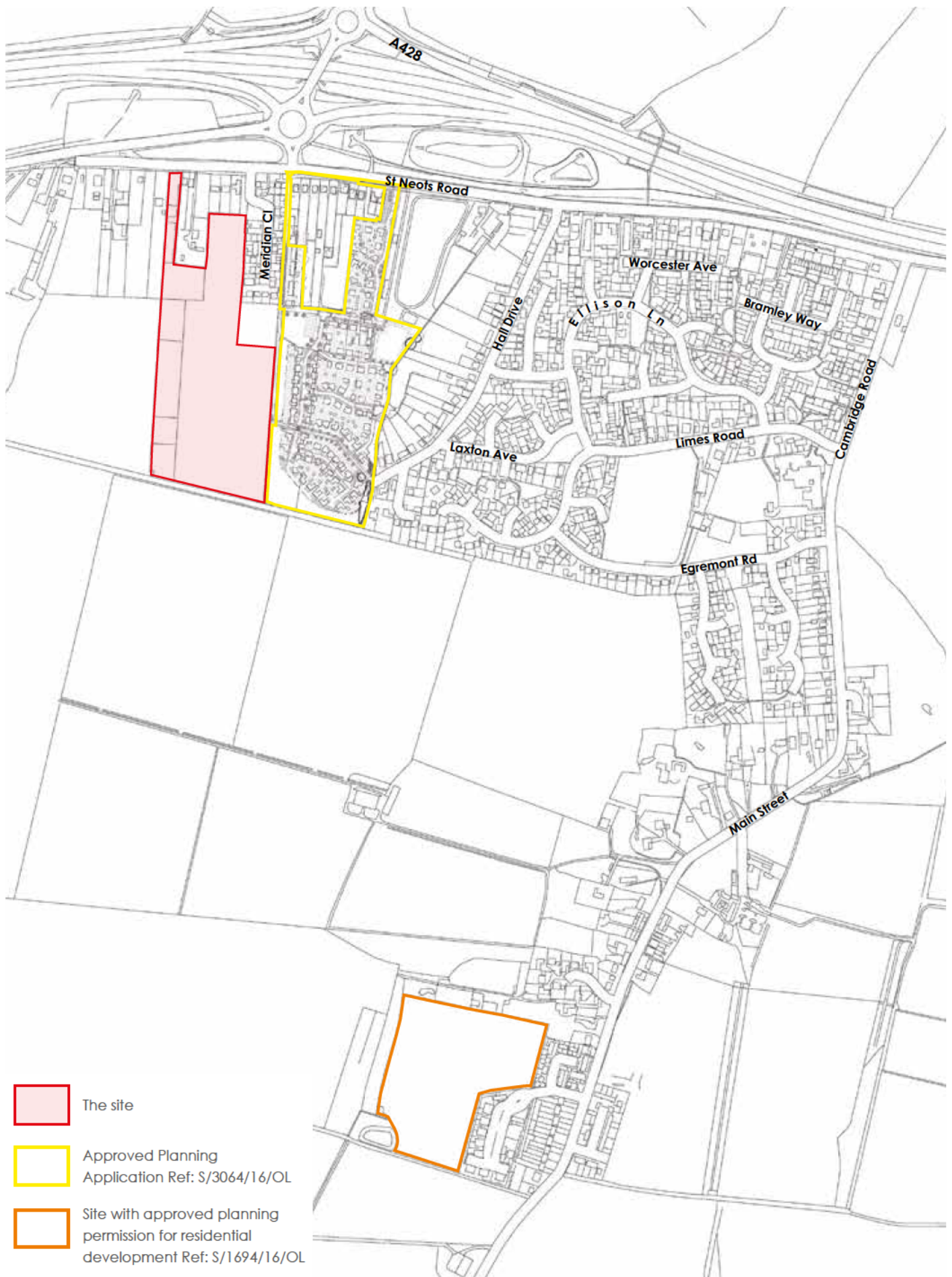


Figure 2.1: Site context plan - Wider context.





- The site
- Approved Planning Application Ref: S/3064/16/OL
- Site with approved planning permission for residential development Ref: S/1694/16/OL

Figure 2.2: Site context plan - Village context.



2.2 Planning context

For many years now the two local planning authorities have sought to address the growth impact generated by the remarkable success of Cambridge as a centre of educational and Hi-tech business excellence. Success has come at a price with the housing market struggling to meet needs in an affordable way and transport networks coming under huge pressures from commuting. Notwithstanding these pressures, both Cambridge City and the surrounding semi-rural hinterland have managed to absorb economic and housing growth without significant harm to the environmental and aesthetic qualities and attractiveness of the area. The challenge in this next local plan review is to address continuing housing and transport pressures and the demands for additional economic growth, whilst continuing to conserve and enhance the quality of the area.

Hardwick lies between the urban area of Cambridge City to the east and Cambourne new settlement to the west. The site lies close to the proposed new settlement at Bourn, underlining this as forming part of a growth corridor along the A428. Land between the eastern edge of the settlement and the edge of Cambridge urban area is designated Green Belt. From the planning register it appears that circa 250 new dwellings have been given planning permission within the development framework of the village since 2016. This includes the outline planning permission granted in 2018 for circa 155 dwellings on the site immediately to the east of the proposed site (S/3064/16/OL not yet implemented)

We believe that this recent decision recognises the strong benefits of allowing this scale of new housing at Hardwick . It is clear evidence of the suitability of our client's land. The site is in multiple land ownership but a formal collaboration agreement is in place between the landowners with regard to the promotion and development of the site. We believe this is clear evidence of the availability of the site for development. There are no known constraints on the early development of the site once its suitability for development has been confirmed through the Greater Cambridge Plan process. We anticipate that construction on site could commence around 24 months after the inclusion of the site in the local plan is confirmed, and that the site could be completed within 36 months thereafter. It is therefore eminently deliverable. In terms of viability the site is in an area where there are no anticipated abnormal costs and market demand is such that a policy compliant scheme could be delivered.

