



Local Context  
1. The Kurser  
2. Cherry Hinton Village Leisure Centre  
3. Cherry Hinton Baptist Church  
4. Shopping Centre  
5. First Class Learning Cambridge Cherry Hinton

Bird's-eye View

### Introduction

Welcome to the Colville Road public consultation event. Cambridge Investment Partnership (CIP) have commissioned BPTW to develop a new residential scheme along Colville Road (Site Address: 66 - 80B Colville Road). The brief consists of replacing the existing residential buildings that are no longer fit for purpose with a new residential scheme. The new proposal consists of 69 new residential units, with 45 residents parking spaces and 24 public car parking spaces.

The scheme has been carefully considered for some time and has been designed in line with comments and pre-application discussions with planning officers at the Council. Furthermore, consultations have been ongoing with the existing residents of the blocks to be demolished. We are now seeking comments from the public and local community to gain any feedback which can be considered in the design, before submitting the planning application to the Local Authority.

### Cambridge Investment Partnership Team

#### Team:

CIP has brought together a team of designers, engineers and specialists to develop proposals and prepare documentation to support the Planning Applications. The team comprises:

- BPTW** - Architecture
- Guarda Landscape** - Landscape Architect
- Walker Associates** - Structural Engineers
- ELG Town Planning** - Planning Consultant
- Potter Raper** - Employers Agent

#### Cambridge Investment Partnership:

This proposal is being brought forward by Cambridge Investment Partnership (CIP). CIP is an equal partnership between Cambridge City Council and Hill Investment Partnership. CIP is supporting the Council to deliver sixty-nine new homes consisting of flats and houses by developing Council owned land.

The partnership model allows the joint investment of land, funding and professional expertise in housing and mixed use development. CIP is drawing on expertise and skill of both partners to bring forward Planning Applications and the construction of new homes on the sites identified.



- KEY:
- Train Line
  - Main Road
  - Main Train Station
  - Bus Stops
  - Site
  - Site Boundary
  - Amenities
  - Schools

Aerial Location Plan

### Site Photos



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



### The proposed development



Ground floor masterplan with landscape context

#### The old flats will be replaced with a new residential development comprising:

- 69 residential units
- 45 parking spaces
- 24 public car parking spaces
- Mixture of two, three and four storey blocks and introduction of town houses
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- New access routes between the apartment blocks and the townhouses
- Activation of the street by creating blocks facing directly onto Colville Road
- 4 story block at the Colville Road and new access road junction forms a focal point for the scheme
- Provision of balconies to all flats including recessed balconies for flats facing into the scheme

#### The location of the site benefits from:

- A very vibrant community centre
- Local library and plenty of commercial spaces in close proximity to Colville Road
- A local school and other residential developments
- Doctor's surgery
- Numerous mature trees and green spaces

The site is in close proximity to a school, doctor's surgery, shops and other local community spaces. It is a great location and offers a fantastic opportunity for families and new residents to become part of the local community.

The new proposals create a building frontage on to Colville Road. The frontage will help to direct people towards the local high street in Cherry Hinton, and to create a stronger relationship with the surrounding buildings.

We have located the public parking spaces at the front of the site for ease of access. This follows that more private amenity space and residents car parking has been located to the more secluded rear of the site, offering more privacy and natural surveillance.



## 2 - The Masterplan

### The Proposed Colville Road Masterplan

The new development will comprise of 69 residential units. New two storey townhouses and a new apartment block with a mix of three and four storey building elements will play a major role in contributing to the local community. The proposed layout has taken into consideration the local context in its approach to massing and streetscape, with taller elements facing on to Colville Road and lower elements towards the rear of the site.

#### Key Plan



The ground floor has a mix of 1B2P, 2B4P apartments, and 2B4P townhouses.

The first and second floors contains a mixture of 1B2P and 2B4P apartments. The layout of each of the apartments is set out to maximise space, light and efficiency and will satisfy the space standards set out in the Cambridge City Council Local Plan.

The third floor level is located at the centre of the site and is designed to break up the facade facing on to Colville Road and on to the proposed access road. This taller element creates a wayfinder to the entrance of the site. This level will comprise a mix of 1B2P and 2B4P apartments.

#### Key

- 2B4P houses
- 1B2P apartment
- 1B2P accessible apartment
- 2B3P accessible apartment
- 2B4P apartment



1. View from the East along Colville Road towards the two townhouses facing the street and the four storey element at the entrance of the site.



2. View looking North along the proposed access road from Colville Road. The view highlights the relationship between the apartment block and the townhouses.



3. View Looking towards the site in a south-west direction along Colville Road. The view highlights the corner of the site and the proposed facade that faces towards the adjacent three storey Keepmoat scheme.

