

Land south of St Neots Road, Hardwick

**Greater Cambridge
Local Plan**

**VISION &
DELIVERY
STATEMENT**

On behalf of Pigeon Land 2 Ltd

February 2020

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Contents

01 Introduction	1
02 Context & analysis	3
03 Delivery	29
04 Next steps	30
05 Summary & Conclusion	31
Appendix 1 - Illustrative Concept Plan	33

Produced by
Savills Urban Design Studio



01. INTRODUCTION

1.1 Background

This statement has been prepared by Savills Urban Design Studio on behalf of Pigeon Land 2 Ltd and the landowners.

The purpose of this statement is to support the submission of representations to the Greater Cambridge Local Plan Issues and Options Consultation. This statement specifically supports representations submitted in response to Question 2 which asks respondents to provide details of potential sites which are suitable and available for development. The site south of St Neots Road, Hardwick is put forward in this context and is considered suitable for the delivery of a sustainable high quality residential development. The site was previously submitted as part of the 'Call for Sites' exercise in March 2019. This statement provides an update to those submissions to reflect further detail in respect of the proposals and evidence to support its suitability and deliverability for development.

The site lies on the western fringe of the village and totals approximately 6.51 hectares (16.08 acres). The topography of the site is relatively flat and it comprises a field used for paddocks adjoining existing residential development to the north and committed residential development to the east.

It has been estimated that the site has the potential to deliver between 120 and 150 new homes, although this is subject to further, more detailed design analysis and consultation. In addition to a range of new homes to meet a variety of needs, 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 and woodland planting 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.

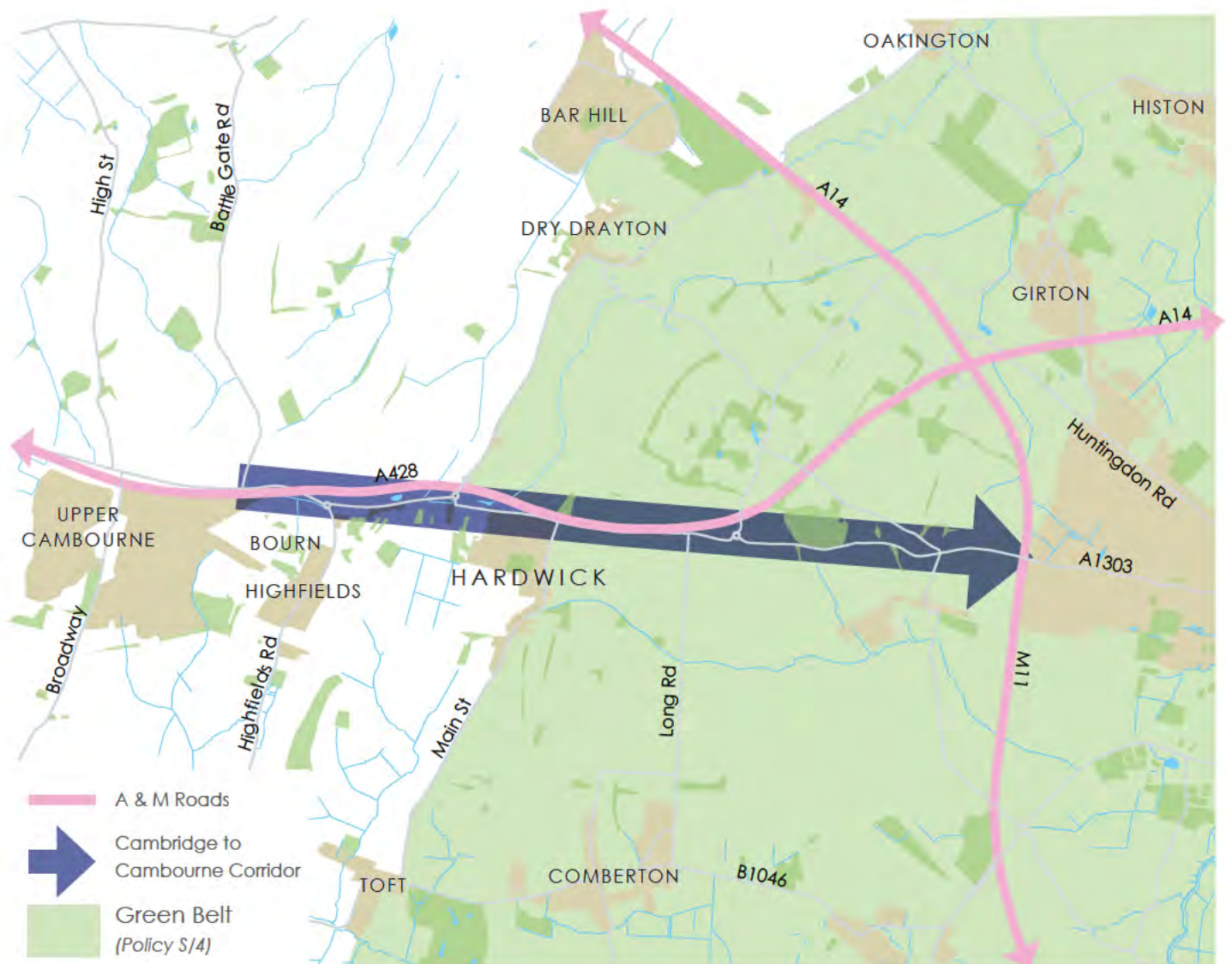


Figure 2.1: Site context plan - Wider context.

