



RAF BRAMPTON DRAFT URBAN DESIGN FRAMEWORK

DECEMBER 2011

Contents

1. Introduction

- 1.1 Purpose of the Urban Design Framework
- 1.2 The Site
- 1.3 Brampton
- 1.4 The Core Strategy and Growth
- 1.5 What will the Development Provide?
- 1.6 What are the Development Timescales?
- 1.7 What will the Impacts be on Brampton?
- 1.8 Process

2. The Site

- 2.1 Site Context
- 2.2 Land Ownership
- 2.3 Historic Context
- 2.4 The Site Character Areas
- 2.5 Planning Constraints and Opportunities
- 2.6 Planning History

3. Urban Design Objectives and Principles

- 3.1 Urban Design Objectives
- 3.2 Place Making Principles

4. Development of Urban Design Objectives and Design Guidance

- 4.1 Part 1. Broad Concept
- 4.2 Part 2. Detailed Development Guidance
- 4.3 Land Uses
- 4.4 Form of Development
- 4.5 Integration and Movement
- 4.6 Sustainability
- 4.7 Section 106 and Community Infrastructure Levy
- 4.8 Implementation

5. Useful Information

List of Maps

Map 1 Proximity to Huntingdon and Cambridge

Map 2 Local Facilities

Map 3 Core Strategy Key Diagram

Map 4 Site Context

Map 5 Land Ownership

Map 6 1880 Map

Map 7 1970 Map

Map 8 Aerial photograph showing existing tree coverage

Map 9 Strategic Flood Risk Assessment Flood Map

Map 10 Brampton Conservation Area

Map 11 Location of Listed Buildings and Historic Walls

Map 12 Bus Services between Huntingdon and St Neots

Map 13 Street Names and Speed Limits

Map 14 Preferred Option

Map 15 Land Uses

Map 16 Urban Structure and Urban Grain

Map 17 Employment, Shops and Community Facilities

Map 18 Open Space

Map 18A 1924 Map of Walled Garden to Brampton Park House

Map 18B Strategic Green Infrastructure Close to the Site

Map 19 Capacity Study

Map 19A Alternative Capacity Study

Map 19B Alternative capacity Study

Map 19C Alternative Capacity Study

Map 20 Potential Locations for Infill on Annington Homes Estate

Map 21 Density

Map 22 Building Heights

Map 23 Character Areas

Map 24 Landmark and Key Buildings and Key Views

Map 25 Key Areas of Public Realm

Map 26 Principal Road Junctions and Preferred Bus Route

Map 27 Cycle and Pedestrian Routes

Map 28 Street Hierarchy

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1. INTRODUCTION

1.1 Purpose of the Urban Design Framework | 1.2 The Site | 1.3 Brampton | 1.4 The Core Strategy and Growth

1.5 What will the Development Provide? | 1.6 What are the Development Timescales? | 1.7 What will the Impacts be on Brampton?

1.8 Process

1.1 Purpose of the Urban Design Framework

1.1.1 The Royal Air Force has decided to vacate the RAF Brampton base and relocate at RAF Wyton. The purpose of the Urban Design Framework (UDF) is to describe the main planning and design factors and requirements that developers must address in delivering a sustainable mixed-use development within the vacated RAF Brampton site. It reflects wider visual and landscape considerations as well as site specific opportunities and constraints. The framework will be a material consideration when determining any future planning applications on the site.

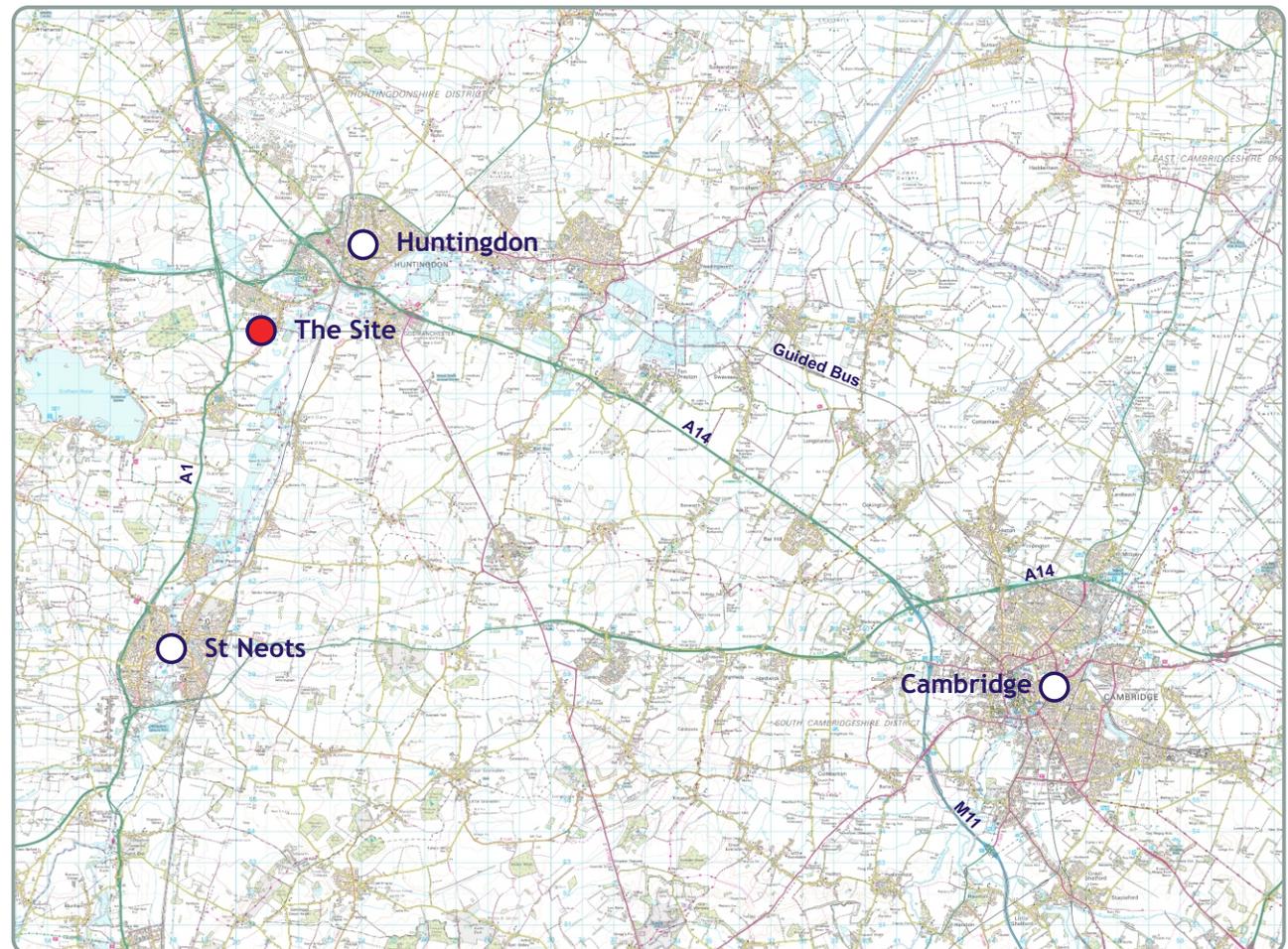
1.2 The Site

1.2.1 RAF Brampton is located on the southern edge of Brampton. Brampton has good service provision including a primary school, a number of shops and two community centres. The village has a close physical and functional relationship with Huntingdon.

1.2.2 There are good main road transport links to St Neots, Bedford and Peterborough via the A1 and Cambridge via the A14. Brampton falls within the sphere of Cambridge's economic influence; Cambridge is approximately 15 miles to the east and is easily accessible via road.

1.2.3 The site is approximately 1 mile south west of Huntingdon train station which is on the East Coast Mainline (ECML). The ECML provides easy access to London which is only an hour away, and also provides easy access to Peterborough and the north.

Map 1. Proximity to Huntingdon and Cambridge

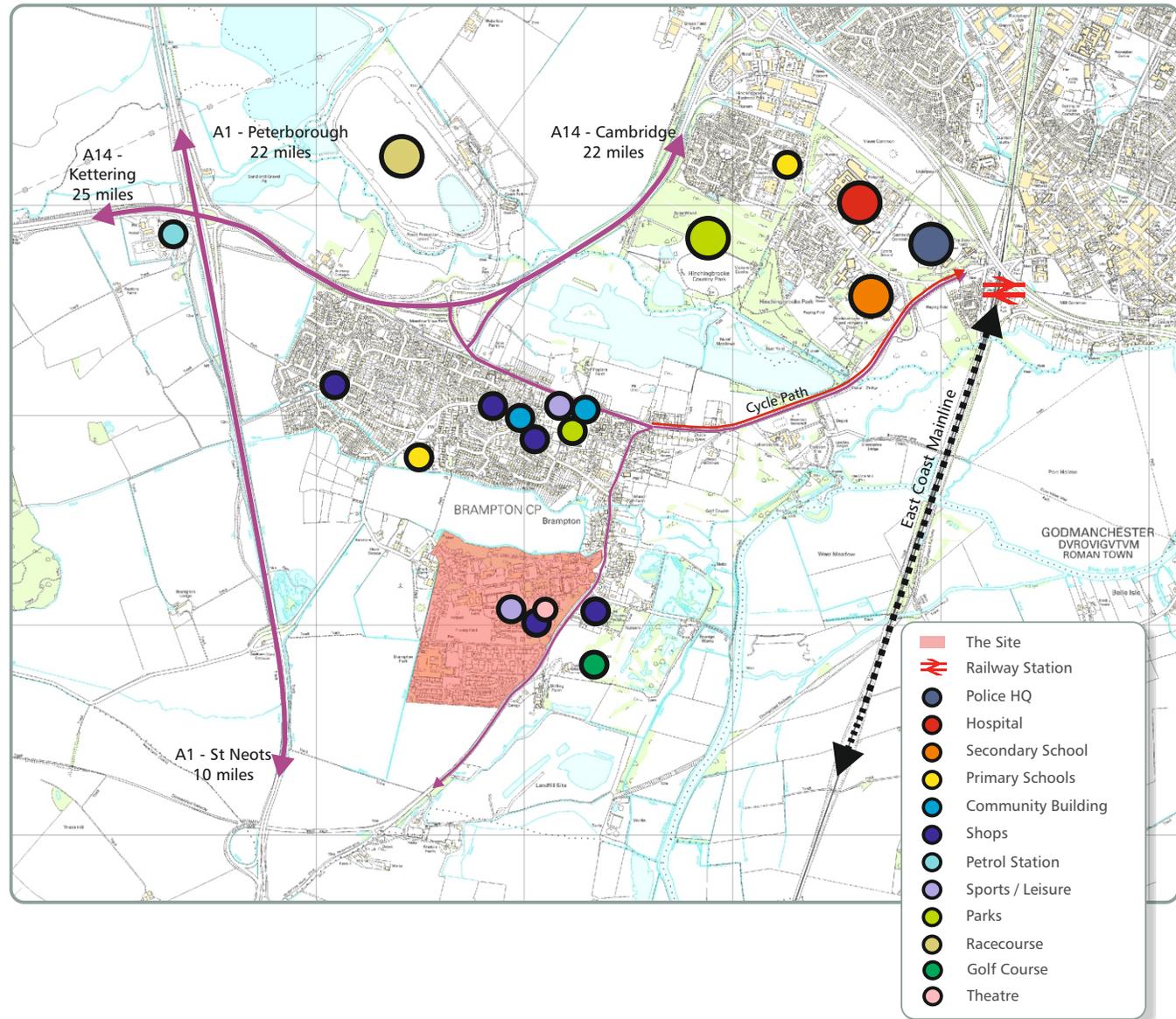


1.3 Brampton

1.3.1 Brampton is centrally located within Huntingdonshire District, close to the town of Huntingdon. The current population is approximately 5,000. Brampton has a long history and is mentioned in the Domesday Book. Since the 1950s the village has grown significantly outside the historic core. Development to the south has largely been in association with the RAF base. The boundaries of the village are clearly defined by existing roads to the north, and drains and ditches along the majority of other boundaries.