### Bird's-eye View of Proposed Scheme



4. View indicating the proposed massing of the scheme in relation to the surrounding context.

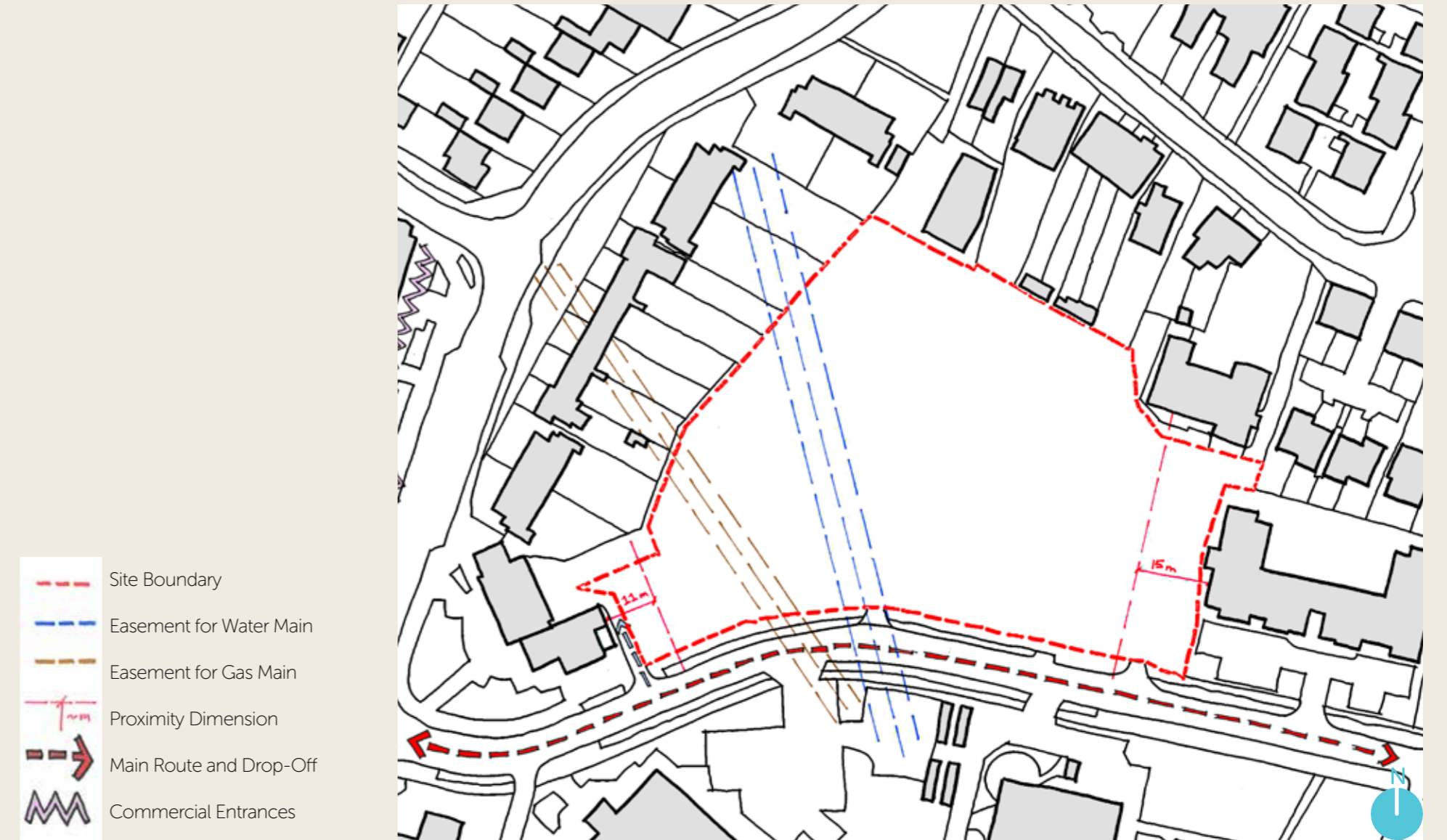


## 3 - Design Development

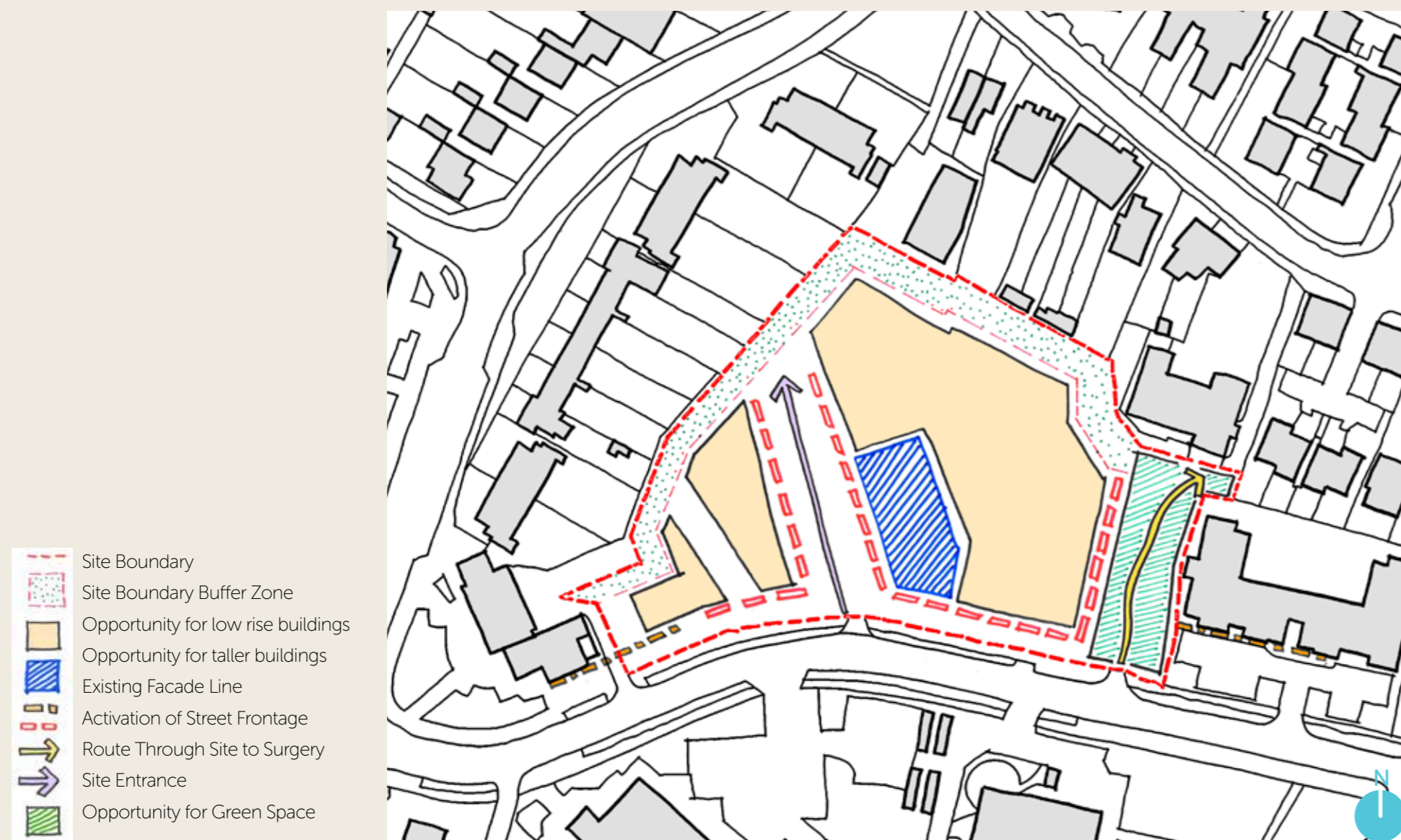