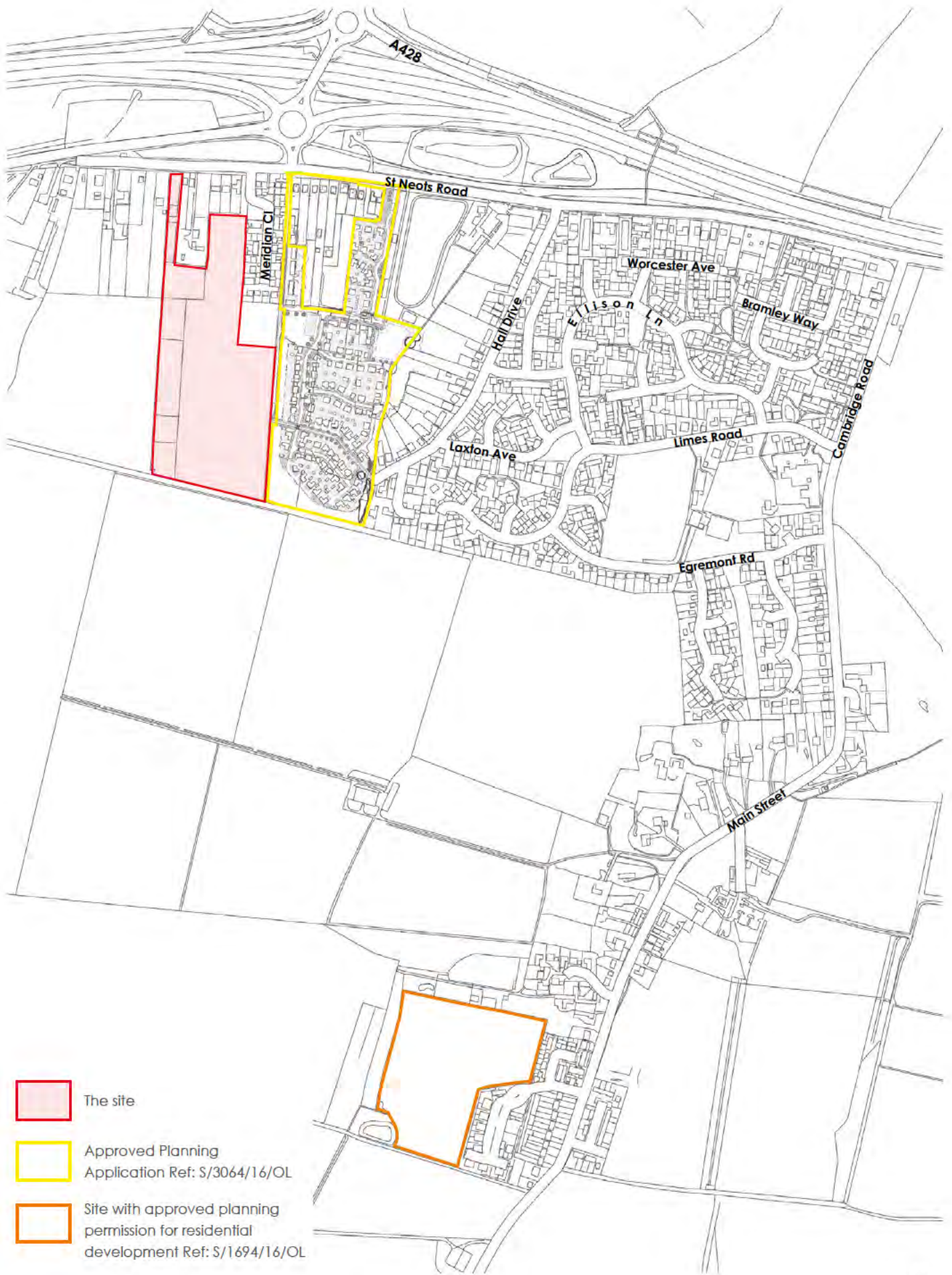


Figure 2.2: Site context plan - Village context.

2.2 Planning context - The Opportunity

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 and address the challenges of climate change.

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 that itself sits within the wider Oxford-Cambridge Arc economic corridor. Land between the eastern edge of Hardwick and the edge of the Cambridge urban area is designated as Green Belt.

In order to support growth within the corridor, the Greater Cambridge Partnership has committed to significant improvements to public transport, pedestrian and cycle links between Cambridge and Cambourne to ensure that those living within the growth corridor have access to sustainable transport options. Work in bringing forward proposals is ongoing but funds have been identified as part of the City Deal to support its delivery by 2025.

Whilst Hardwick has historically been identified as a 'Group Village' within previous Local Plans, the context of the village is therefore changing, justifying a re-classification of its status reflective of its increased capacity to support growth. Indeed, 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 that this is a sustainable location for this scale of development and of the suitability of the site.

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 Local 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 modest growth at a rate that can be absorbed by the existing community and existing and planned infrastructure without requiring release of land from the Green Belt.

Modest development in this location, within an identified growth corridor which will benefit from significant public transport improvements in the foreseeable future will ensure growth can be accommodated in a sustainable manner and which minimises the need to travel by car whilst also reinforcing the viability of the planned infrastructure investment.

As set out in the submission form and described elsewhere in this Vision and Delivery Statement the 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 over the Plan period by locating an appropriate scale of residential development outside the green belt, in close proximity to Cambridge and 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.