1.3.2 Brampton is a thriving village with a busy High Street and has numerous clubs and societies. The village has one school, Brampton Village Primary School, formerly separate infants and junior schools which merged in 2007. Secondary provision is close by at Hinchingsbrooke School in Huntingdon, with over 1800 pupils. The location of these schools together with other facilities is illustrated on Map 2.

Map 2: Local Facilities



1.4 The Core Strategy and Growth

1.4.1 The Huntingdonshire Core Strategy forms the primary context for the redevelopment of RAF Brampton. Adopted in 2009, it sets the strategic framework for development in Huntingdonshire up to 2026. The Core Strategy was prepared in the context of national and regional planning policy prevailing at the time.

1.4.2 A vision and objectives are set out in the Core Strategy which forms the basis of how Huntingdonshire will be shaped and how the District will respond to the economic, social and environmental challenges, Promotion of sustainable development, responding to climate change and protecting the character of Huntingdonshire are fundamental to the Core Strategy's vision. One element of the vision is particularly relevant to this site:

1.4.3 'Redundant military bases in Huntingdonshire will need careful consideration to ensure that any potential re-use or redevelopment maximises the economic benefit to the District.' (Core Strategy, 2009, p 12).

1.4.4 The Core Strategy aims to:

- Facilitate growth in sustainable locations
- Support the local economy and provide for local employment needs
- Conserve and enhance habitats and natural resources

- Promote high quality, distinctive new development

1.4.5 A spatial strategy has been developed to guide growth up to 2026 within the context set by the vision and objectives. This identifies how different parts of Huntingdonshire will develop. The Huntingdon Spatial Planning Area (SPA) is defined as one of the two key focal points for growth in the district. It comprises Huntingdon, Brampton and Godmanchester as these three settlements have close physical and functional relationships. The Huntingdon SPA is noted in the Core Strategy as a key driver of the local economy.

1.4.6 The Core Strategy was written in the context of PPS12: Local Development Frameworks (2004) which encouraged identification of broad directions of future growth rather than specific sites. Hence, policies CS2 (Strategic Housing Development) and CS7 (Employment Land) both refer to total housing and employment land requirements without pinpointing specific sites. Policy CS2 seeks 1800 additional homes in the Huntingdon SPA by 2026 and policy CS7 seeks an additional 51 ha of employment land in the Huntingdon SPA. These are complemented by a key diagram on which mixed-use development within the built-up area is clearly annotated on the southern part of Brampton.

1.4.7 To support the Core Strategy, a draft Development Management Development Plan Document (DPD) has been in use for Development Management purposes since

mid 2010. Together these provide detailed policy guidance for development proposals and any scheme should have regard to them. The Core Strategy principles are being rolled forward into a new Local Plan in the context of the National Planning Policy Framework issued in March 2012.

1.4.8 Sustainable development underpins the Core Strategy, as highlighted in policy CS1 (Sustainable Development in Huntingdonshire). The draft Development Management DPD builds on this ethos through more detailed policies, many of which are pertinent to the redevelopment of RAF Brampton. Policies are grouped to provide guidance on different aspects of development and include:

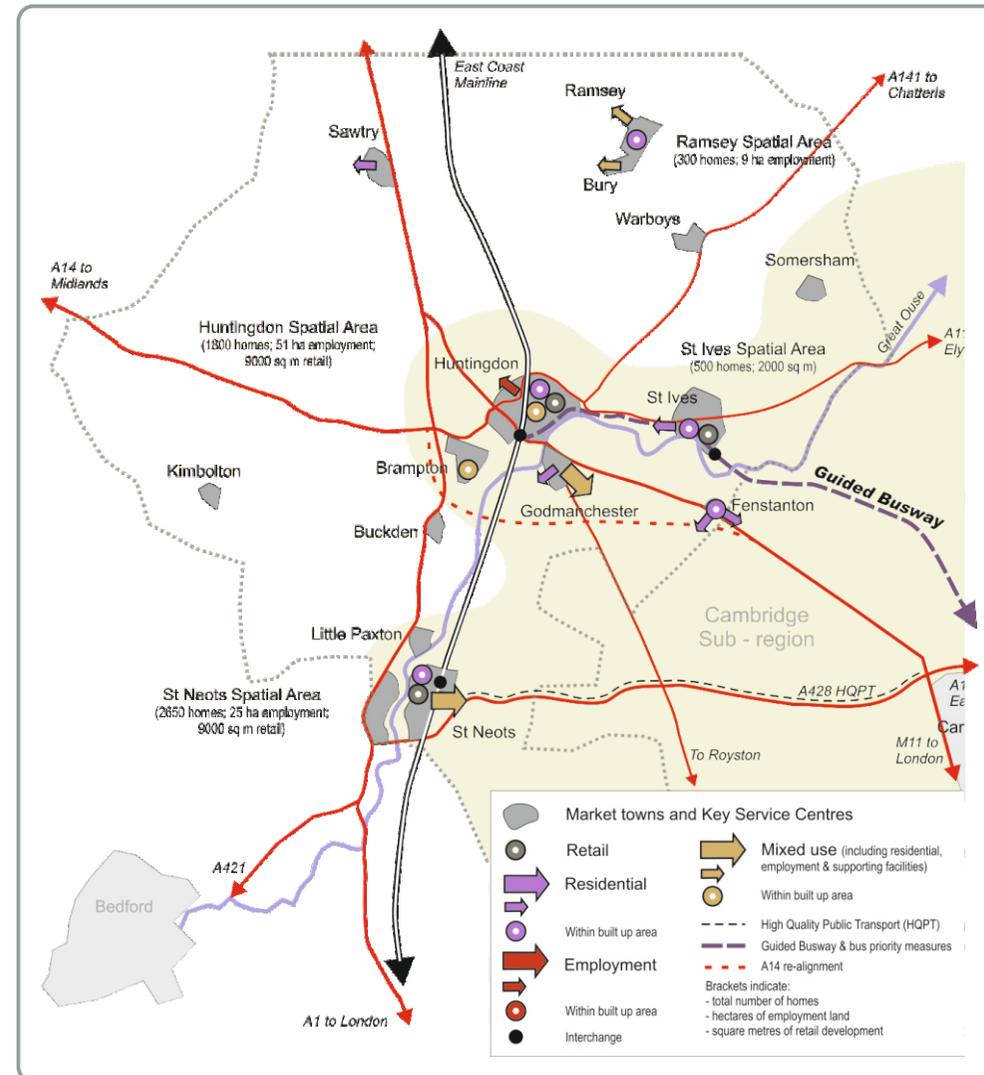
- Policies that deal with climate change, ensuring development proposals are designed to withstand the predicted impacts of climate change and to minimise future contributions to global warming
- Policies that address protecting and enhancing the environment; they seek to concentrate development in existing built-up areas, to protect heritage and natural assets and to promote sustainable modes of travel
- Policies that focus on delivering housing that contributes to sustainable, inclusive communities and meet the needs of all members of society whilst responding to its local context

- Policies that concentrate on supporting prosperous communities; which aim to contribute towards the delivery of 13,000 new jobs in Huntingdonshire by 2026; to diversify local job opportunities and reduce the level of out-commuting
- Policies that tackle contributing to successful development; and promote the delivery of infrastructure alongside growth which is essential to building sustainable communities with adequate physical, recreational and social services to promote a high quality of life

1.4.9 The new Huntingdonshire Local Plan to 2036 is now under preparation. This will allocate specific pieces of land for development for particular uses. This will be informed by a range of evidence including the Strategic Housing Land Availability Assessment (2010) (SHLAA), and the Employment Land Availability Assessment (2011) (ELAA).

1.4.10 The SHLAA recognises RAF Brampton as one of Huntingdonshire's few genuine large scale opportunities for redevelopment of previously developed land. Both the SHLAA and the ELAA visualize its redevelopment with a mixture of housing and employment with associated community facilities and services.

Map 3: Core Strategy Key Diagram



1.5 What will the Development Provide?

- 1.5.1 The development of RAF Brampton will provide a sustainable mixed-use development with areas of open space within the site. The development will have approximately 400 homes including up to 40% affordable homes and approximately 3.2 hectares of (gross) employment land, including office and light industrial, to be developed up to the year 2026.
- 1.5.2 As well as these new homes and employment opportunities, there is also the opportunity to create large areas of public open space to be used for recreation purposes.
- 1.5.3 There may also be the opportunity for other uses in this location, such as a small shop and other community facilities and leisure uses.

1.6 What are the Development Timescales?

- 1.6.1 The Defence Infrastructure Organisation is in the early process of transferring the Ministry of Defence (MoD) operations at RAF Brampton to RAF Wyton. It is understood that this will be a phased transfer with the site becoming vacant sometime in 2013. The development on the site is likely to be delivered up until the year 2026, which is the timeframe for the Council's Core Strategy.

- 1.6.2 The existing married quarters are owned by Annington Homes and leased back to the MoD. It is understood that these 215 houses will still be occupied by RAF and other military personnel after 2013.

1.7 What will the Impacts be on Brampton?

- 1.7.1 One of the key aspirations for the District Council is that the redeveloped RAF Brampton is successfully integrated with Brampton village. It should also retain its own high quality distinctive character, reflecting the previous uses of the site, and retaining as much open space and historical features as possible.
- 1.7.2 To reflect the site's historic character development will need to be sympathetic to its many positive features, such as the Listed Buildings and associated walls, pre military and military history, historical routes and trees. The development will create an attractive entrance to Brampton from the south. The removal of the perimeter fencing will open up views of the site and make the site more accessible.
- 1.7.3 Any development will contribute financially to the upgrading of the existing education provision in the village.
- 1.7.4 A key factor in promoting the area's sustainability will be to facilitate use of modes of transport other than the car to access

facilities within the site, and the wider area. This will lessen the impact of the development on traffic generation.

1.8 Process

- 1.8.1 This Urban Design Framework has been shaped and informed by a working group of County, District and Parish Councillors.
- 1.8.2 This Urban Design Framework document was the subject of wide public consultation and was approved by the Council's Cabinet on 8th December 2011. The document is now a material consideration when determining planning applications for development within the study area.
- 1.8.3 The Council will use the Urban Design Framework, along with the statutory Development Plan, to work with the landowners and future developers in the preparation of outline and detailed planning applications for the development area.