### Site Analysis- Character Areas



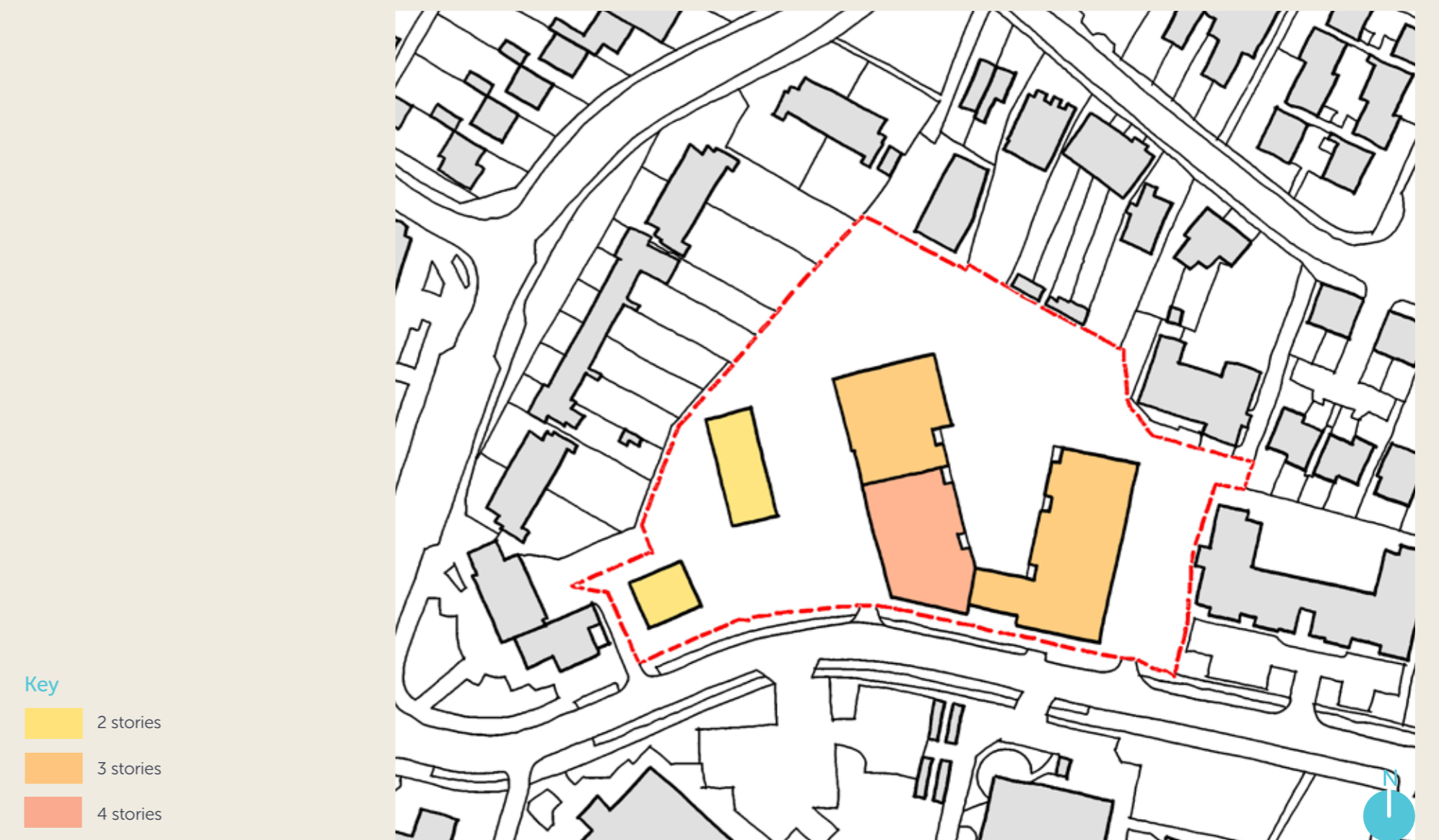
### Massing - Site Constraints



### Massing - Site Opportunities



### Massing - Emerging Blocks



### Elevation - Existing Context



1. 3 Storey flat block with pitched roof and an emphasis on vertical stacking in the elevation.