The site



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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)

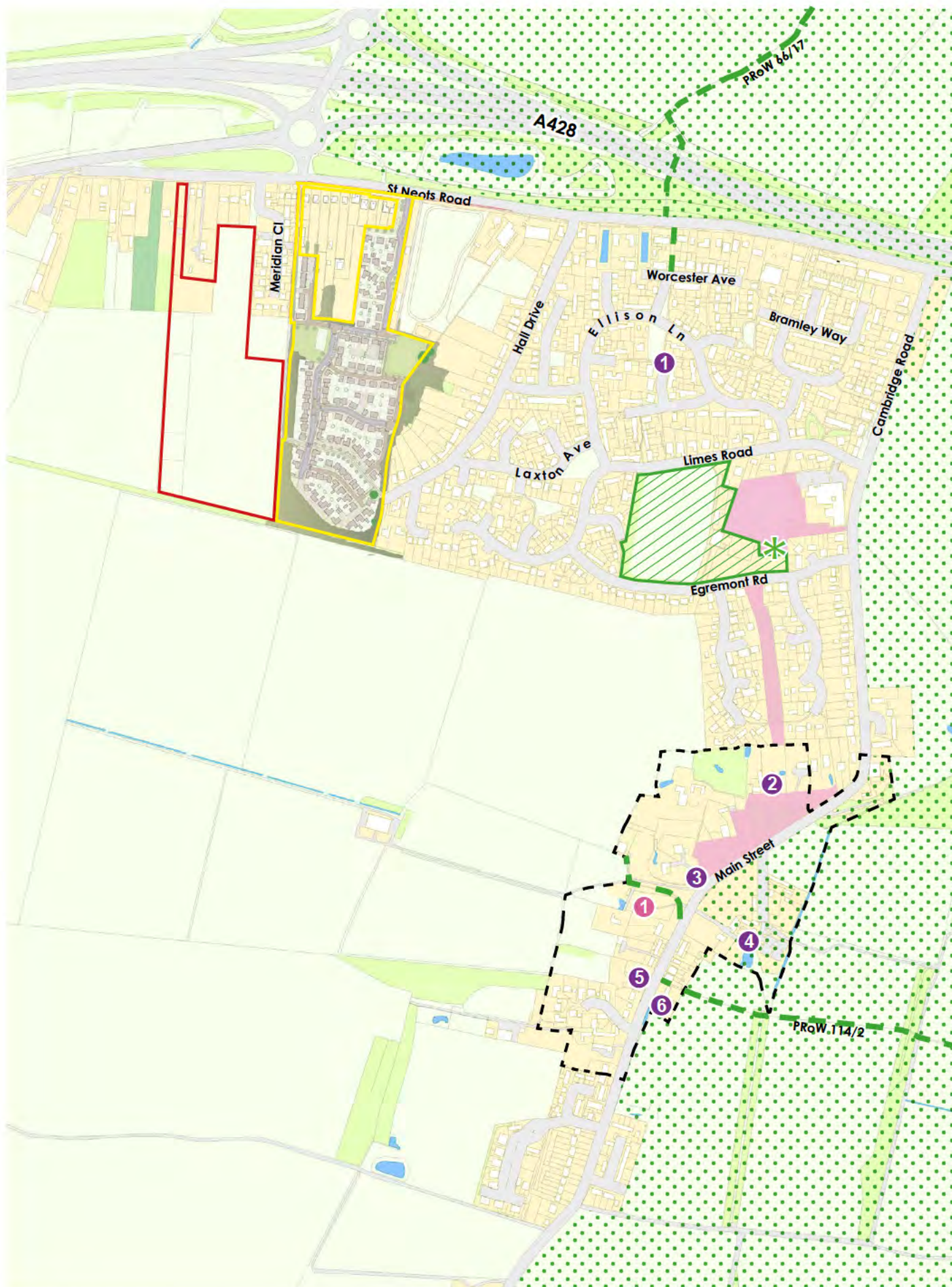


Figure 2.3: Surrounding designations.



Grade II Listed Old Victorian Farmhouse



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



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1

Agricultural machinery dealers (Mark Weatherhead)

2

Car dealership (Cambridge Isuzu)

3

Bicycle shop (The Green Hat)

4

Car repair garage (CSC Automotive)

5

Business Hub:

1. Hair dressers
2. Pets superstore (Nutty About Pets)
3. Takeaway

6

Ash Croft Veterinary Surgery

7

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)

8

Local shop & Post Office

9

Hardwick Community Primary School

10

Hardwick Sports & Social Club

11

Play area

12

St Mary's Church

13

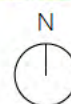
Public house (The Blue Lion)

14

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 and Access

The site lies in a highly sustainable location which is already accessible by a choice of means of transport. This is expected to be enhanced further through future enhancements.

Vehicular access to the Site is available from St Neots Road to the north. 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.

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

Pedestrian and Cycle Access - The proposed layout will allow for the provision of new pedestrian/ cycle links to existing routes surrounding the site. An existing footpath lies along the southern side of St Neots Road providing connections to the wider foot and cycle path network within Hardwick and the various local services and facilities within the village.