2. THE SITE

2.1 Site Context | 2.2 Land Ownership | 2.3 Historic Context | 2.4 The Site Character Areas
2.5 Planning Constraints and Opportunities | 2.6 Planning History

2.1 Site Context

2.1.1 This part of Brampton is characterised by a series of existing physical features that form a strong context for urban design solutions for the site. These include:

- A. Buckden Road: the eastern edge of the site is delineated by Buckden Road. This is the main road which links Brampton to the southbound A1 and it forms a strong physical boundary to the site. The road provides a key gateway approach to Brampton from the south and is characterised by a well defined tree belt within the RAF site to the west and the Golf Course to the east. The site is visible from this southern approach through a tree and hedged boundary where the existing dwellings on the base can be seen.
- B. The roundabout on Buckden Road serving development along St George's Close and the entrance to the site provides a spacious approach to the site. The roundabout does however dominate this part of Buckden Road. The dwellings on St George's Close and along Buckden Road are large and detached.
- C. Open setting: the site is surrounded to the north, south and west by an attractive open landscape of largely arable fields, which contain public footpaths. A public footpath connects the site with the village to the north. These footpaths allow open views towards the site.
- D. Brampton: to the north of the arable field is the suburban development of Brampton

Village and Brampton Village Primary School. This part of the village is bounded by Ellington Brook.

- E. Park Farm is adjacent to the western boundary of the site, containing a farmhouse and various barns. There are some isolated cottages along Park Road to the west of the site.

Map 4. Site Context



Buckden Road - looking south



Views towards the site from the south



Brampton Village Primary School



Memorial Playing Fields & Skate Park



Buckden Road roundabout

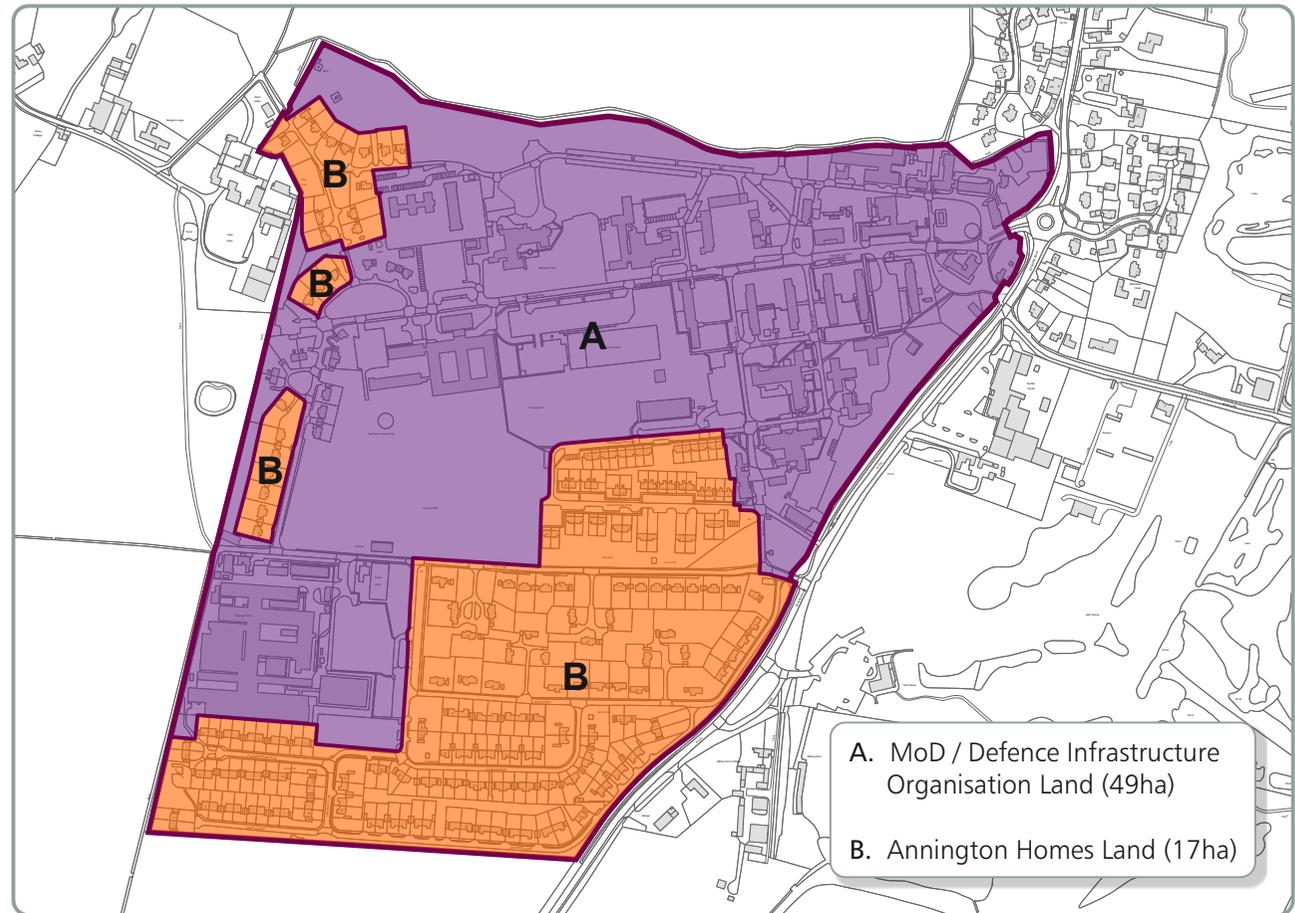


Brampton Park Golf Course

2.2 Land Ownership

- 2.2.1 The land within RAF Brampton is managed by two separate organisations, the Ministry of Defence (MoD) and Annington Homes. The MoD is represented by the Defence Infrastructure Organisation (DIO), the body that succeeded Defence Estates in April 2011. Annington Homes is a private company that has an interest (a 999 year lease) but only owns the freehold when the MoD vacates and has no further demand for military housing in the area. It is doubtful that such an eventuality would occur in the foreseeable future. Annington Homes lease military housing back to the MoD.
- 2.2.2 The area of land belonging to the MoD totals some 49ha (Area A shown in purple on Map 5). This land contains office and workshop buildings, barracks, Brampton Park House, other ancillary buildings and extensive areas of open space and woodland.
- 2.2.3 The areas of land within Annington Homes interest equates to some 17ha (Area B shown in orange on Map 5). This land comprises principally 2 storey, semi detached and detached married quarters residential accommodation with associated areas of incidental open space and children's play areas.
- 2.2.4 The total area of land under consideration within the Urban Design Framework is 66ha.

Map 5. Land Ownership



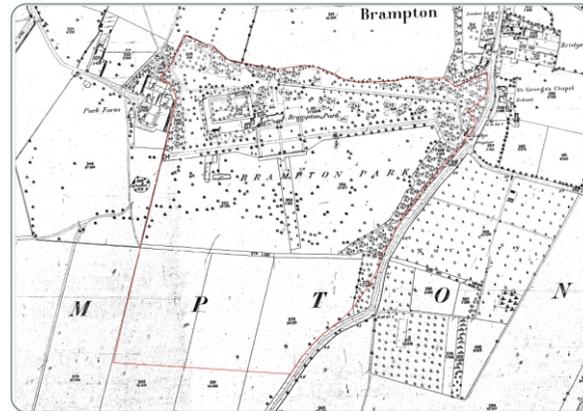
2.3 Historic Context

2.3.1 The RAF Brampton site used to be known as Brampton Park. Its history can be traced back to the 12th Century. Brampton Park House is believed to sit on the site of two post-medieval houses and possibly their predecessors. In the early 19th Century it was decided by the owner, Lady Olivia, to build an impressive house, and hence a new form of Brampton Park was born. The 1880 O.S. map illustrates that the house was laid out with a symmetrical parkland with a number of landscape features positioned to enable the house to be experienced in a specific manner. The fire of 1907 robbed the house of some of its grandeur but the landscape has been retained. The Park was used as a prisoner of war camp during the First World War, and during the Second World War it was a nursery and later a United States Air Force headquarters. From 1955, it has been used by the RAF for a number of headquarter functions, and notably as the Joint Air Reconnaissance Intelligence Centre.



Brampton Park house before the fire

Map 6: 1880 Map



Map 7: 1970 Map



2.3.2 The uses relating to the site's history have left their mark on the site and as such any development proposals for the site should consider and reflect on the significance of the heritage assets, both pre-military and military, and also the associated landscape in which they are located. Specific attention should be drawn to preserving the vistas, walls and avenues that were created to complement the various buildings. Any scheme should be informed by appropriate site survey work which should include a survey of 20th Century military heritage. The Defence Infrastructure Organisation already has a desk based archaeological assessment which may serve to identify any further archaeological investigation. In addition to the designated heritage assets in the area, and the non designated assets relating to the RAF occupation of the site, it will be important to consider the potential impact of development on undesignated, sub-surface archaeological remains. In addition to features which may be associated with Brampton Park, there is crop mark evidence for enclosures and linear features of probable late prehistoric or Roman date which encroach on the southern part of the design framework area.

2.3.3 Brampton Conservation Area covers the historic streets of the main village, namely High Street, Church Road and part of Buckden Road. RAF Brampton is located outside the Conservation Area but development of the site could potentially affect its setting and due regard will need to be given to this in any development proposals.

2.4 The Site Character Areas

2.4.1 This part of Brampton was historically the landscaped grounds of Brampton Park, a country home. The site has existing physical feature reference points that relate both to the former use as a stately home with extensive landscaped gardens, overlaid by its later use as a military base and the base's more ordered development layout. It is separated from the main centre of the village by a field to the north.

2.4.2 The site is characterised by a number of existing physical features and areas that form a strong context for urban design solutions to the site. These are:

- A. The northern area - this contains a wide variety of uses, including the gatehouse, single and two storey office and workshop buildings, the remains of Brampton Park House (now used as the Officers' Mess), outbuildings associated with Brampton Park House, large areas of car parking, barracks buildings and a few detached married quarters houses. Most of the MoD buildings are from the mid 20th century. There is also a substantial tree belt of varying width along the northern edge as well as other smaller groups of trees in this area.
- B. The eastern and south eastern part of the site is delineated by the edge to Buckden Road. This is one of the main roads linking the A1 with Brampton and Huntingdon. This road has a semi rural character alongside the site. A large garden centre (Frost's), Brampton golf

course and a second hand car sales and repair garage are located on the eastern side of Brampton Road. Within the site there is a strong tree belt of semi mature and mature trees. This acts as a landscape buffer to the site and allows glimpsed views into and out of the site. There are two vehicular accesses and one other pedestrian access along this edge although only the main entrance is currently open for security reasons. The north eastern corner of the site abuts the Brampton Conservation Area.

- C. The western part of the site is characterised by a small number of 2 storey, low density semi detached and detached married quarters, set within a landscape of specimen trees and open space. A ditch, Park Farm and arable fields lie beyond. A public footpath runs along the boundary outside the site.
- D. The southern area of the site contains 2 storey low and medium density residential development. Within this residential area are pockets of open space and a significant number of trees, both within rear gardens and along the highway verges. Along the western part of the site within the southern area is located a large scale office complex. There are long views along many of the straight residential roads and especially along the historic route of Park Lane. An arable field lies to the south beyond the southern boundary.
- E. The centre of the site is characterised by a large area of open space laid out as playing fields. This open space has a notable number of trees within and along its edges. There is

also a gym building. A prominent 3 storey office building is located to the north of the open space providing a hard edge in this location.

- 2.4.3 The site is largely flat. Dispersed throughout the site are historic street lights, road signage names, and pillbox features. These features should be fully assessed and, where possible, incorporated into development proposals.