2. Two storey terraced houses with front gardens facing out over local green space.



3. Two storey terraced houses with front gardens facing towards the high street - emphasis on entrance.



4. Two storey detached houses to the north of the site with gable ends facing on to the street. Note - different materials used on the upper and lower floors to emphasise the horizontal.



5. Two storey semi-detached houses with different materials used to emphasise vertical building elements. Accommodation situated within attic space.



6. Three storey residential flat block with pitched roofs, projecting balconies and colour variations in the brickwork used to emphasise vertical building elements.

### Elevation - Proposed Character



1. Separating the colour of the brickwork between ground and first floor creates a horizontal band. The recess between the houses separates the facades, creating a rhythm.



2. Constructing protruding brickwork banding at each level creates a horizontal emphasis. Stacking the glazing vertically gives the facade rhythm.



3. Separating building elements with varying levels of parapet and different coloured brickwork reduces the impact of the facade at street level and gives the building articulation.



4. Changing the colour of the brickwork on the corner of the building highlights the edge condition and defines the vertical stacking of the balconies.



5. The coloured ombre effect used in the cycle stores and the front doors of the townhouses is intended to be playful, and gives the houses an individual appeal. The focus on the gable end of each property ties in with examples from local context and gives the row a more appealing mass at street level.



## 4 - Typical Apartment Layouts

### Residential Layout - Ground Floor Plan

Approximately 69 residential 1bed and 2bed apartments will be accommodated on the site.

The units will be designed to meet the policy requirements of the Cambridge City Local Plan, Nationally Described Space Standards and Building Regulations Part M4(2) and M4(3) for accessible and adaptable dwellings and wheelchair user apartments.

#### APARTMENT TARGET AREAS

Apartment Type	Gross Internal Area (sqm)
1Bed - 2Person	50
2Bed - 3Person	61
2Bed - 4Person	70
2Bed - 4Person (2 storey)	79

- Wheelchair units are located at ground floor level for easy access.
- Entrances are located on to Colville Road and the new access road.
- Secondary entrances to the rear of the block, providing access to parking and green space.
- Townhouses set back from the street to incorporate car parking, bin stores, cycle stores and defensible space.
- Accessible car parking spaces located near to building entrances.
- The ground floor of the apartment block provides access to secure cycle parking for residents.

Resident car parking = 45 spaces  
Public parking = 24 spaces  
Cycle storage = 85 spaces

#### Secure By Design

The proposals will be developed in conjunction with the following:

- Police Designing Out Crime Officer support.
- Part Q of the building regulations.

Key

	2B4P houses
	1B2P apartment
	1B2P accessible apartment
	2B3P accessible apartment
	2B4P apartment



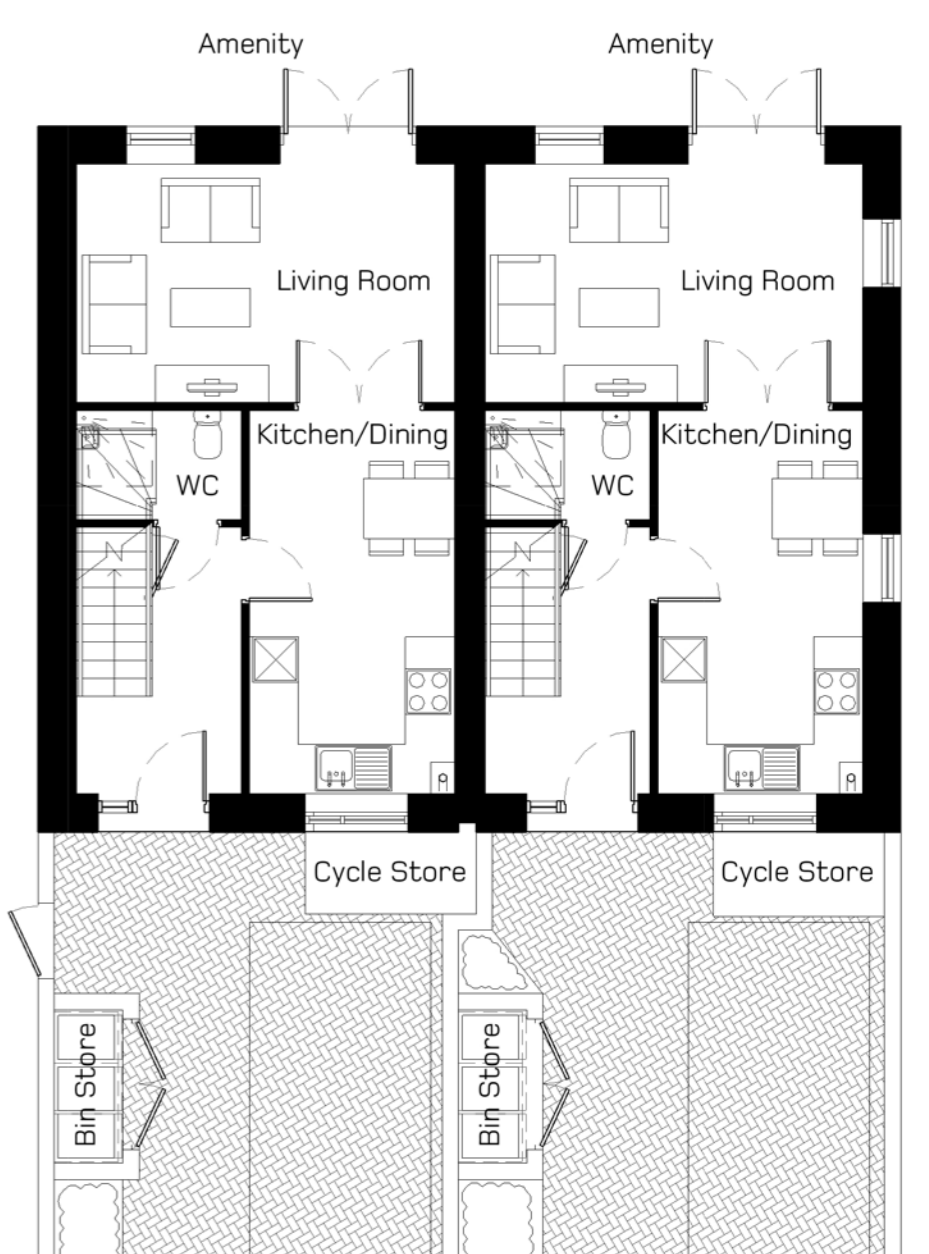
### Residential Layout - Typical Floor Plan