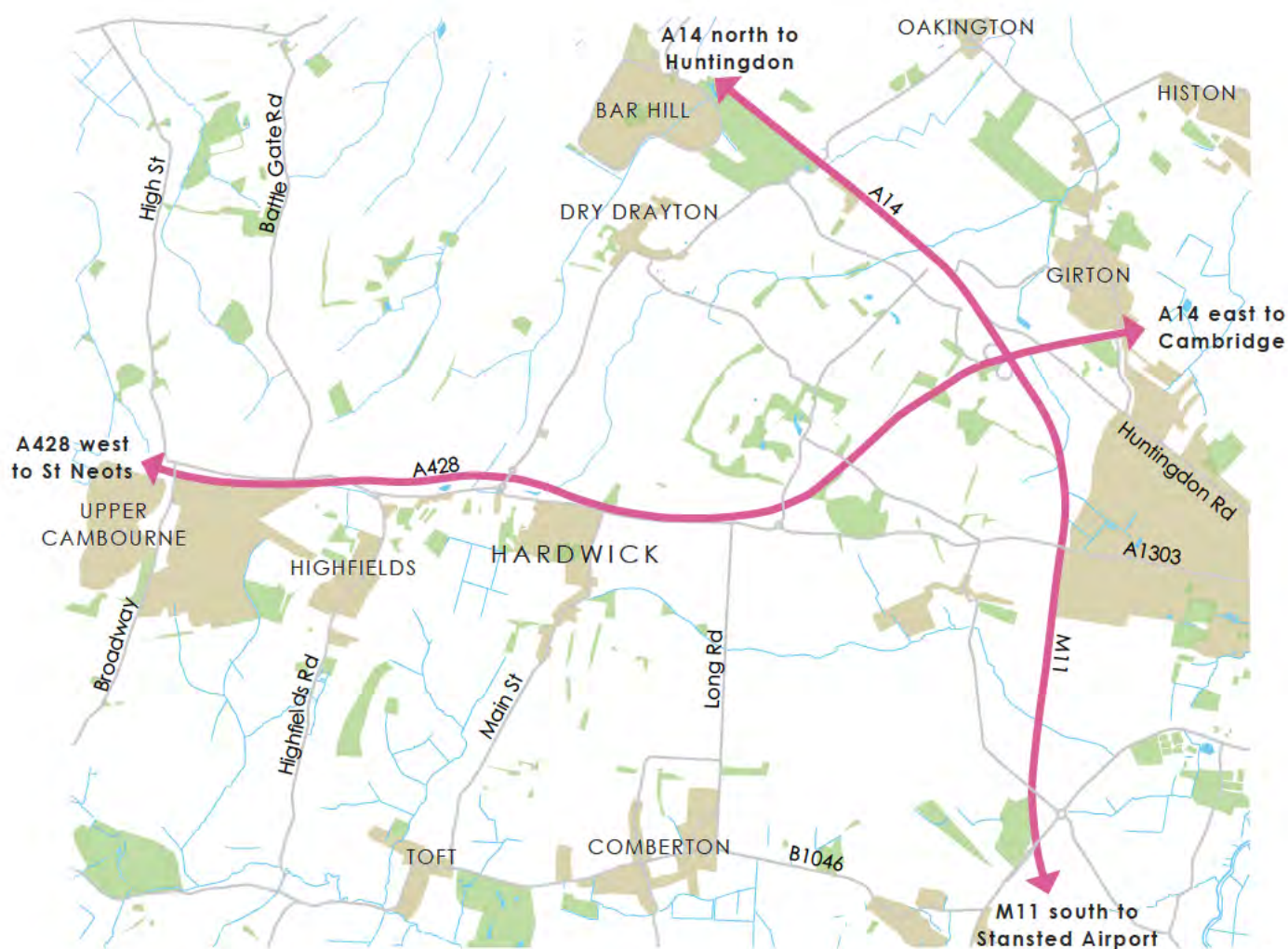


Figure 2.5: Wider transport network.

A footpath is proposed through the adjoining site which has the benefit of outline planning permission for 155 dwellings. This has the potential to provide improved pedestrian and cycle access to the village centre via Hall Drive, Laxton Avenue and The Limes / Egremont Road. There is the potential for this footpath to be extended through the Site to provide links between St Neots Road and Hall Drive.

Accessibility by Bus - The village is served by bus service No. 4 between Cambridge City Centre and Cambourne, providing a regular service throughout the day. The Site is within close proximity to existing bus stops. 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.