There is the opportunity to continue the recent pattern of growth at a rate that can be absorbed by the existing community and infrastructure capacity. As set out in the submission form and described elsewhere in this vision document our client's site is suitable, available, deliverable and viable. The land offers the opportunity to make a positive contribution to the levels of housing growth needed in the joint planning area by locating an appropriate scale of residential development outside the green belt, in close proximity to the urban edge of Cambridge, along an existing public transport corridor. The ambition of the Councils to enhance the public transport infrastructure and focus further growth beyond the green belt in the corridor between Cambridge and Cambourne underscores the suitability of this land for development.

2.3 Surrounding designations







The plan opposite shows the various environmental and heritage designations within the context of the site. The site is located outside the Green Belt boundary, and is not covered by any national statutory or non-statutory designations for historical or ecological character.

There are a number of Listed Buildings within Hardwick mostly located along Main Street to the south east of the site. They are all Grade II Listed, with the exception of Parish Church of St Mary, which is Grade II*. All Listed Buildings are located at least 600 metres away from the site and there is no intervisibility between these buildings and the site.

Similarly, Hardwick Conservation Area is located approximately 750 meters to the south east of the site.



Grade II Listed Old Victorian Farmhouse

-  The site
-  Approved Planning Application Ref: S/3064/16/OL
-  Existing Public Right of Way (PRoW)
-  Existing play area
-  Grade II* Listed Building:
 1. Parish Church of St Mary
-  Grade II Listed Building:
 1. Pump on south east corner of Small Green
 2. Old Victorian Farmhouse
 3. Village pump south east of Parish Church
 4. Victorian Farm Cottage
 5. The Blue Lion
 6. Chequers

Adopted Local Plan Policies

-  Hardwick Conservation Area
(Policy NH/14)
-  Local Green Space
(Policy NH/12)
-  Green Belt
(Policy S/4)
-  Protected Village Amenity Area
(Policy NH/11)

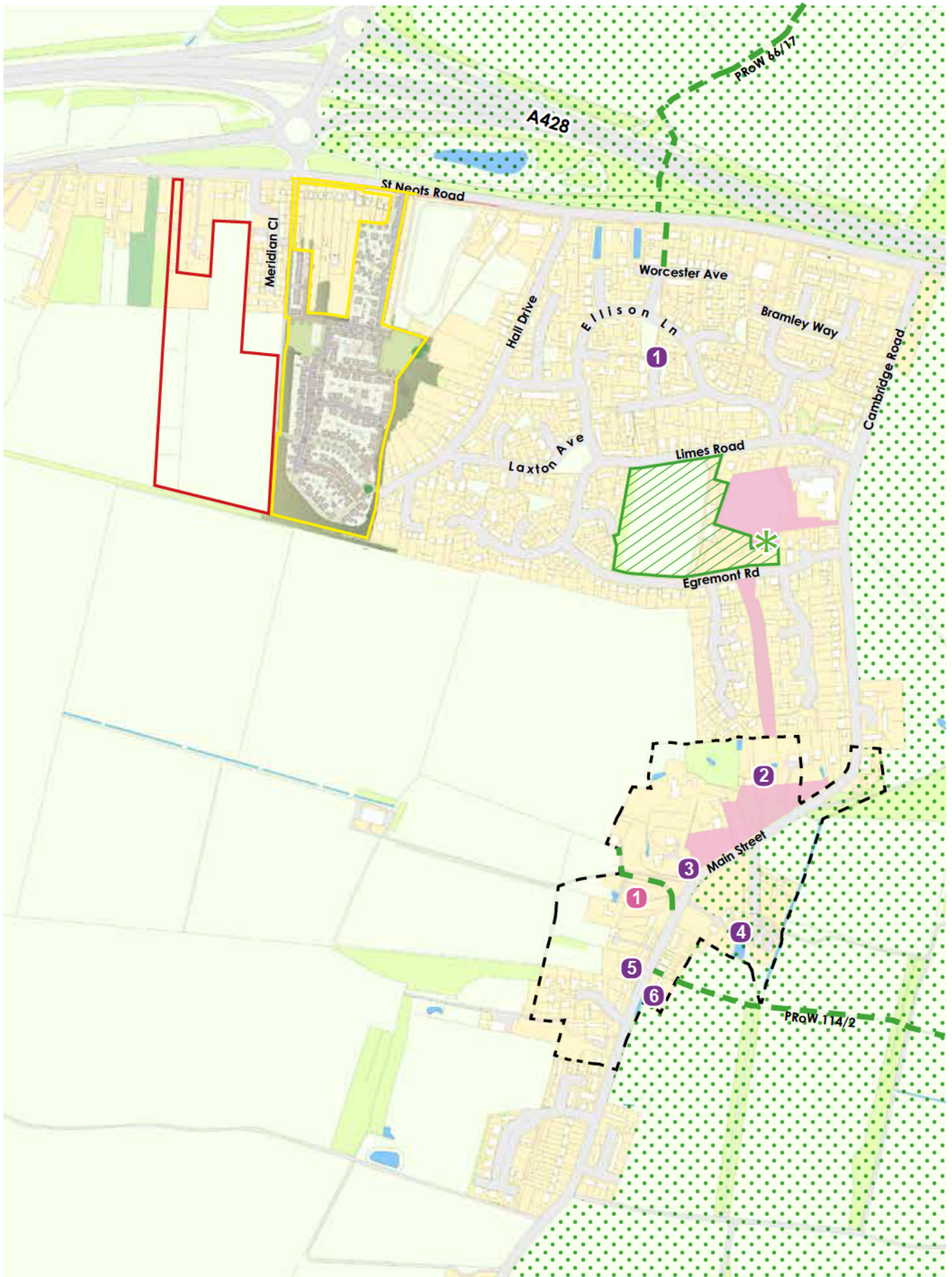


Figure 2.3: Surrounding designations.





Parish Church of St Mary (Grade II* Listed)



Village pump (Grade II Listed)



The Blue Lion (Grade II Listed)



Allocated Local Green Space (Policy NH/12)

A SUSTAINABLE PLACE

2.4 Services & facilities

One of the key requirements for delivering new sustainable development is that it is able to benefit from easy access to local services and facilities.

Hardwick benefits from a number of local services and facilities including a local shop & post office, a public house and a church.