A. Tree lined road



A. Park Lane vehicular access



D. Existing employment buildings



D. Semi-detached dwellings



B. Feature trees



B. Detached dwellings



E. Central open space



E. Dominant office building



C. Feature trees



C. Buckden Road



Road sign



Pillbox

2.5 Planning Constraints and Opportunities

Landscape and nature conservation designations

- 2.5.1 The Huntingdonshire Landscape and Townscape Assessment (2007) identifies the site as being located within the Ouse Valley Landscape Character Area. It highlights some of the general characteristics associated with this Landscape Character Area, however it is noted that the site has its own distinctive landscape created through its former and existing uses.
- 2.5.2 There are no designated County Wildlife Sites (CWS) or Sites of Special Scientific Interest (SSSI) on or adjacent to the site.

Mineral Safeguarding Area

- 2.5.3 An extensive area of land around Brampton including the site falls within a Minerals Safeguarding Area for sand and gravel as identified within the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). The aim is to avoid the County's finite mineral resource being unknowingly or unnecessarily sterilised. Given the designation, the landowner and future developer must liaise with the County Council regarding potential mineral extraction aspects prior to the development of site proposals on the site.

Tree Preservation Orders

- 2.5.4 RAF Brampton is set within a mature parkland landscape containing approximately 1100 trees. A Tree Preservation Order (TPO) number L/TPO/325 covers part of the area owned by the MoD. This TPO has been amended to remove dead, dying or dangerous trees or those trees which do not have a significant amenity value or long life expectancy. A TPO is a legally enforceable order to protect trees in the interests of public amenity. These trees individually and collectively make a significant visual contribution to the site and the wider area. Examples of these trees are seen on the accompanying photographs.
- 2.5.5 It is important that trees are retained to maintain the rich landscape character of the site and to provide an attractive backdrop to any development. Trees naturally change in their health and amenity. A full arboricultural survey will be required as part of any development proposals to identify those trees for retention and potentially trees that could be lost. Any loss of a tree will need to be vigorously justified. The survey will also help inform constraints posed by trees identified for protection and will ultimately help shape the developable area of the site. Additional tree planting in any new areas of development will be encouraged, thereby enriching the landscape and helping any new development to integrate into the wider area of the site.

- 2.5.6 The assumption will be that the large groups of trees will be retained to provide context both within the site and help to retain the softened edge to the site. Individual specimen estate trees will also be retained within the site to help create local landmarks within the development.



Map 8. Aerial photograph showing existing tree coverage



Topography

- 2.5.7 The site is predominantly flat, however there is a very gradual slope down to the northern edge of the site.

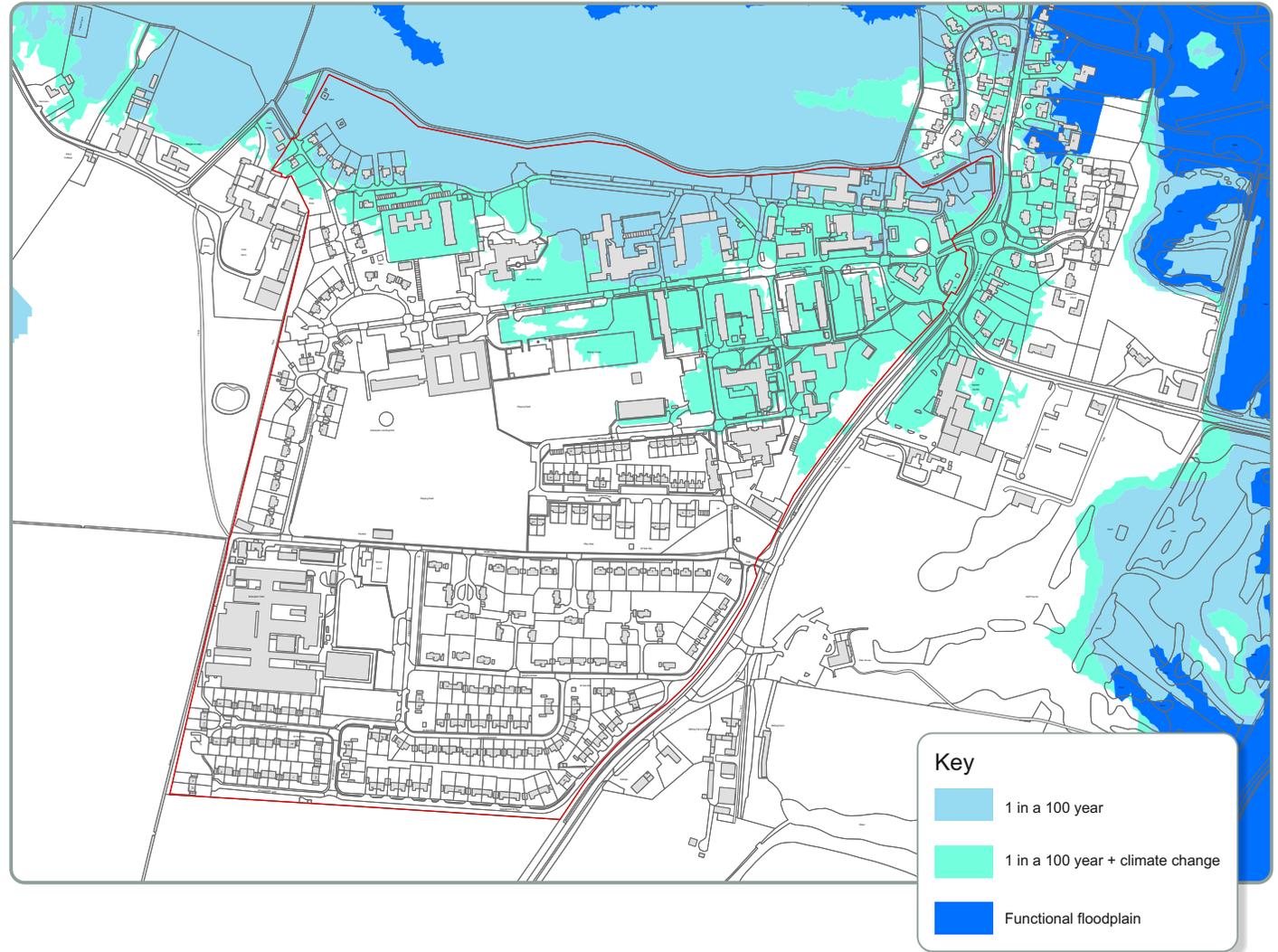
Hydrology and Flood Risk

- 2.5.8 There are no waterways on the site. There is a drain just outside the northern boundary which runs along the majority of the northern boundary of the site. Just outside the southern half of the western boundary there is also a ditch. There is also a ditch along the length of Buckden Road between the roundabout and the gate.
- 2.5.9 The northern edge of the site is located within the River Great Ouse floodplain. The District Council has carried out a Strategic Flood Risk Assessment (SFRA) which identified flood risk across Huntingdonshire. This has been endorsed by the Environment Agency (EA). Map 9 shows three categories of flood risk across the northern part of the site. The northern part of the site is in the 1 in 100 year (1% annual probability) floodplain (light blue area) and south of Central Avenue is within the 1 in 100 year plus climate change flood risk area (green area). The National Planning Policy Framework (NPPF) sets out government guidance on development in flood risk areas.
- 2.5.10 Design issues relating to flood risk and its mitigation must be considered within proposals for the sites redevelopment. Without appropriate mitigation, large parts of

the site will lie within the 1 in 100 year floodplain (incorporating an allowance for climate change – 1%). Consideration should be given to the design of Central Avenue to be held at a level above the 1% (plus climate change) level and not have any sewer or conduit crossings. Finished floor levels will require consideration for all development even on the southern part of the site so not to be at risk from flooding even in the future. It is recommended that future developers / landowners seek advice from the Environment Agency. A "drainage and flood risk strategy" will need to be agreed which must include any phased development proposals and future maintenance responsibilities.

- 2.5.11 The proposed employment areas to the north of Central Avenue will need careful consideration with only footprint redevelopment allowed without suitable mitigation / compensation. This is because they are situated within the 'High Probability' 1 in 100 year floodplain.

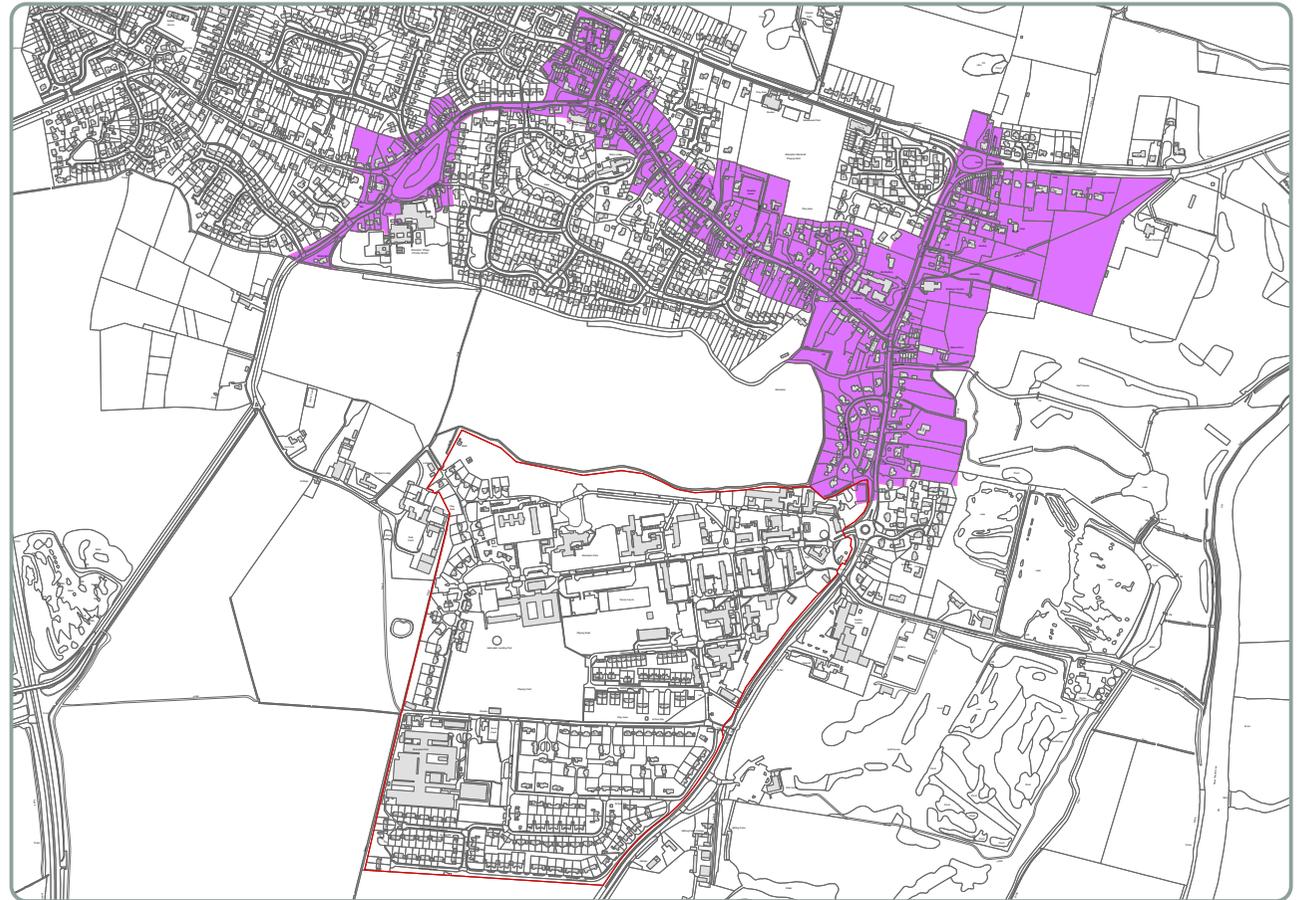
Map 9. Strategic Flood Risk Assessment Flood Map



Heritage Assets

- 2.5.12 The site lies outside Brampton Conservation Area, however it is contiguous with the north-eastern corner of the site. The setting to this designated heritage asset should be preserved and enhanced through any redevelopment of the site.
- 2.5.13 There are 3 Listed Buildings with associated curtilage listed walls within the grounds of the site. These designated heritage assets are very important, giving character and interest to the site and should be sensitively reused and incorporated into any development proposals. It is important that key views and the setting of the buildings and walls are retained. The quality and significance of these remaining features should be fully assessed within any development proposal.
- 2.5.14 The long history and use of this site means that it has a mix of heritage interests. Due regard will need to be given to identifying the undesignated heritage assets such as the sites military heritage and archaeological potential and these may also shape the scheme.
- 2.5.15 Following public consultation it has been suggested that the Gate House might possibly be converted back into a one bed dwelling, and a community orchard in the walled garden would complement the allotments.