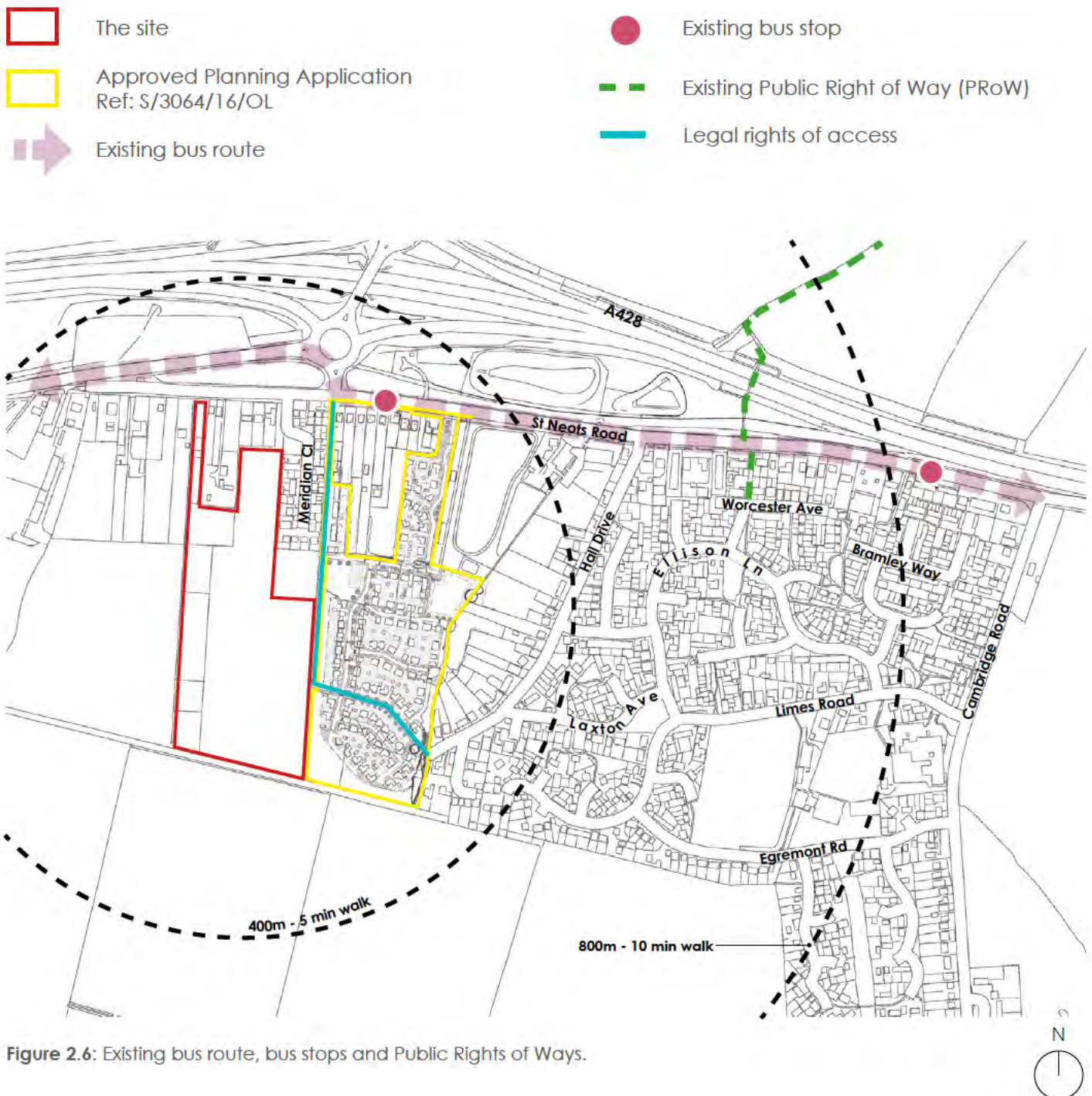


Figure 2.6: Existing bus route, bus stops and Public Rights of Ways.

Cambourne to Cambridge Better public transport project

The Greater Cambridge Partnership (GCP) are currently seeking to bring forward proposals for a new dedicated public transport link 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 corridor providing reliable and sustainable services bypassing general traffic congestion. The proposals will also incorporate a new Park and Ride facility along with improved pedestrian and cycle links.

The Cambridgeshire and Peterborough Combined Authority has classified the Cambourne to Cambridge project as the first phase of the future Cambridgeshire Autonomous Metro.

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 to Bourn Airfield, via a new Park & Ride site.

From the proposed housing development at Bourn Airfield, the route continues into Cambourne using existing roads.

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 as well as health and education facilities in both Cambridge and Cambourne. This has the potential to significantly enhance the sustainability of the site and Hardwick in general.

Preferred Route

Following a number of consultations, a preferred route for the new public transport link was recently announced. Subject to final approval by the Greater Cambridge Partnership Executive the proposed route will be subject to more detailed work and the development of a business case before being subject to a Development Consent Order application in 2021 with implementation expected by 2024.

The preferred scheme provides for a dedicated route along the existing St Neots Road, Hardwick, west of the A428 roundabout before diverting onto a new off-road route between St Neots Road and the A428, west of the Roundabout via a new Park and Ride Facility at Scotland Farm. Dedicated pedestrian and cycle routes will be incorporated along the busway.

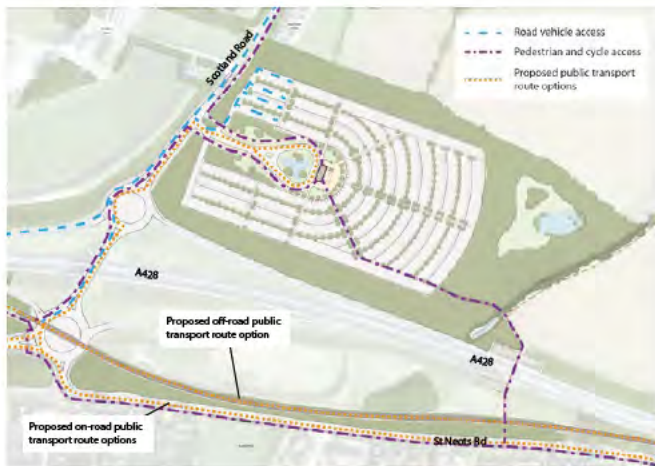
This route is in close proximity to the site and is within walking distance of a bus stop for the bus route. This will significantly enhance the accessibility of the proposal site by public transport, and in terms of cycle and pedestrian access.



Figure 2.7: Cambourne to Cambridge Recommended Route Alignment.