Hardwick Community Primary School and Hardwick Sports & Social Club are located to the east of the proposed site within a 10 minute walking distance. The village also has a children's play area which is located within easy walking distance of the site.

Hardwick benefits from other facilities which are located to the east of the site along St Neots Road, within 5-10 minute walk. These facilities include a car dealership, bicycle shop, car repair garage, a pets superstore, shops and employment uses.

There is a BP petrol station approximately 0.6 mile (940m) to the east of the site along St Neots Road, together with a good range of services and facilities within the village of Highfields to the east. These are accessible by bus from the stops located along St Neots Road.



9. Hardwick Community Primary School

















-  The site
-  Approved Planning Application Ref: S/3064/16/OL
-  Agricultural machinery dealers (Mark Weatherhead)
-  Car dealership (Cambridge Isuzu)
-  Bicycle shop (The Green Hat)
-  Car repair garage (CSC Automotive)
-  Business Hub:
 - 1. Hair dressers
 - 2. Pets superstore (Nutty About Pets)
 - 3. Takeaway
-  Ash Croft Veterinary Surgery
-  Business Hub:
 - 1. Home-care services providers (Bluebird care)
 - 2. Floral designer
 - 3. Hair dressers (The Hair Care Bunch)
 - 4. Community development agency (Care network)
-  Local shop & Post Office
-  Hardwick Community Primary School
-  Hardwick Sports & Social Club
-  Play area
-  St Mary's Church
-  Public house (The Blue Lion)
-  Wallis Farmhouse Self Catering



Figure 2.4: Services & facilities plan.





2. Car dealership (Cambridge Isuzu)



4. Car repair garage (CSC Automotive)



7. Business Hub



8. Local shop & Post Office



5. Business Hub



6. Ash Croft Veterinary Surgery



10. Hardwick Sports & Social Club



14. Wallis Farmhouse Self Catering

2.5 Movement

St Neots Road delineates the northern edge of Hardwick. This Road is now largely bypassed by the A428 which links to Cambridge to the east and St Neots to the west. The A428 connects to the A14 & M11, to the east of Hardwick, and on to the wider network of regional transport routes.

There are a number of Public Rights of Way within the close vicinity of the site. Public rights of way number 66/16 runs approximately 0.5 mile (800 m) to the north east of the site providing a link to the wider network of public rights of ways.

The proposed layout will allow for the provision of new pedestrian/cycle links to existing routes surrounding the site.

The village is served by bus service No. 4 between Cambridge City Centre and Cambourne, providing a regular service throughout the day.

Existing bus stops are located along St Neots Road to the north of the site with the nearest bus stop located approximately 0.16 mile (250m) to the north east.

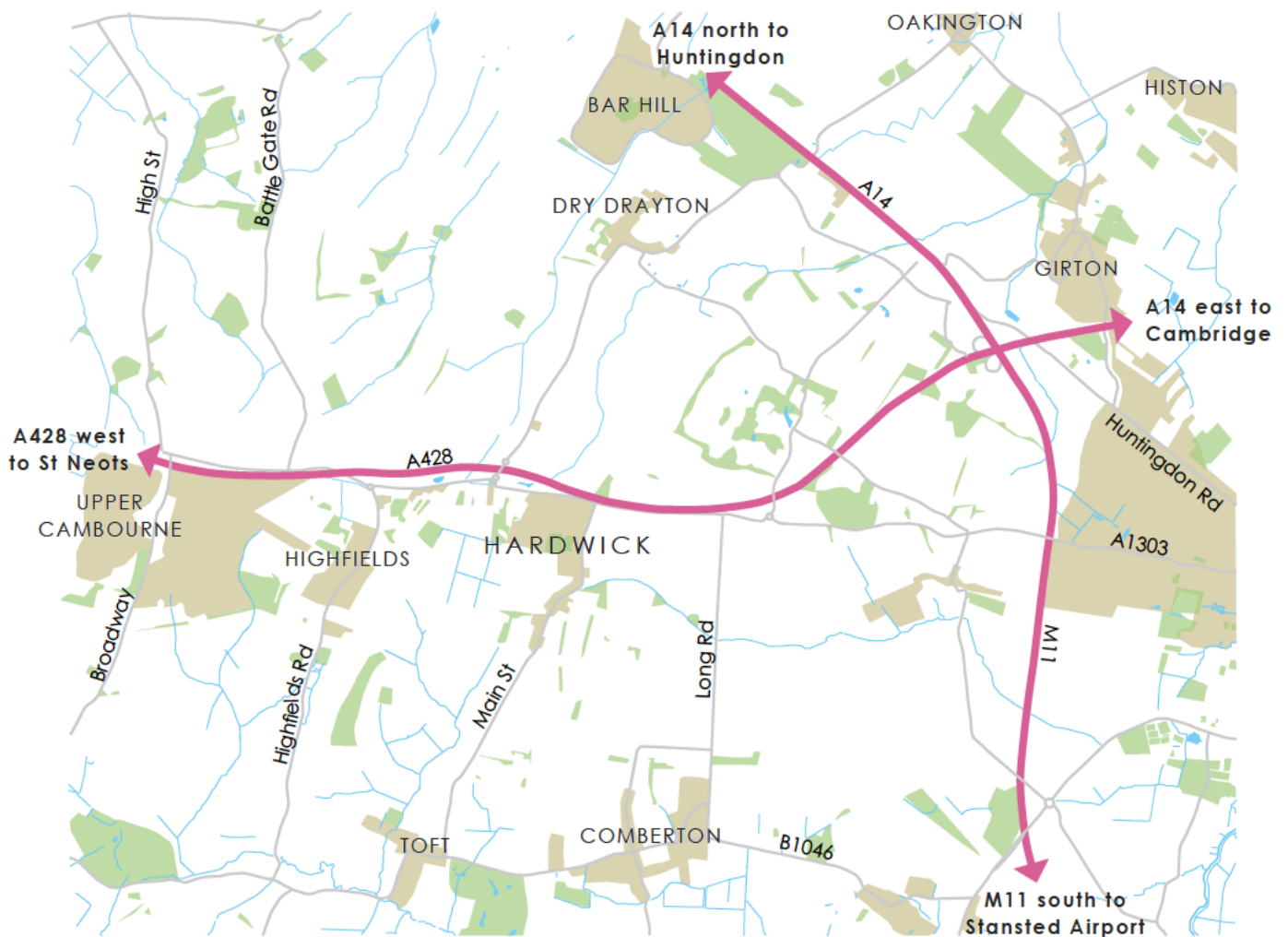


Figure 2.5: Wider transport network.