Map 10. Brampton Conservation Area



Officers Mess - Grade II listing (A)

2.5.16 This is the former Brampton Park House. It was built in 1821-2 and much altered in 1825. In 1907 there was a devastating fire where the eastern half of the building was destroyed. No attempt was made to rebuild the original house and little more than one-third of the building as it stood before the fire is now in existence. After the fire the building was refurbished / rebuilt in a new style using a reddish colour brick.

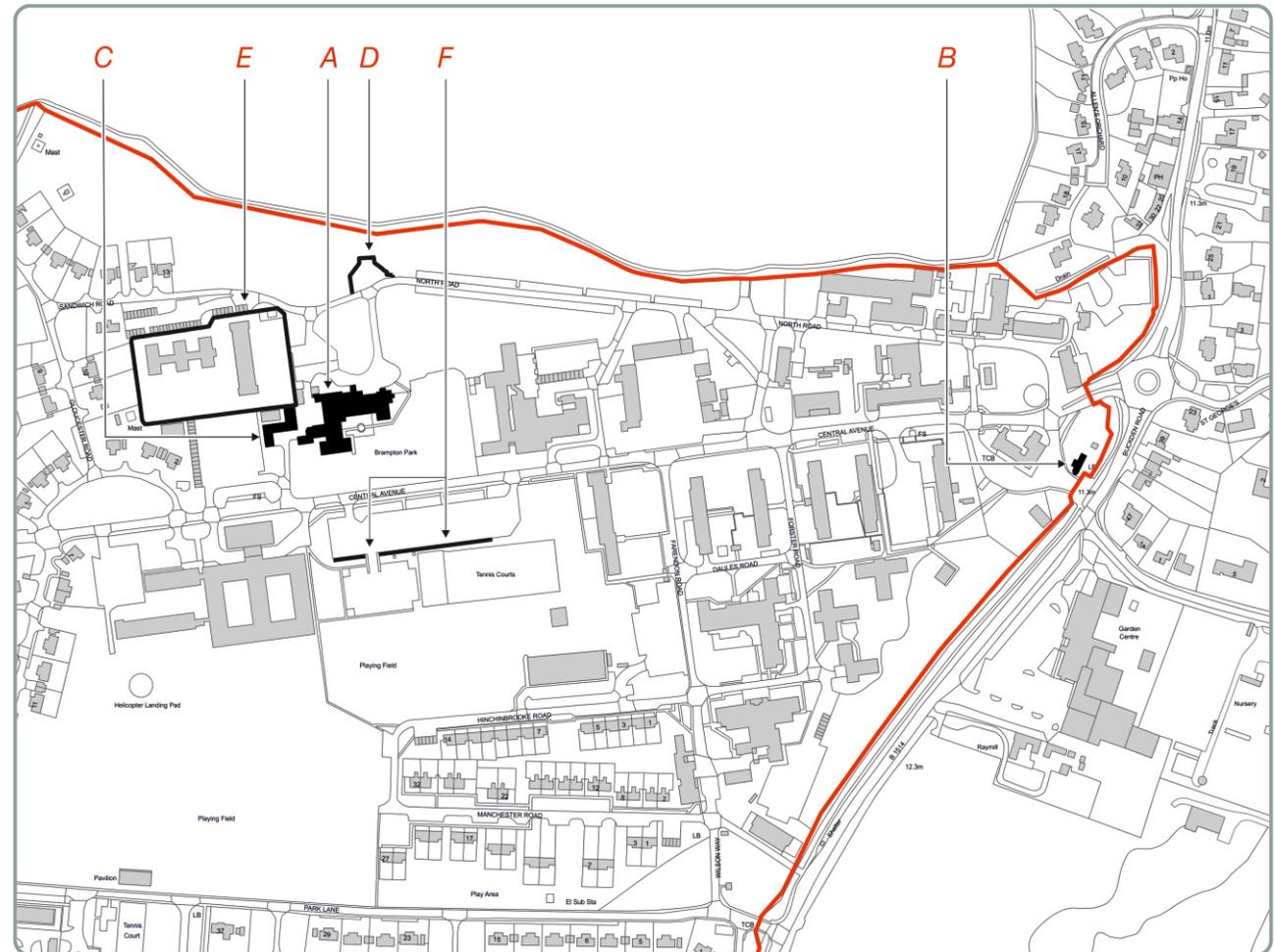


Front northern elevation



Rear southern elevation

Map 11. Location of Listed Buildings and Historic Walls



The Gatehouse - Grade II listing (B)

2.5.17 This is the former Lodge at the original entrance from Buckden Road, built in around 1825.



Former coach house and stables (C)

2.5.18 The former coach house and stables were built in the early 19th century. The stables and coach house form a courtyard against the western side of the Officers Mess.



(D). Dwarf wall with integral seating



(E). Wall of former kitchen/courtyard garden



(F). Wall with steps. Former integral seat along wall edge is missing



(F). Wall of former formal gardens. This wall acts as a retaining wall to land to the north on the other side

Existing road and public transport networks

Buckden Road

- 2.5.19** Buckden Road (B1514) is a main road, connecting the A1, to the south, with the village of Brampton and Huntingdon beyond (and carries high levels of traffic). The road is currently divided into two speed limit zones, changing to 30 mph as it approaches the village. The road runs past the east of the site before entering the village. The road is intermittently paved on either side together with highway verges. The principal entrance to the site is located towards the northern end of the site via the roundabout on Buckden Road, and connects with Central Avenue. There is also a secondary access that is occasionally used. This is located towards the southern end of the site and connects with Park Lane.

Park Road

- 2.5.20** There is a redundant vehicular access from Sandwich Road in the far north western corner of the site, which used to be connected with Park Road and to the western end of the village. Whilst this access is closed to vehicles because of the MoD use of the site, there is currently a controlled pedestrian link, allowing access to the public Right of Way to the north of the site.

Bus services

- 2.5.21** There are 2 bus services that go through Brampton connecting Huntingdon and St Neots and intermediate villages. These routes run approximately every hour throughout the week. The bus route and stops are shown on Map 12.

Access

- 2.5.22** The majority of the site will be accessed from the exiting roundabout on Buckden Road. The access from Park Lane onto Buckden Road will be reopened, and a pedestrian / cycle link with Sandwich Road and the Public Right of Way to the north west is being considered.

Existing Footpaths and Connections

- 2.5.23** A public Right of Way runs along the southern boundary and close to the western boundaries of the site connecting to the village. There is also a public Right of Way opposite the northern part of the site along River Lane leading to the Ouse Valley.

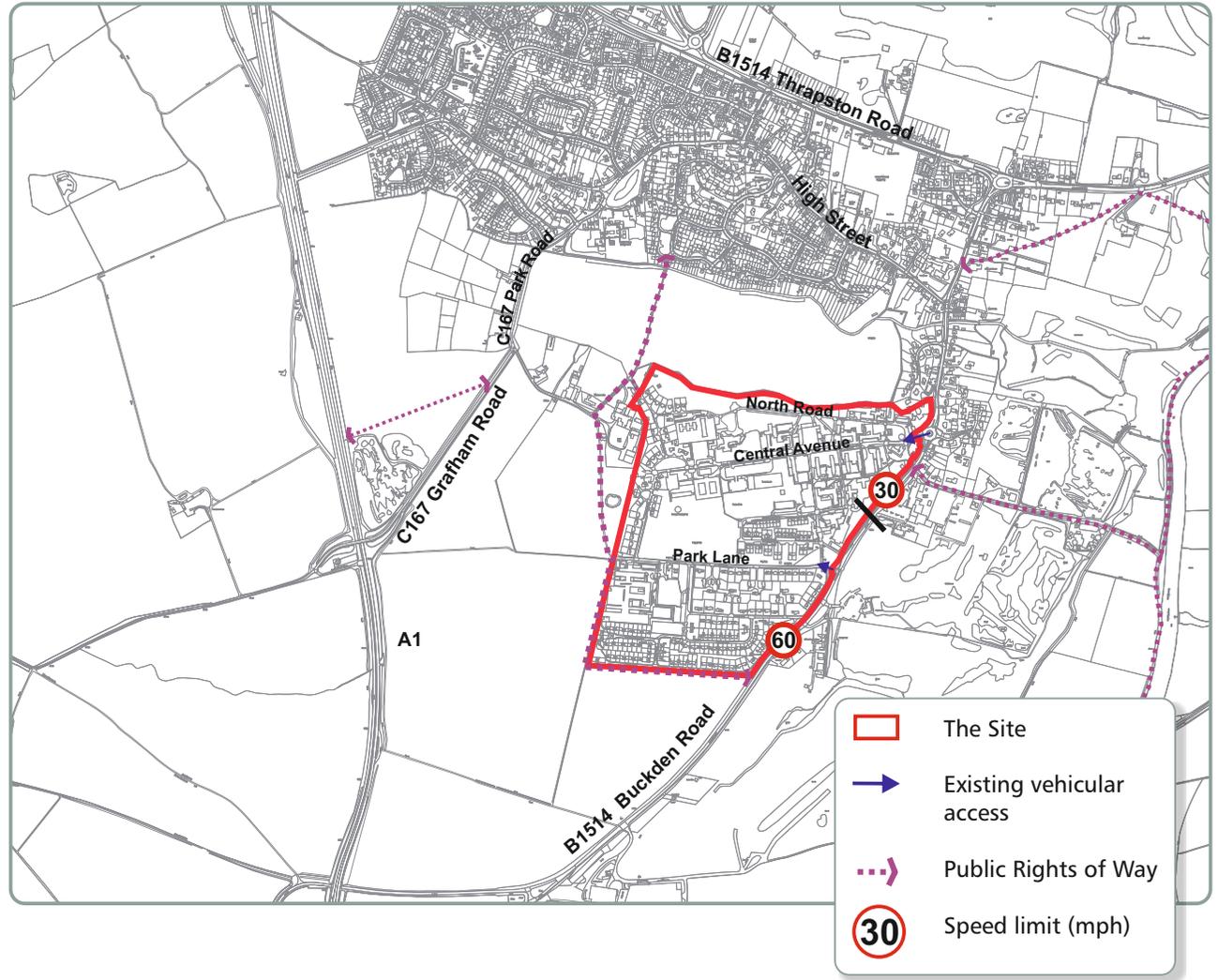


Existing Public Right of Way to the village

Map 12. Bus Services between Huntingdon and St Neots



Map 13. Street Names and Speed Limits



2.6 Planning History

- 2.6.1 The site was covered by Crown Immunity until 7 June 2006. Crown Immunity enabled development to occur without the requirement for planning permission. Part 7, Chapter 1 of the Planning and Compulsory Purchase Act 2004 ended the Crown's immunity from the planning system by applying the Planning Acts to the Crown. Development on site now requires planning permission from the Local Planning Authority.
- 2.6.2 The site does not contain any recent planning permissions for residential or mixed use development. A Tree Preservation Order was placed on the site at the end of December 2010 to protect and safeguard the significant trees on site prior to development proposals being considered.