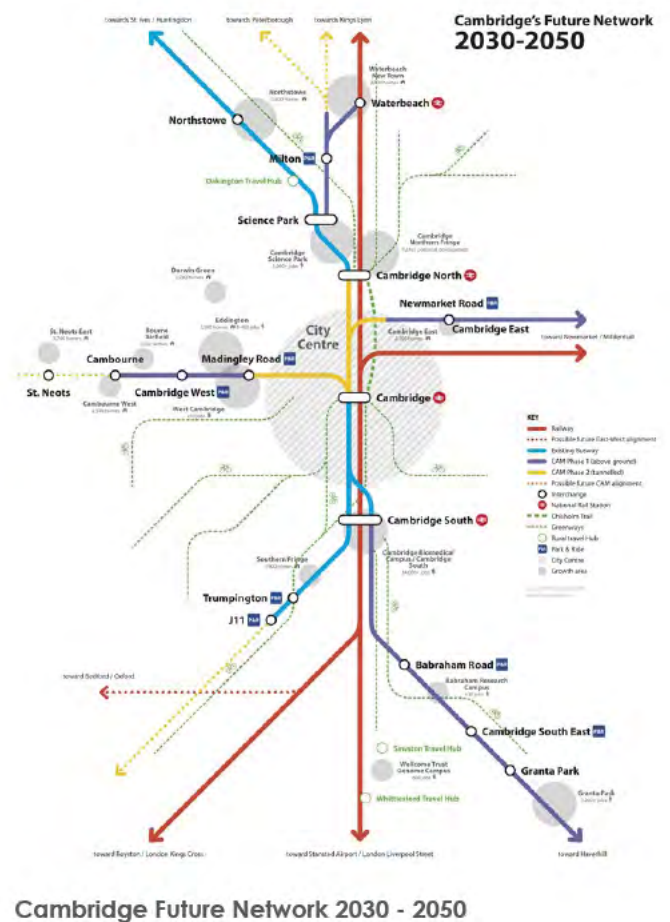
Preferred Park & Ride Site

The preferred option for the Park & Ride facility to serve the route is at Scotland Farm north of the A428 at Hardwick with vehicle access off Scotland Road.



Scotland Farm Park & Ride.

This park & ride site is in close proximity to the Site and will ensure it is within walking distance of a bus stop for the bus route.



Cambridge Future Network 2030 - 2050

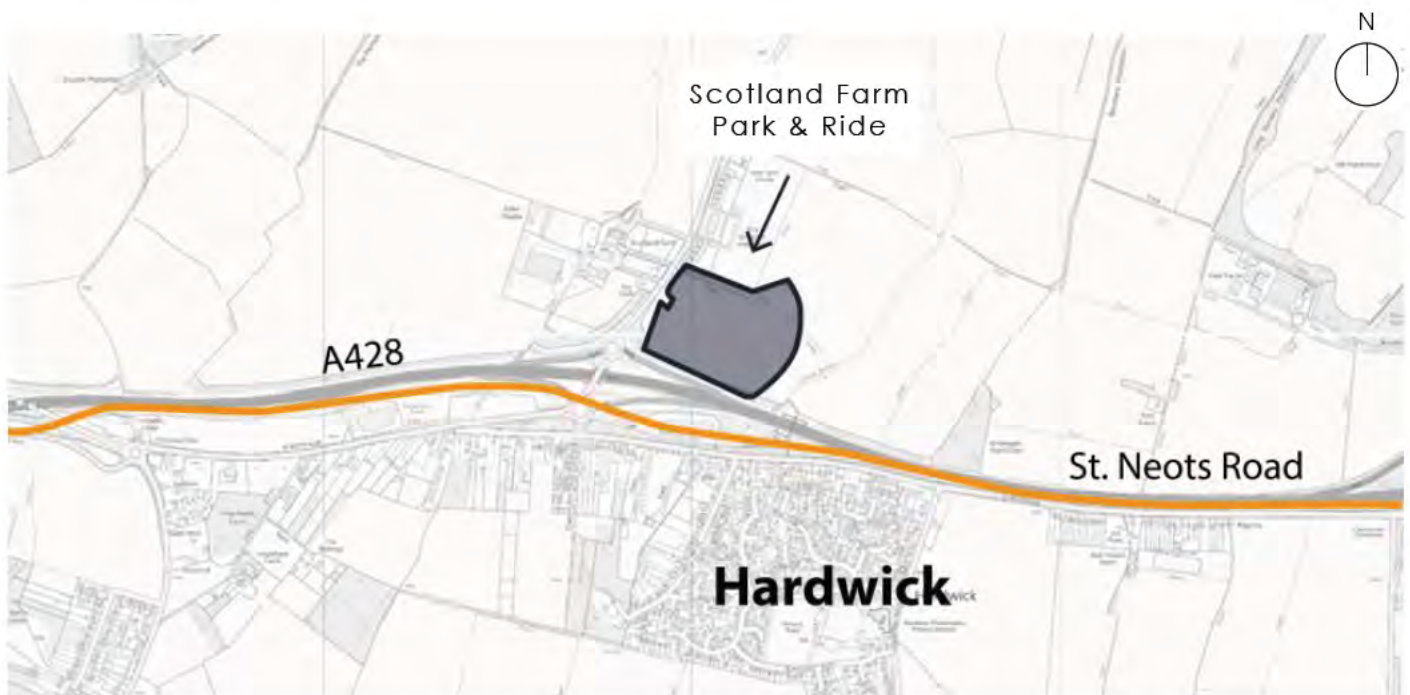


Figure 2.8: Cambourne to Cambridge Recommended Route Alignment - St Neots and Scotland Farm Route Section.