### Residential Layout - Third Floor Plan



### Townhouse Layouts



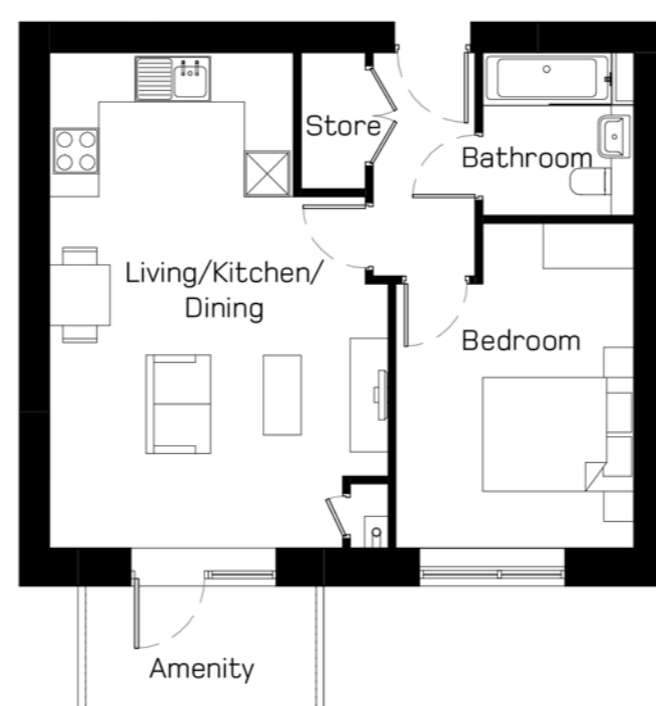
### 1B2P M4(3) Unit



### 2B3P M4(3) Unit



### 1B2P M4(2) Unit



### 2B4P M4(2) Unit





## 5 - Landscape & Open Spaces



### Precedent Landscape Images

We have looked at a series of precedents that helped us inform the character of the development, as well as helped to visualize the atmosphere and design of key areas. We particularly focused on landscaping and parking, shared cycling and footpaths and the frontages of the apartment block and houses.

Below we have selected a number of precedents which represent our intentions for the character areas numbered above.

Some trees will need to be removed to accommodate the new layout, but these will be replaced and many more trees will be planted. All will provide more interest, a sense of enclosure and structure within the landscape.

A play space, gardens with seating and footpath links have also been provided to create attractive and functional spaces throughout. Car parking has been broken up and softened through planting between parking bays.



1  
Reynard Mills - BPTW  
Courtyard Amenity - Shared garden providing a communal play area



2  
Residential parking - Shared surface street with changes in material and additional soft landscaping provide a pedestrian hierarchy.