- The site
- Approved Planning Application Ref: S/3064/16/OL
- Existing bus route
- Existing bus stop
- Existing Public Right of Way (PRoW)
- Legal rights of access

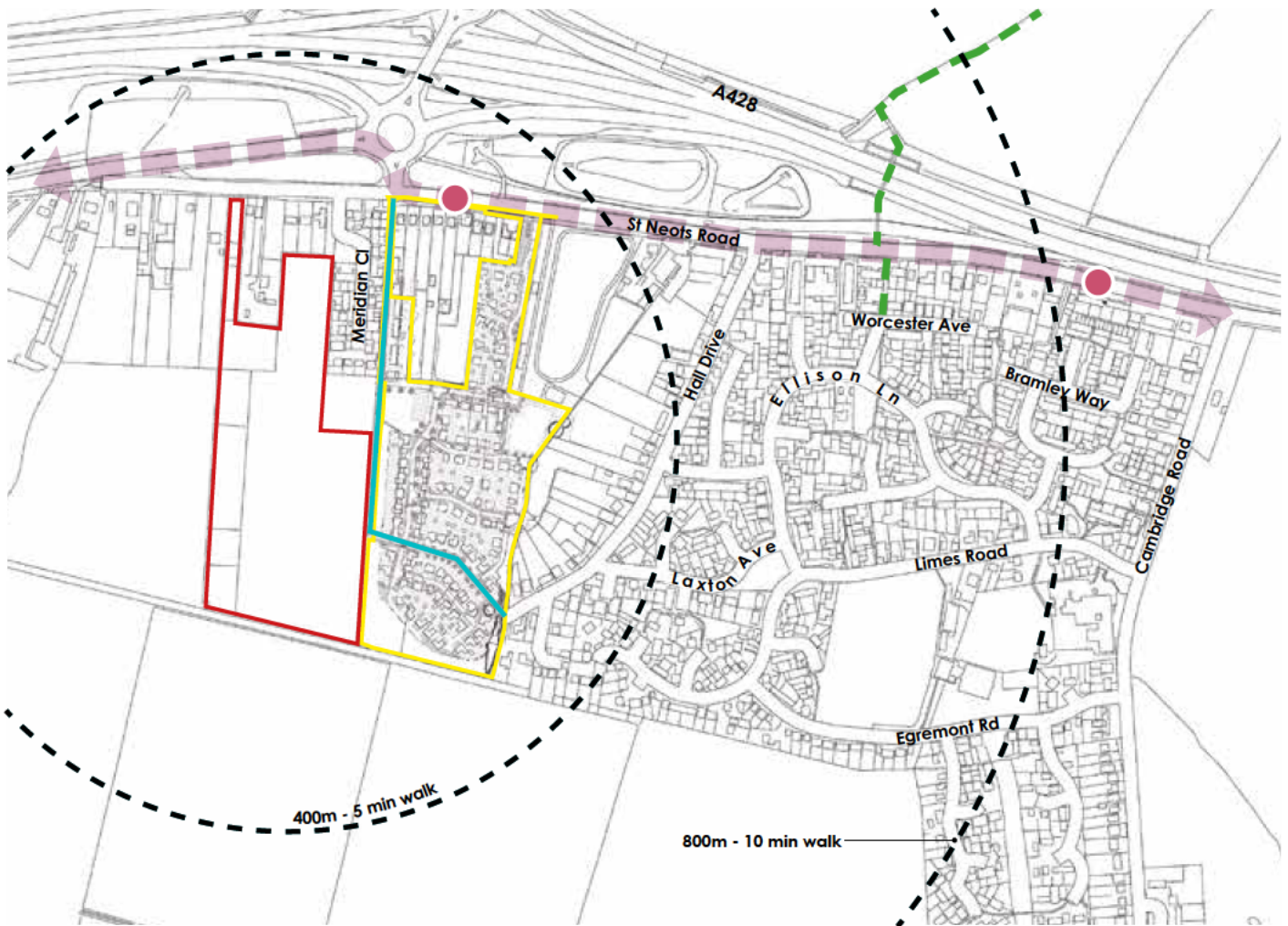


Figure 2.6: Existing bus route, bus stops and Public Rights of Ways.



Cambourne to Cambridge Better public transport project

The Greater Cambridge Partnership are currently consulting on proposals for a new public transport link and Park & Ride facility between Cambourne and Cambridge.

The project aims to deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303. The Cambridgeshire and Peterborough Combined Authority has classified the Cambourne to Cambridge project as the first phase of the future Cambridgeshire Authority Metro.

The scheme has the potential to significantly enhance public transport services within the proximity of the site by providing direct links to wider retail, leisure and employment opportunities in both Cambridge and Cambourne.

This has the potential to significantly enhance the sustainability of the site and Hardwick in general.

Route's phases

The route is divided into two sections serving the new Park & Ride site:

- **Phase 1:** from the Maddingley Mulch roundabout to Cambridge - a key area of congestion.
- **Phase 2:** linking the route west of Maddingley Mulch roundabout, via a new Park & Ride site.