2.6 Flood risk and Drainage

Preliminary Drainage and Utilities appraisals have been undertaken by Rossi Long. Key findings are as follows:

Flood Risk

The Site is not located in an area of fluvial flood risk (i.e. from rivers) and the whole of the Site is located within Flood Zone 1 (lowest probability of flooding). Consequently, the Site meets the requirements of the Sequential Test in directing development towards areas with the lowest flood risk and therefore flood risk does not present a constraint.

The Site is not at flood risk from reservoirs or man-made sources. Whilst there are some limited areas of surface water (overland flow) flooding within the site these can be managed through the design process to ensure water is appropriately managed.

Foul Water

There are existing connection points on St Neots Road. A gravity foul water solution has been identified with a discharge to the existing Anglian Water network in St Neots Road.

Drainage Proposal

Infiltration testing has confirmed that the site is underlain by Clay soils and is not suitable for infiltration drainage. Accordingly, it is proposed that surface water drainage will incorporate SuDS methods including swales with attenuation on-Site prior to discharge into the watercourse along St Neots Road to the north. Discharge will be restricted to the greenfield run-off rates (with allowance for climate change).

Waste Water Treatment

The Site falls within the catchment of XXXX Waste Water Treatment Works which it is understood has capacity.

2.7 Utilities Assessment

Services

The Site benefits from proximity to utilities infrastructure including potable water, gas, electricity and tele-communications which all run along St Neots Road to the north of the Site. Minor diversionary or alteration works are potentially required to existing electricity, Telecoms and potable water apparatus to enable construction of the proposed scheme at minimal cost. The scheme is therefore able to connect to the required range of domestic utilities and therefore utility infrastructure does not present a constraint to the development of the Site.



Proposed SuDS methods including swales.

 The site

Flood risk from surface water

 High

 Medium

 Low

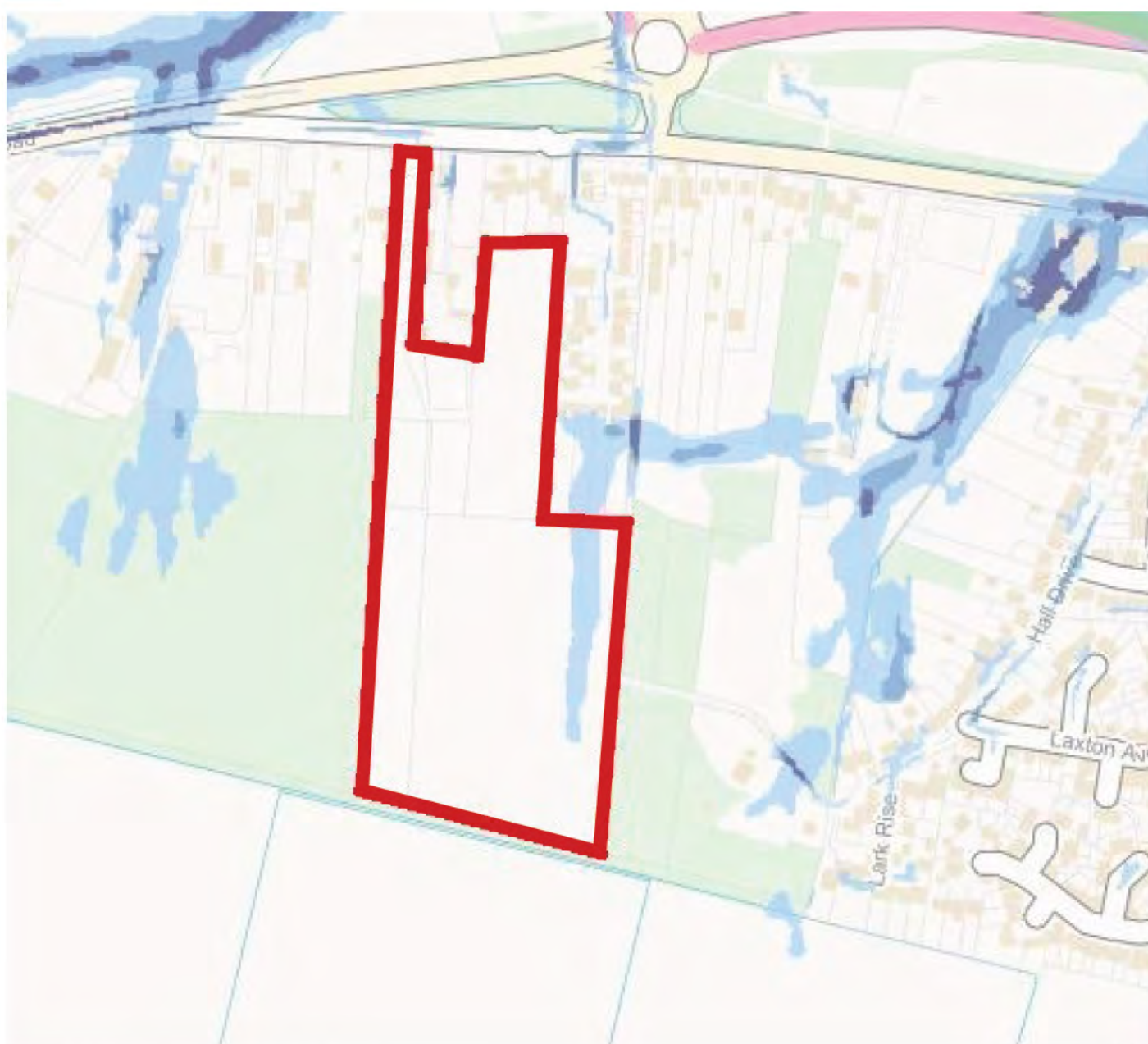
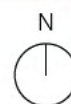


Figure 2.9: Flood risk from surface water.