3  
Reynard Mills - BPTW  
Shared amenity space & landscaping



4  
North West Cambridge  
Use of footpath and green spaces



5  
Ham Close  
Use of cycle path and green spaces



6  
Reynard Mills - BPTW  
Townhouses amenity space/ Houses frontage & parking



## 6 - Access, traffic & parking

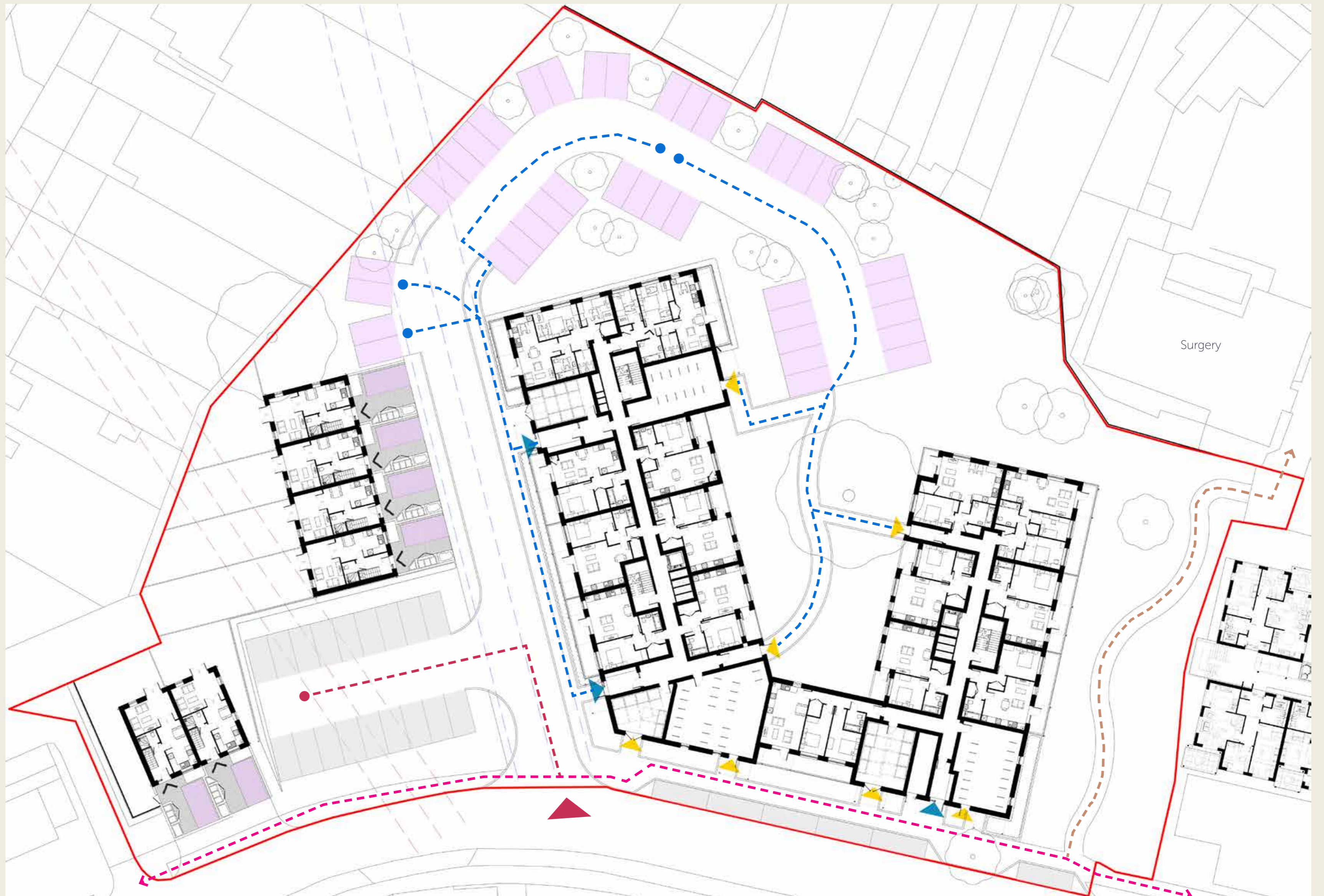
### Vehicular & Pedestrian Access Strategies

#### Vehicular Access Key

- Block A parking
- Private houses parking
- Public parking
- Vehicular access

#### Pedestrian Access Key

- Colville Road pedestrian access
- Pedestrian access from parking
- Pedestrian route to surgery
- Public access to parking
- Private entrance
- Primary communal entrance
- Secondary communal entrance



Pedestrian Routes and Vehicular Access Strategy

#### Vehicle Access and Parking Strategy

The diagram shows how we achieved the number of 45 parking spaces and located parking at the rear of the site. As a result, the allocated parking zone creates a 'buffer' zone between the proposed building and the amenity spaces of the existing houses. By breaking the parking into smaller areas we can introduce more landscaping to soften the area and enhance the green spaces within the site.

The orientation of the parking area means that there will always be natural surveillance from the proposed building - this will act as a deterrent to anti-social behaviour. We have also included a total of 24 public car parking spaces on the site and along Colville Road in response to comments received by council members. This will aid the economic development of the area.

TOTAL OF PARKING SPACES:	.....45
TOTAL NUMBER OF UNITS:	.....69
COMMUNITY CAR PARKING SPACES:	.....24

#### Benefits:

- Site entrance from Colville Road
- Parking area to be integrated with the landscape
- Additional parking spaces to be added for the community

#### Pedestrian Access Strategy:

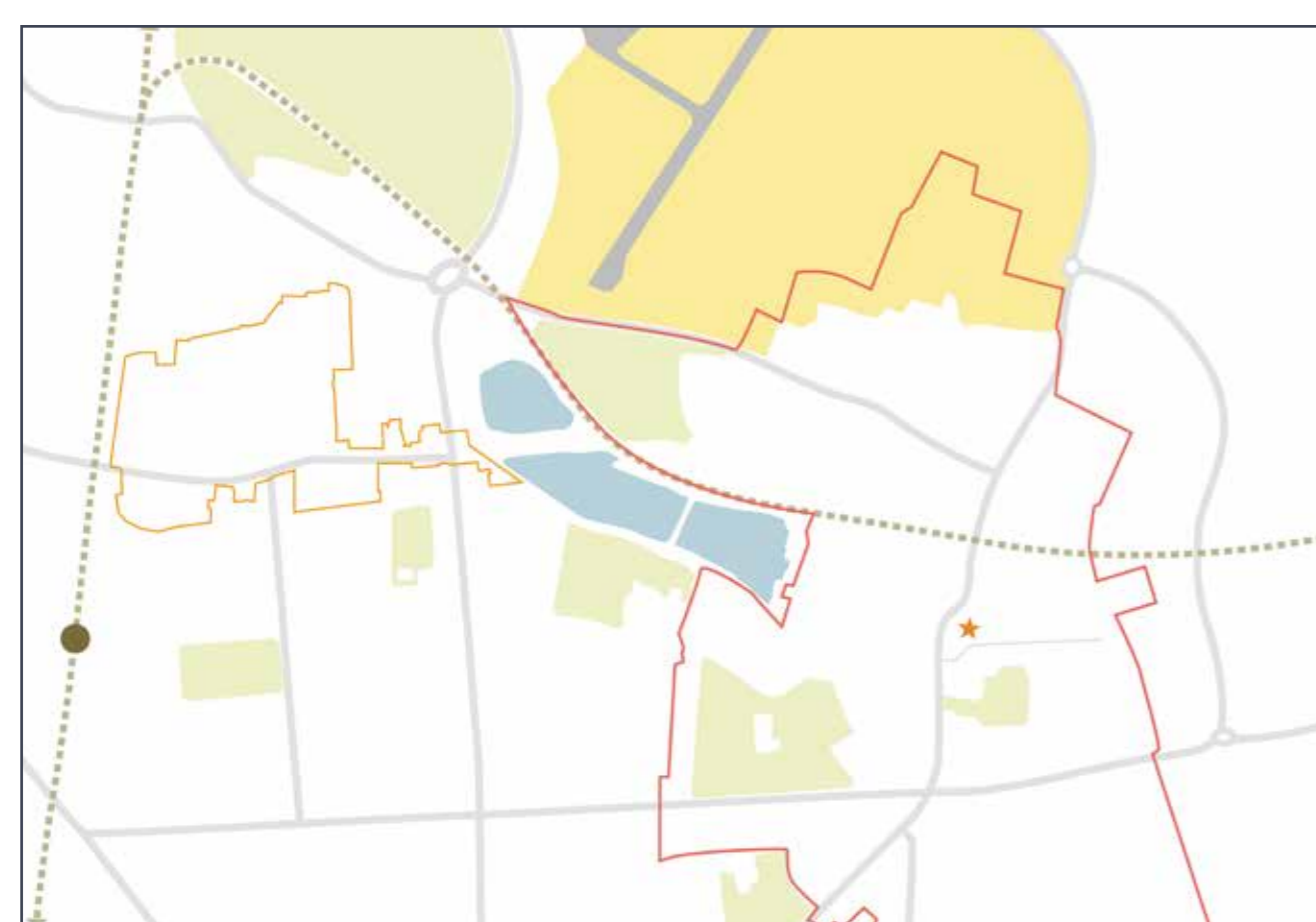
The proposed site access has been developed to consider orientation, movement and existing context.