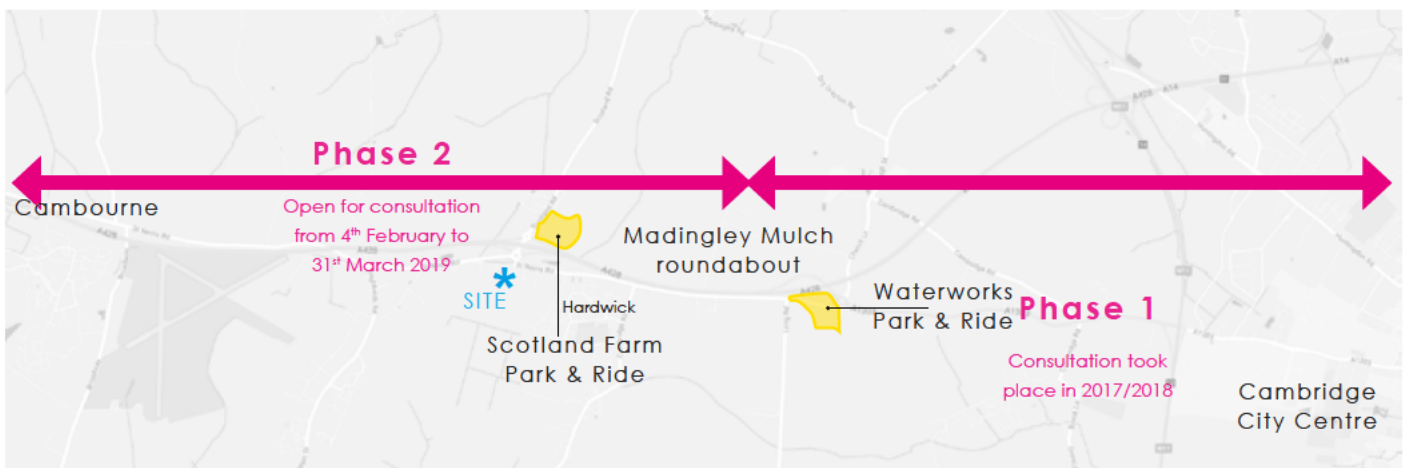
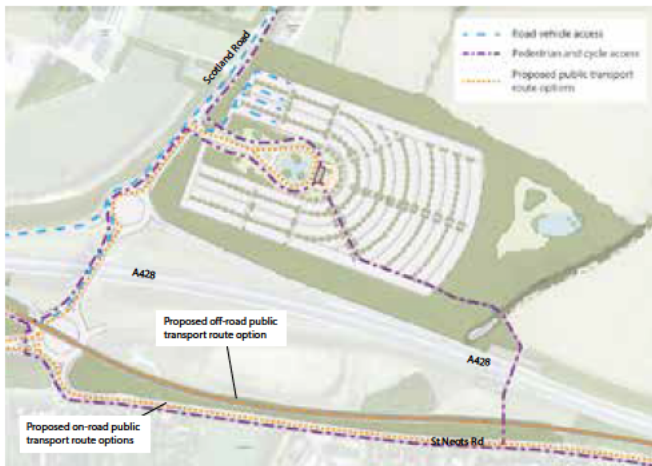


Figure 2.7: Cambourne to Cambridge public transport route project phase overview.

Park & Ride options

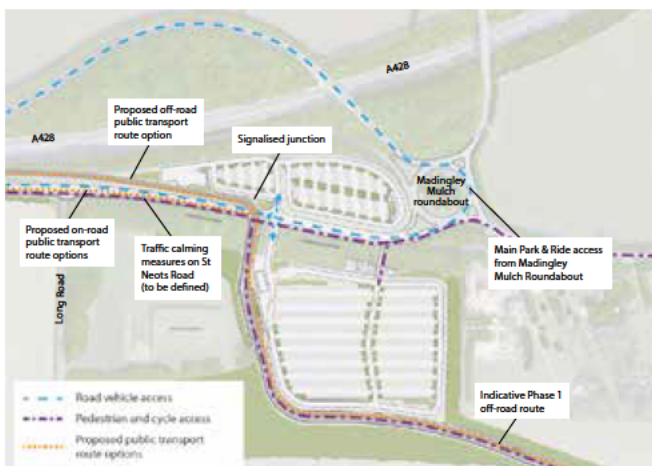
There are two options for Park & Ride facility locations:

- **Option 1:** Scotland Farm with vehicle access off Scotland Road
- **Option 2:** Waterworks with access off the Madingley Mulch roundabout.

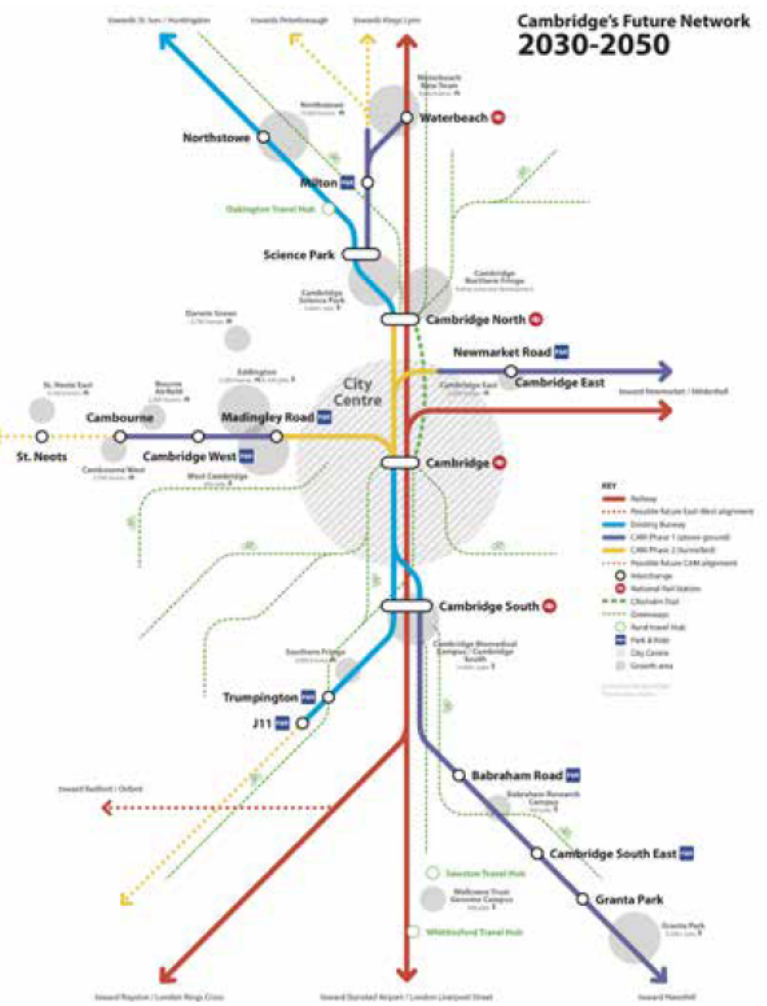


Option 1: Scotland Farm Park & Ride.