2.8 Heritage & Archaeology

A desk-top heritage appraisal has been undertaken by RPS. Key findings are as follows:

Heritage

There are no listed buildings, conservation areas, scheduled monuments on or within close proximity of the Site.

The nearest listed buildings to the site are located approximately 600m to the east of the site and there is no inter-visibility between the site and these heritage assets.

Archaeology

No previous archaeological work has been recorded within the Site. The Historic Environment Record reveals that there is some evidence of Iron-Age and Roman activity recorded within proximity of the Site from survey work to the north of the Site suggesting some archaeological potential. Whilst further survey work would be required prior to any development it is not considered that this would preclude the Site's allocation and development for new homes.



Parish Church of St Mary (Grade II* Listed)

2.9 Ecology and Biodiversity

A Preliminary Ecological Appraisal has been undertaken by Practical Ecology in January 2020. Key findings are as follows:

Ecological Designations

There are no ecological designations within the Site which is made up predominantly of a number of grassland fields used for horse pasture and is of low ecological value. The closest Designated Sites are the Hardwick Wood SSSI and the Caldecote Meadows SSSI located approximately 1.4km and 1.8km to the south west respectively.

Habitats

The Site is enclosed by mature hedgerows along its western boundary and dense scrub along its eastern boundary. A line of scrub and scattered trees is present beyond the southern boundary of the Site. These boundary features hold some value in ecology terms, creating habitat for birds and bats and would be retained within the proposed scheme.

Protected Species

There are no observations of protected species on Site. The boundary trees and hedgerows have low suitability for foraging and commuting bats and nesting birds. Any impacts can be mitigated through sensitive design, retention and management of boundary features.



2.10 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 residential 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. Overall, therefore, it is considered that the Site as a whole has limited landscape value and is an unremarkable landscape where development can be accommodated without undue harm subject to appropriate mitigation in the form of the creation of a well-defined landscaped edge to any scheme and incorporation and enhancement of existing landscape features.

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. Retention of existing vegetation and reinforced planting to boundaries is key to create a well-defined landscape edge.

A 5-metre landscape buffer should be provided along field boundaries, with a 10-metre strip along the southern and western boundaries to screen views from the PROW to the south west of the site.

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



Map showing the site and photo locations.



1. View looking north west across the site.



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



3. View looking south across the site.

2.11 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
- X 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.

2.12 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.
- Potential to connect to existing pedestrian route to the east to enhance pedestrian access to village centre.
- 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.
- Include suitable planting and open space to provide attractive landscape setting that provides biodiversity net gain.
- 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.

An indicative concept plan based on these principles is enclosed at Appendix 1.



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



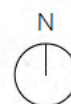
Opportunity for pedestrian/cycle links



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



Figure 2.10: Baseline site analysis plan.



03. 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 dwellings (30 market and 20 affordable)
Year 2 (2024/25)	50 completions (30 market, 20 affordable)
Year 3 (2025/26)	50 completions (30 affordable, 20 affordable)
Total	Around 150 dwellings (90 market and 60 affordable) *

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

04. NEXT STEPS

4.1 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.



05. SUMMARY & CONCLUSION

This statement has set out our vision and concepts for the delivery of a sustainable new residential development on land south of St Neots Road, Hardwick. Pigeon are committed to delivering new housing of the highest design standards and creating a sustainable place where people aspire to live. Pigeon has the track record and experience to realise the vision set out in this statement.

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 relatively unconstrained and the existing landscape and other features can be readily incorporated into the design of the scheme in order to avoid any significant impacts, and with scope to achieve overall enhancements to the Site's landscape and biodiversity value.

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.

We have devised a robust spatial concept for the site which is based on a number of key design principles informed by the 'Big Themes' of the emerging Local Plan, an analysis of the site and its context and universal urban design principles: creating an attractive new neighbourhood which is accessible by a choice of means of transport and provides a high quality place.



The site will provide for a mix of high-quality new homes, including specialist housing, that will meet local needs. The site could accommodate around 150 new homes including affordable and specialist housing. Homes will be set in carefully landscaped surroundings, providing a transition with and links to the countryside to the south and west. The new neighbourhood will be permeable and well-connected to the village with residents able to walk or cycle along landscaped paths to nearby shops and services, or access the countryside. It will be a place with a strong individual identity, but one which respects the local context.

Accordingly, the site is considered to be suitable, viable and available and is therefore a deliverable site in the context of the NPPF. The site can therefore make a significant contribution to housing delivery over the Plan period and provide a number of social benefits and opportunities for biodiversity enhancements to ensure a sustainable development. We therefore consider that the Site should be incorporated within the emerging Greater Cambridge Local Plan as a housing allocation site suitable for the provision of approximately 140 dwellings.



APPENDIX 1

Illustrative Concept Plan

Key



Site Boundary

Existing Features



Existing Vegetation

Proposed Features



Attenuation Basin



Proposed SWALE



Principle Avenue Trees



Secondary Avenue Trees



Native and Parkland Trees



Public Open Space



Amenity Grass



Woodland Belt



Proposed Native Buffer Planting



LEAP



Primary Vehicular Links



Secondary Vehicular Links



Emergency Access



Pedestrian/Cycle Link



Areas for Development

Project Land South of St Neots
Road, Hardwick
Client Pigeon Land 2 Ltd

Date: February 2020

Scale: NTS

Status: Draft

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