3. URBAN DESIGN OBJECTIVES AND PRINCIPLES

3.1 Urban Design Objectives | 3.2 Place Making Principles

3.1 Urban Design Objectives

3.1.1 The Council's vision is to create a sustainable mixed-use development for Brampton that will provide new housing and employment for the Brampton area, as well as providing a significant area of new open space that will become available for recreation and leisure uses.

3.1.2 The development of the site will be founded upon best urban design principles. Of particular importance are the following points:

- A. To create a genuine mixed-use site that will help to meet the future housing, employment and community needs of Brampton, Huntingdon and the surrounding area.
- B. To provide a range of social and community facilities including a local shop(s), sport and recreation provision, and upgrading of the existing village primary school to meet the needs of the enlarged residential community.
- C. To create a network of open spaces across the site, linking with the surrounding countryside and green infrastructure network via sustainable urban drainage, wildlife corridors and other biodiversity opportunities.
- D. To create a sustainable, well planned, interesting and distinctive place that has its own identity yet becomes an integral part of the village and its community.

E. To develop the site with careful consideration of the existing landscape and historical features, and to use land efficiently and creatively, making the most of and reflecting the attractive existing landscape features on the site.

F. To ensure sensitive uses such as residential development will be located away from areas of higher flood risk.

G. To reduce the need for residents to travel long distances by providing good links from residential areas to local employment areas, community facilities and services, the village centre, and to the public transport network for journeys to employment and other services beyond the village.

H. To ensure that the development is clearly connected and permeable, to be based on a network of well designed attractive and interconnected streets and walkways that will encourage links to the existing village.

I. To ensure, through good design, that the residential environment is not dominated by the car.

J. To improve pedestrian footpath access from the site into the open countryside to the north and west of the site, connecting with the existing public footpath routes.

K. To ensure an attractive and wide landscaped entrance to the village along Buckden Road, softening the impact of the development on the entrance to the village from the south.

L. To enhance native biodiversity (the number and variety of plant and animal species) within the area and address the impact of development on the biodiversity and environmental quality of the surrounding countryside.

M. To promote an energy efficient new development that has minimal impact on the causes of climate change, and which takes advantage of appropriate renewable technologies.

3.2 Place Making Principles

3.2.1 It is important that RAF Brampton is designed to be a distinctive and attractive place in its own right, also one that integrates and benefits the whole village. The Districts within Cambridgeshire have produced the Cambridgeshire Quality Charter to provide an overarching set of 4 place making principles. These will also be important principles when designing any new developments. Huntingdonshire District Council has adopted the charter and will use it as a material consideration when determining planning applications for the site.

These 4 principles are:

- Community
- Connectivity
- Climate
- Character

Community

3.2.2 Individuals and families that live in and use places create and shape their communities. The following community focused, place-making principles provide a basis for ensuring that RAF Brampton will be a well designed and successful place whose community has the best chance to thrive:

- Involve communities from the start of the design and planning process

- A range of housing tenures should be available, and homes should be built in a way that allows adaptation to different stages of life
- Individuals should feel able to get involved in managing their communities
- Social infrastructure, including health, education and leisure opportunities, is just as important as physical infrastructure
- There should be a mix of formal and informal greenspace and links between them
- Community activities should be encouraged by the provision of places to meet informally and formally
- Public space should promote social interaction and healthier lifestyles
- Community facilities and buildings should be flexible and able to make use of the latest technology
- Space should be made available for a local shop(s) and services to develop and thrive.

Connectivity

3.2.3 Whilst private cars will remain important they should not dominate the design process or the completed development. The following connectivity focused place-making principles, provide a basis for ensuring that RAF Brampton will be well connected internally

and beyond by a range of transport choices and opportunities to walk and cycle:

- New development areas should be easily accessible by high quality and frequent public transport services
- Public transport should integrate with existing transport systems with frequent services and stops
- New developments should enhance the feasibility of walking and cycling
- Development should facilitate the ability of people to work close to home for part of their working time
- Streets, footpaths and other links should provide for ease of mobility for all sectors of the community
- Bus stops should be well designed and should provide information on services and local facilities
- Unnecessary car usage should be discouraged by parking control and the establishment of initiatives such as car clubs
- Road designs should include permeable surfaces. To avoid roads being continually dug up by services (water, waste etc.) these should go in green space corridors or in distribution ducts.

Climate

3.2.4 All new development and infrastructure at RAF Brampton will be built to meet the latest environmental standards, using the following climate change focussed place making principles:

- Generally, the pattern of development should allow people to adopt sustainable lifestyles easily
- Parts of the development area should aim to achieve the highest environmental standards and act as examples of good practice as the development proceeds
- New residential development should not be located in areas liable to environmental risks, such as flooding
- Sustainable waste management systems should be built into new developments to make recycling easy and unobtrusive and encourage people to waste less
- Utility service providers should work together in designing infrastructure that promotes energy and water conservation and the use of locally produced renewable energy
- All buildings should be designed to anticipate the potential impacts of climate change and have a capability to be easily adapted

- Biodiversity and wildlife should be encouraged through a network of green spaces and sustainable urban drainage systems. Biodiversity should also be encouraged within the built environment, for example nest/roost provision within buildings – see RIBA's publication "Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build" (Williams, 2010)
- Sustainable energy partnerships or trusts should be encouraged as part of new developments and within local communities
- Trees and planting should be used to provide shade and cooling in summer and to soak up rain, as well as providing an attractive landscape.

Character

3.2.5 The following design character focused place-making principles provide a basis for ensuring that RAF Brampton will be a well designed and attractive place:

- Existing landscape features should be identified and used to create a locally distinctive place
- The Urban Design Framework should provide a sound basis for master-planning RAF Brampton

- Design quality should be promoted in the development in accordance with the principles established in the Urban Design Framework
- Densities and massing should vary with higher densities around local shops, services and transport nodes
- Creative but simple designs, well built with durable materials and attention to detailing are often the most successful approaches
- Open space should be designed to be integrated with buildings and good landscapes are as important as good buildings
- All buildings should be designed to be flexible and adaptable
- Car and cycle parking, storage and waste recycling should be integrated into the design process of all buildings.

Building for Life

- 3.2.6 Building for Life is the national industry standard for well-designed homes and neighbourhoods. Good quality housing design can improve social wellbeing and quality of life by reducing crime, improving public health, easing transport problems and increasing property values. Building for Life promotes design excellence and celebrates best practice in the house building industry.
- 3.2.7 The 20 Building for Life criteria embody the Council's vision of functional, attractive and sustainable housing. New housing development at RAF Brampton will be scored against the Building for Life criteria to assess the quality of their design during the planning process.
- 3.2.8 The Building for Life criteria are a series of 20 questions which are used to evaluate the quality of new housing developments. Developments are given an overall score out of 20 and graded as "very good", "good", "average" or "poor".
- 3.2.9 Building For Life can be viewed online via the following link:
<http://webarchive.nationalarchives.gov.uk/20110107165544/http://www.buildingforlife.org/criteria>

3.2.10 The 20 questions are based on the following four criteria to assess the quality of any given development:

1. Environment and Community
2. Character
3. Streets, Parking and Pedestrianisation
4. Design and Construction

4. DEVELOPMENT OF URBAN DESIGN OBJECTIVES AND DESIGN GUIDANCE.

4.1 PART 1. Broad Concept | 4.2 PART 2. Detailed Development Guidance | 4.3 Land Uses | 4.4 Form of Development |
4.5 Integration and Movement | 4.6 Sustainability | 4.7 Section 106 and Community Infrastructure Levy | 4.8 Implementation