Option 1 in particular would be in close proximity to the site and ensure it is within walking distance of a bus stop for the bus route.



Option 2: Waterworks Park & Ride.



Cambridge Future Network 2030 - 2050

2.6 Landscape and visual character

The site is flat and comprises of a field used for paddocks on the north western fringe of the village. The site is clearly defined by existing trees and hedgerows along the site's southern and western boundaries, with development adjoining the site to the north. Further development has been approved to the east of the site.

The site does not carry any statutory or non-statutory designations for landscape character or quality.

Although the site is visible from the existing housing to the north east along Meridian Close, there are limited views from the existing properties to the north of the site along St Neots Road.

Views from future properties within the consented scheme to the east of the site will be restricted and filtered by areas of retained network of trees along the eastern boundary of the site.

Near distance views from St Neots Road are restricted or filtered by the existing housing.

Similarly, near distance views from the adjoining countryside to the south and the west of the site are restricted by a network of trees and hedgerows on the southern and western boundaries.

Any development of the site would be seen in the context of the existing and proposed residential development to the north and east.



- The site
- Approved Planning Application Ref: S/3064/16/OL
- Photo location

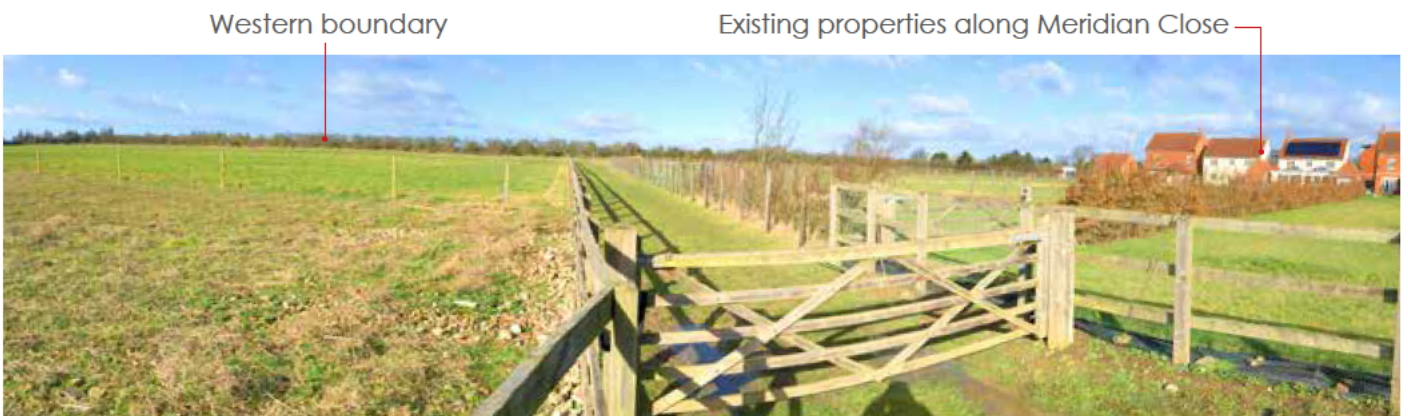
Map showing the site and photo locations.



Eastern boundary

Existing properties along St Neots Road to the north of the site

1. View looking north west across the site.



Western boundary

Existing properties along Meridian Close

2. View from the eastern boundary of the site looking north west across the site.



Existing properties along Meridian Close

Existing vegetation along western boundary

3. View looking south across the site.


2.7 Townscape character

The characters of several of the village's residential areas within the vicinity of the site have been considered in more detail, in order to inform both the sensitivity of the site's context and the layout and design of the future development proposals.

The area to the east of the site is not particularly sensitive in terms of design character and conservation, so less sensitive to new development.

Area to the south of the village is more sensitive to change given Conservation Area and Listed Buildings.

 The site

 Approved Planning Application Ref: S/3064/16/OL


 Character area



Photo key plan.



Character Area A: Meridian Close



- Recent residential development to the east of the site.
- Red and buff brick used with some use of pastel rendering.
- Roofs are generally of a pitched or gable typology, with slate tiles or brown and red pantiles used throughout.
- A mix of 2 storey terraces, detached and semi-detached buildings with some 2½ storey buildings adding interest and variety to the streetscene.
- White uPVC profiles, bay and dormer windows are present throughout the estate.
- Buildings set-back behind small front gardens, with parking provided on-plot.

Character Area B: St Neots Road



- Existing bungalows to the east of the site along St Neots Road.
- Big size front gardens, with parking provided on-plot and garages for some dwellings.
- Different colours of pastel rendering include red, cream and white render with the use of red brick in some buildings.
- Different colours of uPVC windows include white, brown and blue.
- Roofs are generally of a pitched typology, with slate tiles or red pantiles.
- Boundaries generally marked by vegetation with some post and wire or post and rail fencing.

Character Area C: Laxton Avenue



- A mix of 2 storey detached and semi-detached dwellings.
- Dwellings constructed from red brick, with some use of brown brick. Decorative brick work is used in some buildings within upper floors.
- Roofs generally pitched with brown or red pantiles.
- Typically white uPVC windows with brown windows present in some properties.
- Parking provided on-plot, with dwellings set-back behind medium sized front gardens.

The external appearance of the new homes will respect the vernacular of Hardwick and the local area. The following general principles will guide the design of the new dwellings:

- The new dwellings will be mostly 1 - 2 storey in height, with limited 2½ storey houses to add interest and variety to the streetscene.
- The new development will incorporate a mix of detached and semi-detached dwellings with few short terraces.
- Materials will be generally red brick with pastel render to highlight key buildings.
- Roofs will be generally of a pitched typology, with slate tiles or red/brown pantiles.

2.8 Baseline site analysis

The opportunities associated with the potential development have been identified following the assessment of the site and its surroundings. These are listed below and shown on the baseline site analysis plan opposite.