The provision of pedestrian routes and considered residential typologies are set amongst high quality amenity and discreet parking areas and provide:

- Routes that connect the site to the wider context
- Pedestrian routes that promote natural surveillance
- Shared surfaces within the site to improve movement

#### Benefits:

- Site entrance from Colville Road
- Pedestrian access along Colville Road has been enhanced
- Encourage outdoor activity and movement
- Landscaped pedestrian route from Colville Road to surgery



3. Site Connections



4. Refuse Strategy



5. Cycle Strategy

The site is located on Colville Road in the Cherry Hinton ward of South East Cambridge. The site benefits from good transport links primarily via bus to central Cambridge and onwards via train from Cambridge station. Cambridge International Airport is conveniently located North of the site.

- Train line
- Cambridge Main Train Station
- Cambridge International Airport
- Site
- Cherry Hinton Border
- Conservation Area

Refuse storage is indicated in the above diagram in yellow. Following the guidance received from Cambridge highways in the developments of roads, we made accessing the site as easy as possible for refuse vehicles.

For each 2B4P house we have incorporated black, blue and green bins of dimensions 580mm x 740mm x 1070mm (w x d x h) as per guidance received from Cambridge City Council refuse department.

Cycle storage is indicated in the above diagram in blue. In line with Cambridge council's strategy for cycles, we have allocated a cycling space for every bed space across the development. All cycle storage facilities are easily accessible from the street and are located at the ground floor in order to ensure level access.

TOTAL OF CYCLE SPACES:	.....98 (min. 86)
TOTAL NUMBER OF STORAGE FACILITIES:	.....9



## 7 - Sustainability and Environment

### Objectives

Overall, the proposal has sought to maximise opportunities to create a sustainable development to provide an inclusive, safe and livable community.

The site combines a residential area with open space conveniently located, all of which can be easily be reached by all modes of transport, highlighting the cycle use with proper parking and footways included on site.

### Planning submission technical requirements

The development is designed to meet the requirements of the adopted Cambridge City Local Plan as well as the current Cambridge Sustainable Housing Design Guide:

- At least a 44% reduction in energy use for each dwelling compared to 2006;
- High levels of water efficiency;
- Sustainable transport.

### Cambridge Sustainable Housing Design Guide

All homes will be designed in line with the Cambridge Sustainable Housing Design Guide, covering:

- Community;
- Connectivity;
- Character;
- Climate;

Post Construction Monitoring and Maintenance.

### Approach

The site will consider a variety of strategies to demonstrate sustainability such as:

- Cycle friendly scheme with ample cycle parking throughout;
- Landscape led masterplan;
- Open space including existing and new trees;
- Building orientation set to maximize natural daylight;
- Flat types maximize dual aspect to enhance natural daylight.
- Mechanically Ventilated Heat Recovery systems to be installed in each apartment to enhance air quality within dwellings.
- Gas fuelled combination boiler systems within each apartment reduces service charges to residents for heating.
- Sustainable drainage systems (SuDS) will be incorporated into the landscaping to relieve pressure on local drains and watercourses. This could be a swale or soakaway and could add to the character of the area.