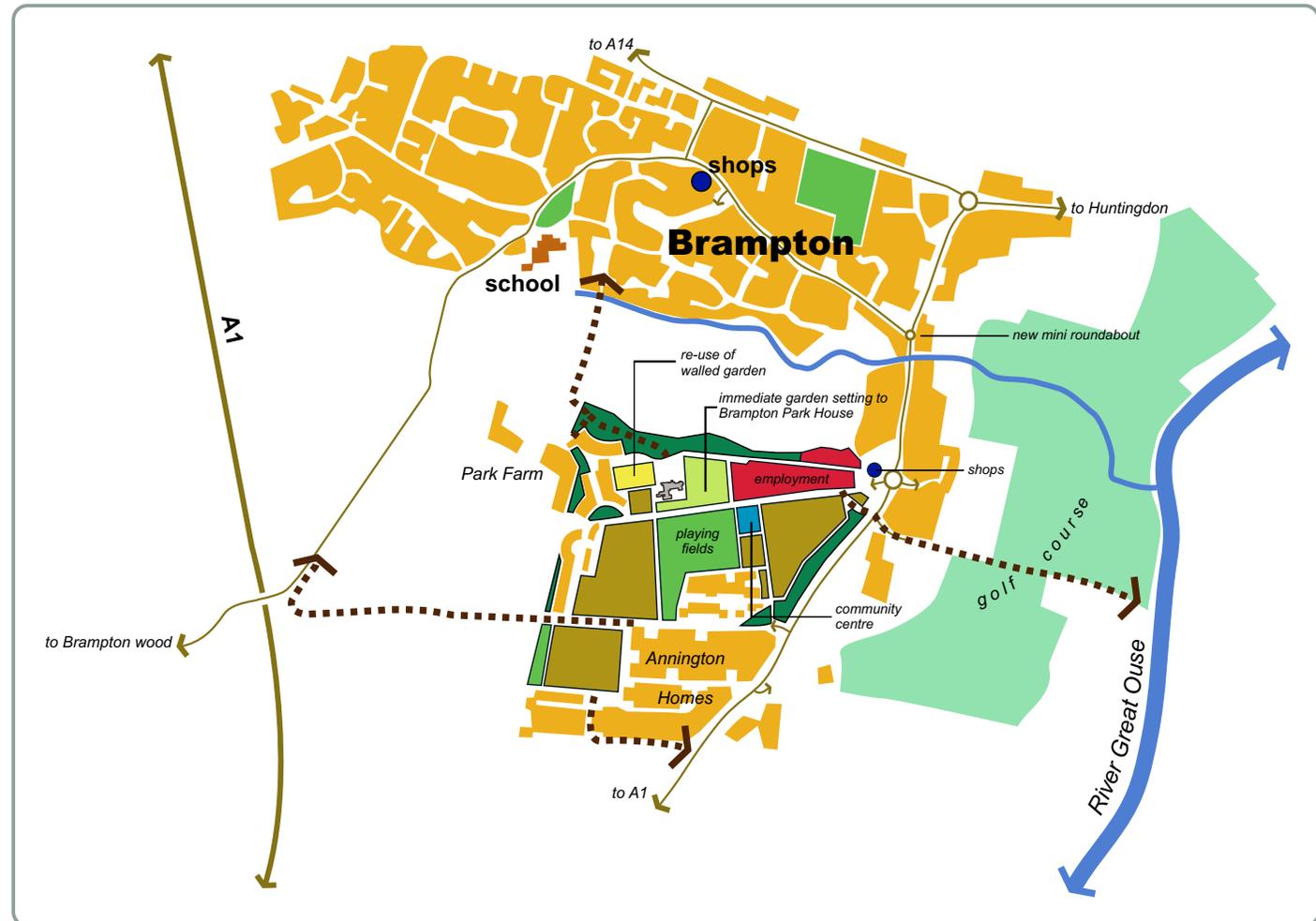
4.1 Part I. Broad Concept

- 4.1.1 Using the detailed understanding of the site gained from carrying out an analysis of the site's historical context, constraints and opportunities, a preferred option has been developed. This highlights the broad issues that must be addressed by development proposals. The preferred option places significant emphasis on providing enhanced public open space, ensuring integration with Brampton village and reflecting the historic form, in particular through protecting and enhancing the setting of Brampton Park House and referencing the existing structure of the site. The concept recognises the need for redevelopment of the site to be economically viable.
- 4.1.2 The preferred option focuses on six key principles that development must address:
- Establishment of the extent of development
 - Establishment of sustainable connections with Brampton village
 - Retention of historic buildings and reflection of the historic form
 - Protection of the existing natural landscaping features and open space
 - Integration with the adjoining Annington Homes estate
 - Retention of amenity structures and other viable buildings

4.1.3 The influences of each of these on the preferred option are set out after the preferred option plan. The preferred option is illustrated in map 14.

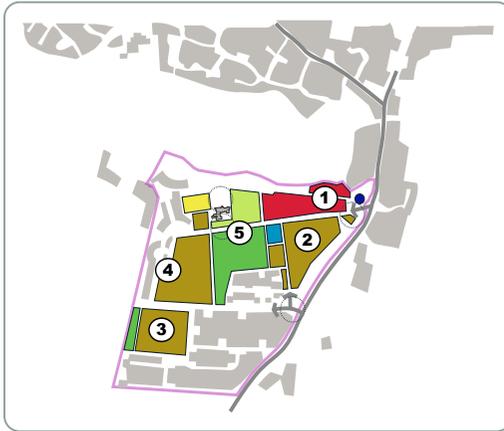
Map 14. Preferred Option

-  Existing housing areas
-  New potential housing area
-  Existing woodland areas
-  Existing and potential new open space
-  Setting to Brampton Park House
-  Walled garden to Brampton Park House
-  Potential employment areas
-  Potential location of community centre
-  Potential and existing footpath linkages



Establishment of the extent of development

- 4.1.4 The site is well contained and development should only take place within its existing boundaries. It consists of five distinct existing character areas as highlighted in section 2.4.



- 4.1.5 In the northern area (number 1 on the plan), development should be concentrated towards the eastern end near to the vehicular access into the site and only on previously developed land. To protect the boundary tree belt, development must not extend northward beyond North Road. Development in this area must have due regard to the setting of the Conservation Area.
- 4.1.6 The extent of development in the eastern area (number 2 on the plan) naturally flows right up to the existing eastern tree belt. Networks of landscape infrastructure should be retained and reinforced.

- 4.1.7 A significant opportunity for redevelopment can take place on the site of the large office complex in the south western area (number 3 on the plan). The extent of development will be influenced by the need for effective integration with the adjacent Annington Homes area.

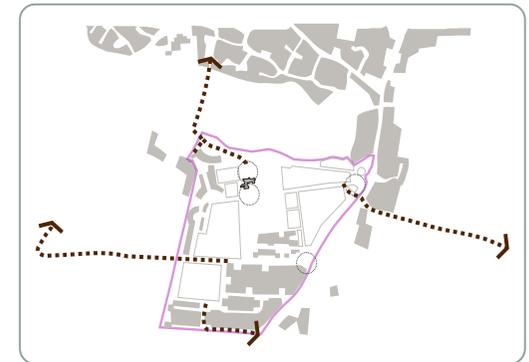
- 4.1.8 Any development close to the western boundary of the site should have regard to the rear building line of the existing houses and provide a landscape buffer between the dwellings and the boundary to avoid the creation of a hard edge (no's 3 and 4 on the plan). Development must not be located at the western end of Park Lane and Central Avenue so that open views out to the countryside are maintained. Some development will be acceptable on part of the existing cricket pitch on the western part of the site.

- 4.1.9 The central part of the site (numbers 5 on the plan) comprises a large area of green space which will be retained and enhanced within the development proposals. This will protect and enhance the setting of Brampton Park House and protect long distance views towards it from the south. This area of public open space will also provide valuable playing fields and other recreational facilities.

Establishment of sustainable connections with Brampton village

- 4.1.10 Improved connections with the existing public footpath network will be an essential feature within any future development in order to improve integration with Brampton village.

The existing access points and paths should be upgraded (with agreement from the adjacent landowner) to enhance pedestrian and cycle access and new ones created where appropriate (as shown on the plan below). This will create direct routes within the site and across to Brampton village and its facilities, as well as to the wider amenity areas such as Brampton Wood and the Ouse Valley. Following recent ministerial guidance, upgrading of footpaths for cycle access should be achieved where possible by formal public bridleway status.



- 4.1.11 As the site is currently used as a military base, it is enclosed by a boundary fence. The removal of this fence will allow pedestrian and cycle links to be created and link the site eastwards onto Buckden Road thereby improving integration to this part of the village, improving access to the nearby secondary school, and to Buckden and Huntingdon. Any future development will be required to remove this fence.

Retention of historic buildings and historic form

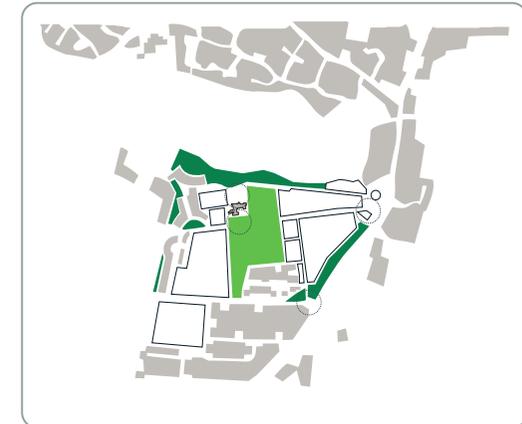
- 4.1.12** Brampton Park House, the Stables, and the Gatehouse are all Grade II Listed Buildings and must be retained and maintained to English Heritage standards in any development proposal. These buildings form a strong integral part of the site's character and reflect the site's historic context. Future development must protect and enhance their integrity and setting. The former garden walls, which are protected due to their relationship with the listed main house, are also a positive asset to the site which must be retained with new development located sensitively to these features.
- 4.1.13** Within the development the opportunity exists to retain elements of the site's military heritage and archaeology. A summary of the sites military heritage will need to be undertaken to establish the interests of this heritage, identifying what is to be kept and justifying what is to be removed.



- 4.1.14** The site is formally laid out, based around a network of routes established by the RAF, overlaid on top of the landscaped setting that was in place when Brampton Park was a landed estate. Both the formality of these routes and the setting of the house and its grounds must form the basis of any new development on this site. New routes should enhance the formal grid system of roads, paths and spaces and reinforce the distinctiveness of the site.

Protection of the existing landscape features and open space

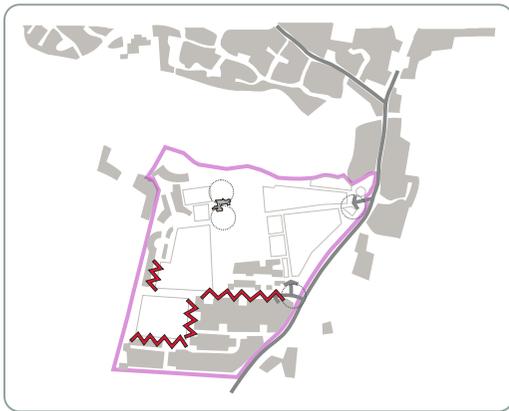
- 4.1.15** The individual trees and groups of trees are the most important existing natural landscape features on the site because they contribute significantly to the overall landscaped appearance of the site. It will be important to protect and enhance the mature tree belts along the northern, eastern and south eastern boundaries of the site, to maintain the established historic planting scheme that strongly characterises the site and minimise the impact of new development on the wider landscape.
- 4.1.16** Within the site the trees lining internal roads currently make a strong contribution to the spacious character of the site's layout. These should be retained and reinforced by the addition of new avenues of trees along key east and west routes.



- 4.1.17** There are several pockets of trees which form a network of green spaces. This network should be reinforced to improve green space linkage across the site and better connect the site to the peripheral edges and countryside beyond. Single and small groups of mature trees within the existing open space should be retained and used to guide the locations of future public open space which will benefit from a mature landscaped backdrop.

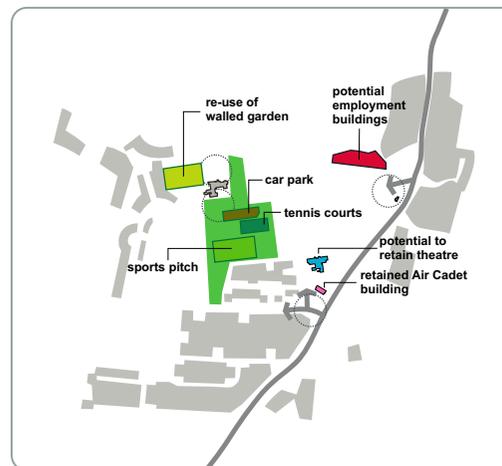
Integration with the Annington Homes estate

4.1.18 Military personnel will still be living on the Annington Homes part of the site following redevelopment, and their living quarters and the roads within the Annington Homes area will need to be fully integrated into development proposals to further integrate the site within the village. Development on the site must avoid the creation of two separate enclaves.



Retention of amenity structures and other viable buildings

4.1.19 The site benefits from good existing amenity provision. Some good quality tennis courts exist within the site which should be retained as a useful facility for future residents. The existing playing field which is currently used as a rugby pitch will need to be retained as playing fields for use by the local community. Retention of this playing field will help to preserve the green backdrop to the south of Brampton Park House, and once the existing 3 storey office building is demolished, will help to enhance the setting of this listed building. It is more sustainable to retain existing facilities, such as playing fields and tennis courts, than create new ones elsewhere. A car park is located close to these facilities and part of this car park must be retained to serve the recreational and community facilities.



4.1.20 There are some buildings which may be worthy of retention in the short term for employment uses along the northern edge of the site and their suitability should be fully assessed. The Airmen's Mess building currently used as a mess and used by The Brampton Little Theatre Company and a choral society could be retained and incorporated into the site for community uses. Options for its partial retention are illustrated on map 19A-19C later in the document.