Opportunities:

- Provision for a range of high quality housing with associated green infrastructure.
- Create a sensitively designed new development in a location that is closely related to the existing settlement.
- Provision of new vehicular access point from St Neots Road, together with a potential pedestrian/cycles link along the eastern boundary of the site.
- Creation of a locally distinctive development which draws on the local vernacular.
- To retain and strengthen the boundary vegetation along the western and southern boundaries of the site, to create a soft development edge and to filter views of development from the adjoining countryside.
- New dwellings to respect the privacy and amenity of both existing and future homes.

It is therefore clear that there is the opportunity to develop a high quality scheme which respects the site's context and avoids adverse impacts on neighbouring development in this highly sustainable location.



The site



Potential vehicular access point

Opportunities



New dwellings will respect the privacy and amenity of the existing homes



New dwellings will respect the privacy and amenity of future homes



Landscaped buffer to respect the adjoining countryside



New trees and hedgerow planting to filter views of the new development



Opportunity for pedestrian/cycle links



Approved Planning Application Ref: S/3064/16/OL

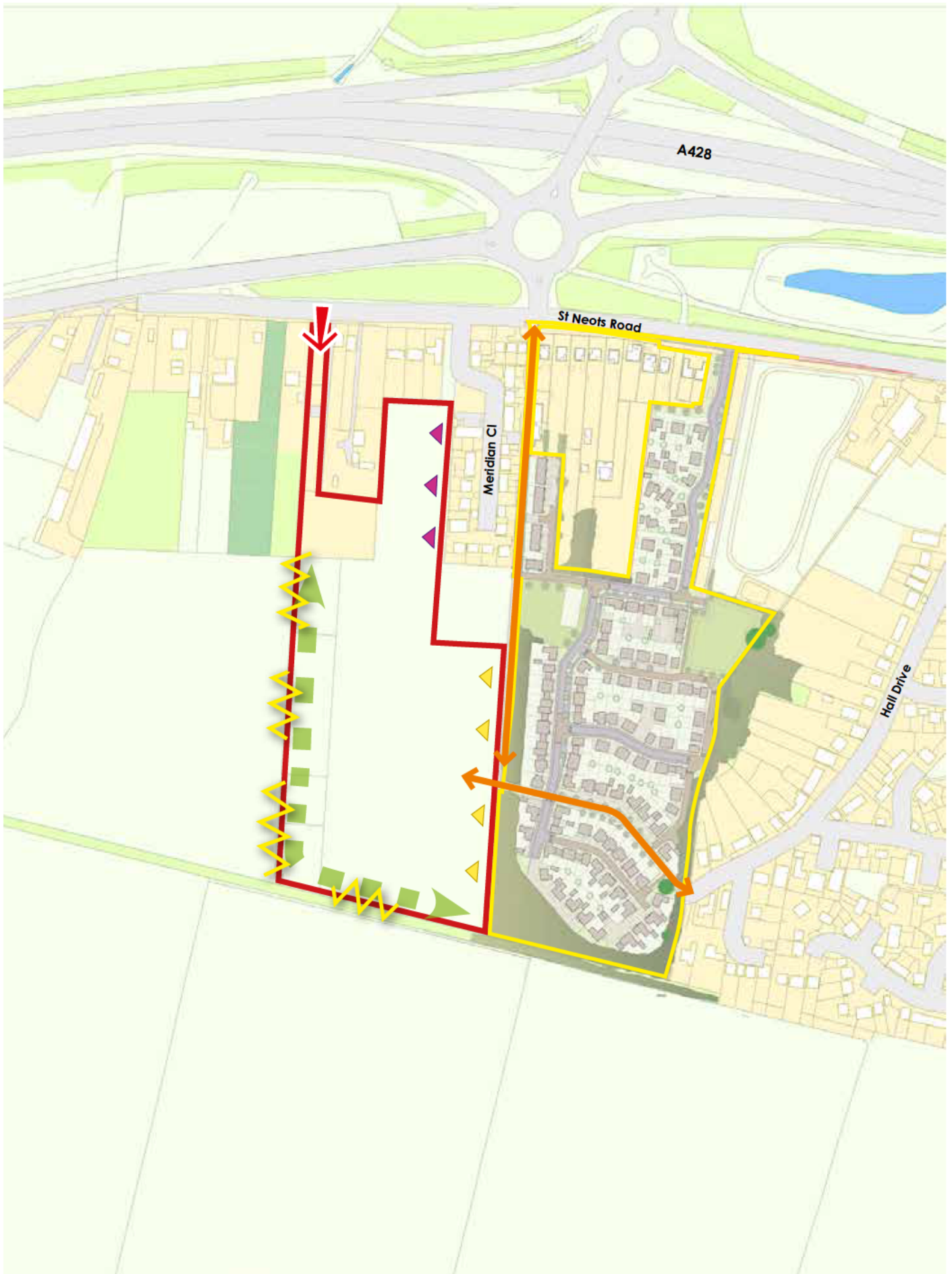


Figure 2.8: Baseline site analysis plan.



03. NEXT STEPS

3.1 Consultation & engagement

Pigeon Investment Management Ltd is committed to undertaking consultation and engagement with Hardwick Parish Council, South Cambridgeshire District Council, Cambridgeshire County Council, other key local stakeholders and the general public as part of the development of any scheme.



04. DELIVERY

The site is owned by a consortium of landowners who have jointly entered in to a Partnership Agreement with Pigeon Land 2 Ltd to progress the site through the Planning Process. The site is a greenfield site which is not encumbered by any legal constraints that would preclude its development for the uses proposed. As such, the site can be considered to be 'available' for development as defined by the NPPF.

Pigeon has been selected by the Landowners for their expertise in bringing together teams of leading designers and specialist advisers to deliver high-quality residential and mixed-use sustainable communities.

Pigeon is a private company operated by five directors and a team of professionals from the built environment who each bring considerable experience of promoting and delivering high quality schemes within the East of England.

Pigeon's experience demonstrates that it has a proven track record of planning and delivering sustainable neighbourhoods, such as the scheme proposed for the land south of St Neots Road, Hardwick.

Site delivery would be dependent upon the progression of the Local Plan review. However, it is currently expected that an outline planning application would be submitted in late 2022 with determination on Adoption of the Local Plan.

The following table identifies the anticipated delivery of new homes, demonstrating that the Site could be fully built out within 5 years.