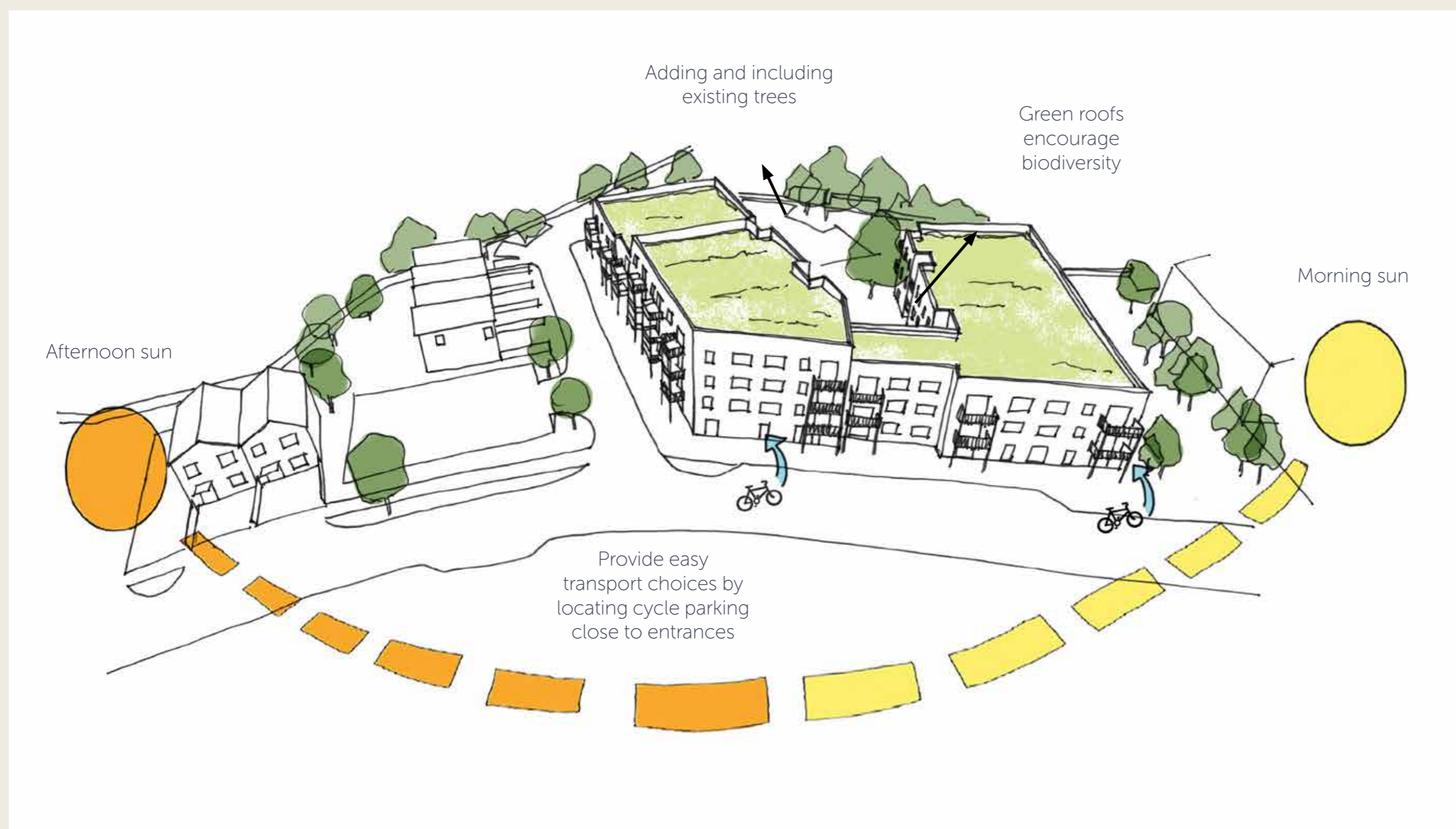


Diagram Indicating Sustainable Features of the Site



Diagram indicating existing trees within the site and the plot of the existing buildings



Diagram indicating existing trees within the site and trees to be removed as part of the development



Precedent Image: External Cycle Storage, Clapham Park, BPTW



Precedent Image: Green Roof, Greenwich Wharf, BPTW



Precedent Image: PV panels, Wardalls Grove, BPTW



## 8 - Timeline & Feedback

### Timeline for the Development of the Proposed Scheme



PHASE 1

- Construction to begin on main apartment block.
- Path through to doctors surgery to be maintained
- Colville Road facilities to stay open and accessible



PHASE 2

- Construction to start on houses as main block nearing completion.
- Path through to doctors surgery to be maintained
- Colville Road facilities to stay open and accessible



COMPLETED SCHEME

- All blocks completed and Colville Road Scheme with new residential homes are finished

PUBLIC CONSULTATION

SUBMISSION OF PLANNING APPLICATION

PHASE 1 (FLAT BLOCK) BEGINS

PHASE 2 (TOWNHOUSES) BEGINS

COMPLETION

1

MAY 2019

2

SUMMER 2019

3

SPRING 2020

4

AUTUMN 2020

5

SUMMER 2021

### Thank You for Attending Today's Consultation Event

Your views are important to us and we will be considering your feedback before we finalise our proposals and submit the Planning Application. There are three ways to provide comments on the development proposals:

1. Complete the Comments Form at the consultation event and post in the comments box (or hand directly to one of the team).
2. Submit via post to: Colville Road Consultation, ELG Planning, 55 Coniscliffe Road, Darlington, DL3 7EGH
3. Email to: [consultation@elgplanning.co.uk](mailto:consultation@elgplanning.co.uk) leaving your name and address along with your comments

These consultation Boards are available as a PDF download from the Consultation Website. In addition, the Comments Form can also be downloaded from the website. To access these please go to: <https://www.cambridge.gov.uk/consultations/colville-road-consultation>

We would welcome your comments on the development proposals by **Monday 31st May 2019**.



Proposed Western Elevation of Apartment Building



Proposed Eastern Elevation of Apartment Building



Proposed Street Elevation along Colville Road