Year	Completions
Year 1 (2023/24)	50 completions (30 market, 20 affordable)
Year 2 (2024/25)	50 completions (30 market, 20 affordable)
Year 3 (2025/26)	50 completions (30 affordable, 20 affordable)
Total	Up to 150 dwellings (90 market and 60 affordable) *

*** Subject to decisions with local community regarding the incorporation of community facilities to meet local needs.**

Infrastructure

No existing electrical cables cross the site.

Utility company asset plans show that the Site benefits from all the requisite services (potable water, foul drainage, gas, electricity, and telecommunications) available within close proximity to the site with foul drainage, potable water, gas, electricity and broadband services available within St Neots Road to the north of the site. Initial assessment reveals that no significant upgrades are required however, any upgrades that will be required to serve the Site can be achieved through reinforcement works typical of a scheme of this scale and do not present a constraint upon delivery.

05. CONCLUSION

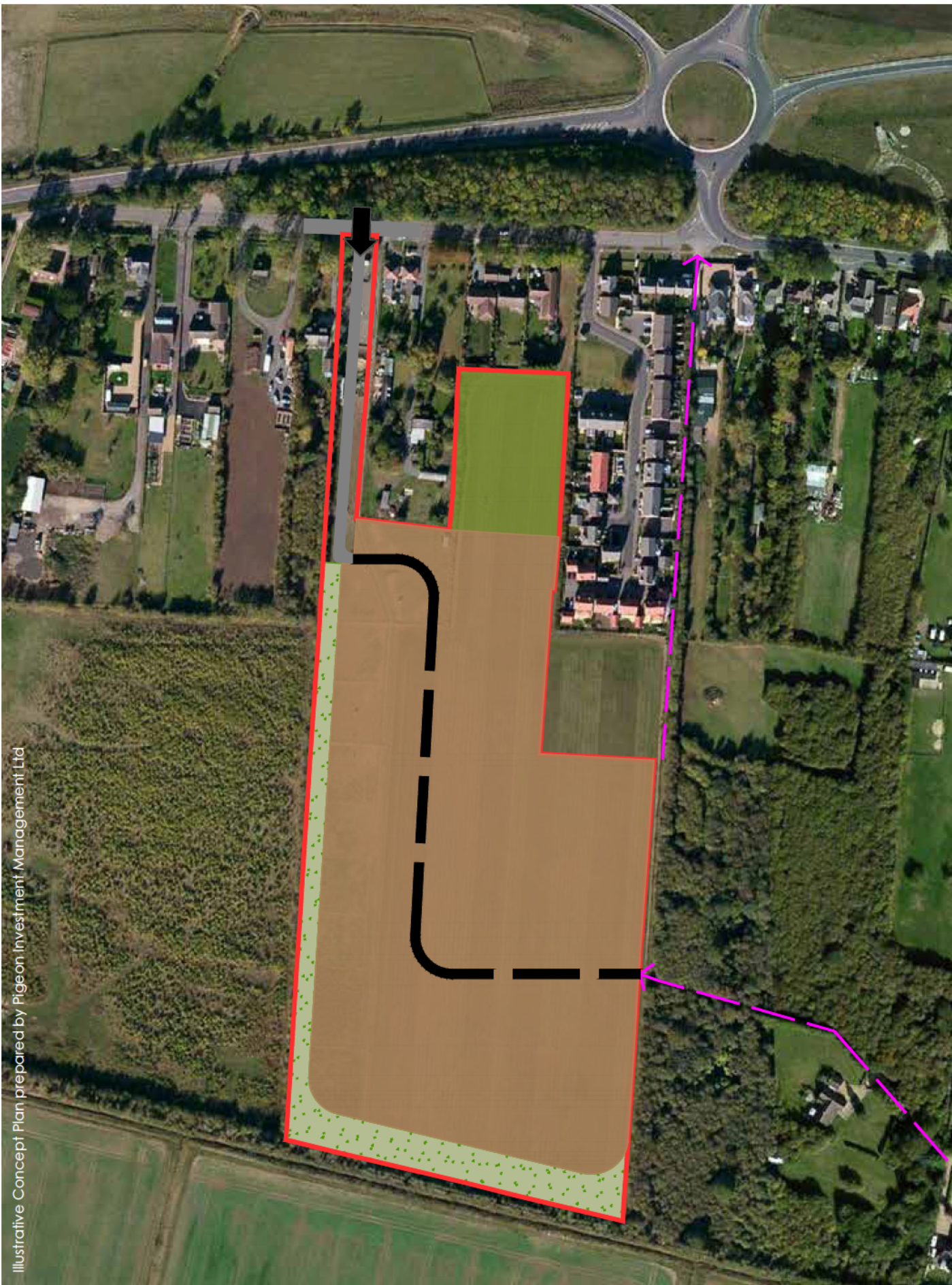
Our analysis of the site and its context shows that the Site is not subject to any physical, environmental, heritage or infrastructure constraints that would preclude or unduly constrain the development of the site.

The site is located in a sustainable village beyond the Green Belt with a range of facilities and services to meet day-to-day needs within walking distance of the site. The village lies within a public transport corridor that is due to be the subject of significant investment over the next few years as part of the implementation of the Cambourne to Cambridge bus route proposals. These will form the first phase of the Mayor's Cambridge Metro proposals. The site lies close to the proposed route and within walking distance of the planned bus stops.

The site could accommodate up to 150 dwellings, including affordable and specialist housing along with public open space, although there is also scope to accommodate a care home and community facilities to meet local needs subject to discussion with the local community. The site can therefore make a significant contribution to housing delivery over the Local Plan period and provide a number of social benefits and opportunities for biodiversity enhancements to ensure a sustainable development.

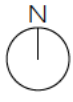
Accordingly, the site is considered to be suitable, viable and is therefore a deliverable site in the context of the NPPF.

-  Development area
-  Open space
-  Landscape buffer
-  Site boundary
-  Main vehicular access point
-  Cycle & pedestrian access
-  Potential internal site route



Illustrative Concept Plan prepared by Pigeon Investment Management Ltd

Figure 5.1: Illustrative Concept Plan.



Savills (UK) Ltd
Unex House
132-134 Hills Road
Cambridge
CB2 8PA