4.2 Part II. Detailed Development Guidance

4.2.1 The following detailed development guidance builds on the constraints, opportunities and design principles identified in previous chapters. It sets out how the Council envisages the site will be developed.

4.2.2 The six principles identified in Part I have been further developed to create detailed development guidance.

4.2.3 This site presents the opportunity to create an attractive and sustainable mixed-use community consistent with national and local policy. It will provide homes of mixed type and tenure together with employment opportunities, publicly accessible open space, shops and community facilities and improved footpath and cycle ways to integrate it with the existing village. The development will create a unique sense of place defined by a bold and innovative landscape framework whilst creating an attractive well connected setting for new homes.

4.2.4 To ensure high quality redevelopment and implementation of the preferred option, the following section sets out detailed guidance on the scale, form and quantity of development considered appropriate. This is illustrated by a variety of maps and photographs to aid interpretation. Guidance is set out under the following headings:

- Land uses
- Form of Development
- Integration and Movement
- Sustainability
- Section 106 and Community Infrastructure Levy
- Implementation

4.3 Land Uses

4.3.1 Redevelopment of the site will comprise a mix of uses including residential and employment development, community infrastructure and open space. The land uses have been located to create a comprehensive design which not only responds to the physical, historical, socio-economic and ecological context of the site, but will also enable the provision of jobs, homes, shops and infrastructure in this well-connected location.

4.3.2 The following land uses will be incorporated into development proposals:

- Approximately 400 homes
- Approximately 3.2 ha employment land
- Shop(s)
- Community facilities
- Accessible open space

4.3.3 It is envisaged at this stage that the scale of development will not generate the need for an additional primary school. Brampton Village Primary School will be upgraded / extended as required and agreed with the County Council to cater for additional school places. Having one enlarged primary school in the village will help to facilitate integration of the existing village community and the new community at RAF Brampton and will provide an enlarged role as a community hub for the village.

Map 15. Land Uses



4.4 Form of Development

4.4.1 The form of development on the site will respond to the existing positive site features and will embrace and learn from other highly regarded development both locally and around the country.

Urban Structure and Urban Grain

4.4.2 'Urban structure' is the elements which make up a place - blocks, streets, buildings, open space and landscape - and how they fit together. The preferred option creates an accessible, large, central open space within the site, with the buildings comprising a clear framework of routes and spaces that connect both within the site and beyond. The existing east-west routes form the main structural element within the site, with tree belts of varying widths along the periphery.

4.4.3 The preferred option will create a tight urban grain within a grid, with varying sized building blocks, creating a built form that draws from and responds to the existing layout of the site and traditional historical patterns of towns. This layout will help to add variety and interest to the development. The urban structure and urban grain of the development are illustrated on map 16.

4.4.4 The urban structure and grain of the development facilitate a safe and sustainable environment for residents, employees and visitors, taking into account 'Secured by Design' principles.

Map 16. Urban Structure and Urban Grain



Employment Development

- 4.4.5 Employment uses will be located towards the north eastern part of the site along Central Avenue where there is good vehicular access from Bucken Road, the B1514. Buildings with elevations and / or frontage to Central Avenue should be of a very high standard of design incorporating natural surveillance, as Central Avenue is the principal access road into the site. 3.2 ha of land (gross) is set aside for the employment areas which should be class B1 uses. This encompasses a) offices, b) research and development or products or processes, or c) for any light industrial process. These should include start-up, incubator units and grow-on space for smaller businesses, and provide high value jobs in sectors that complement and help promote growth in the local economy. Specific employment uses which match the requirements of the local and regional market should be explored.
- 4.4.6 A key element of the site will be the main entrance area from Buckden Road. This is where the employment area and shops will be located. Development must have regard to the spatial characteristics of this part of the site, especially the mature trees, listed buildings and curtilage listed walls. Pedestrian and cycle access must be provided at the north western corner of the site, connecting with the existing Public Right of Way, and thereby connecting the development site with the school and the rest of the village.
- 4.4.7 Brampton Park House could be an attractive location for a country house hotel, conference

centre or institution. At this stage however, the Council is not specifying a particular use for this group of buildings with proposals being considered depending on the viability and appropriate protection of the listed building.

- 4.4.8 Some limited development may be considered within the former kitchen gardens to support the viability of a future use for Brampton Park House.

Heritage Assets

- 4.4.9 The listed buildings within the site are afforded statutory protection under the Planning (Listed Building & Conservation Area) Act 1990. They must be retained within the scheme. Any change of use and associated refurbishment must be sympathetic to the architectural and historic interests of the individual listed buildings. Any proposal should be based on an understanding of the significance of each building and should be supported by appropriately presented research.
- 4.4.10 The National Planning Policy Framework is the statutory guidance on 'Planning for the Historic Environment', and a material consideration in planning decisions. It is very specific in ensuring heritage assets which are not designated, in this case the archaeology and military heritage of RAF Brampton and adjoining Conservation Area, are given due consideration in planning decisions. Any scheme will need to take this into account.

Shops and Community Facilities

- 4.4.11 A small convenience store and possibly one or two other small shops / facilities will be provided as part of the development. The shops should be located close to the entrance to the site to allow for greatest accessibility by all of the new community, the employment areas, and existing residents as well as to benefit from passing trade. The convenience store should be of a similar size to the Co-op in Godmanchester. It will be a two storey building with housing above the shop, as has been constructed at Hinchingsbrooke.
- 4.4.12 A multi - use community building will be required close to the centre of the site, close to existing outdoor recreational facilities. This will provide appropriately sized multi - use community and activity rooms, potential indoor sport, and additional changing facilities to Football Foundation and Sport England standards for the playing fields, tennis courts and other sports on site. The Parish Council envisages the provision of three rooms, one smaller room and two larger rooms of different size. The multi use community building could accommodate demand for additional pre-school places generated by the development. The specification is dependent on the decision to be made regarding potential theatre use within the building. Changing facilities should be provided on a scale to match the proposed sports provision. An integral tool store should also be provided as part of the building. The Parish Council wishes it to be large enough to accommodate a small tractor and other grounds maintenance equipment.

- 4.4.13 Part of the existing car park on the southern side of Central Avenue opposite Brampton Park House will be retained as parking to serve the community building and recreational facilities.
- 4.4.14 An option is provided, illustrated on maps 19A-19C, for the partial retention of the Airman's Mess for community uses, however it is envisaged that a separate building would be required for changing facilities to serve the central recreational facilities. It is envisaged that such a building would be located next to the car park and central recreational facilities to the south of Central Avenue.

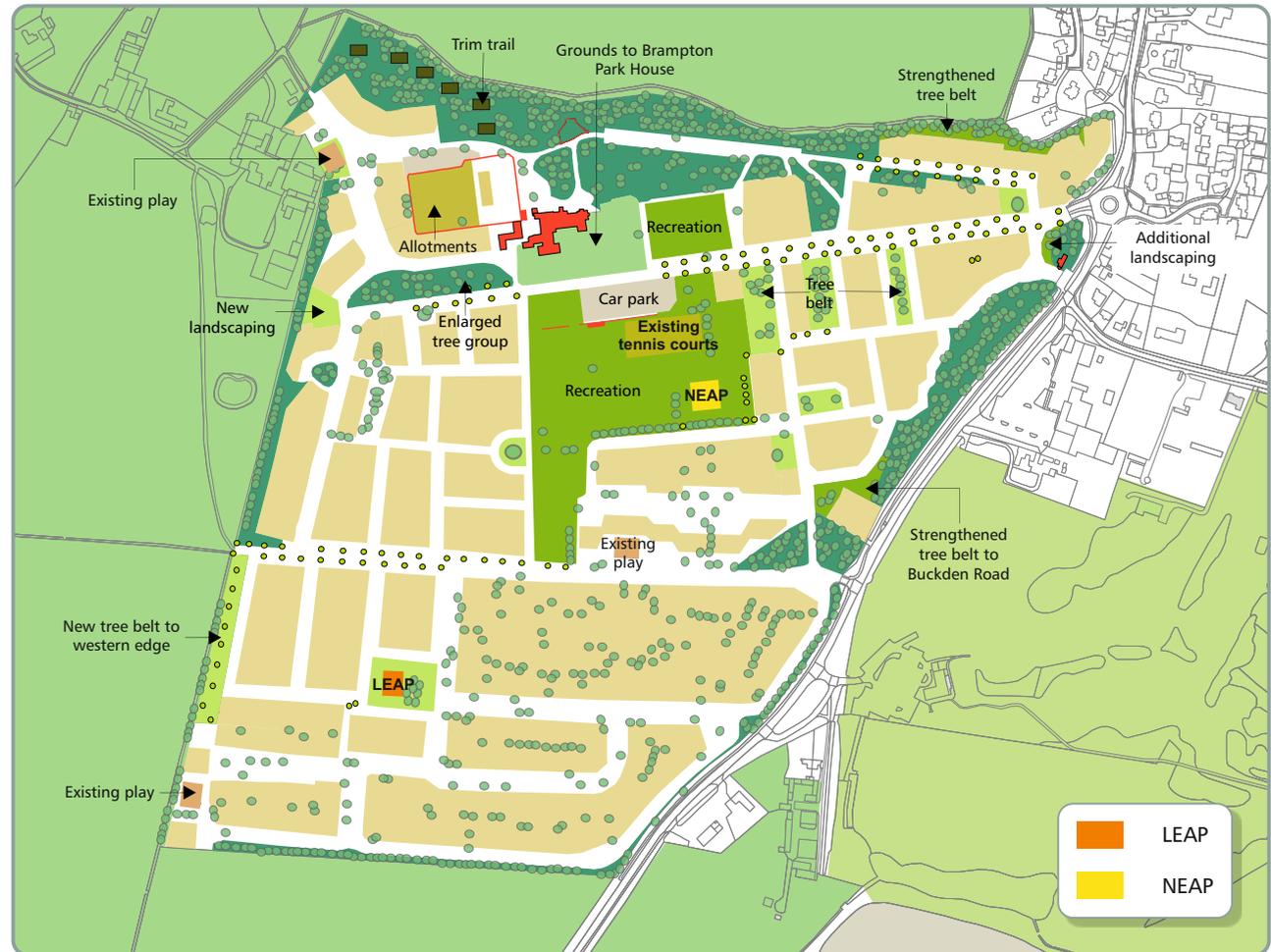
Map 17: Employment, Shops and Community Facilities



Open Space

4.4.15 RAF Brampton presents a significant opportunity for new development to be set within a well designed framework of public open space. This should take advantage of the landscape characteristics of the site and include formal and informal play areas. Public open space within the site must be high quality to allow residents to meet many of their recreational needs in their development. The major area of open space proposed is situated in the centre of the site and is currently used as playing fields which are well drained and maintained. This will form a focal area for the site and give an attractive backdrop to Brampton Park House. The size and arrangement of formal sports pitches on the central area of open space must have due regard to the protected trees within this area, and will need future consideration and discussion with the Parish Council and potential user groups. This area of open space must be capable of being used for community events as well as sports pitches. Within the centre of the site there are also some good quality tennis courts. The Parish Council wishes to seek the retention of at least 3 of these tennis courts. The remaining tennis courts could be converted into a Multi Use Games Area (MUGA) for older children. Other large areas must be incorporated including the existing tree belts on the northern and eastern edges.

Map 18. Open Space



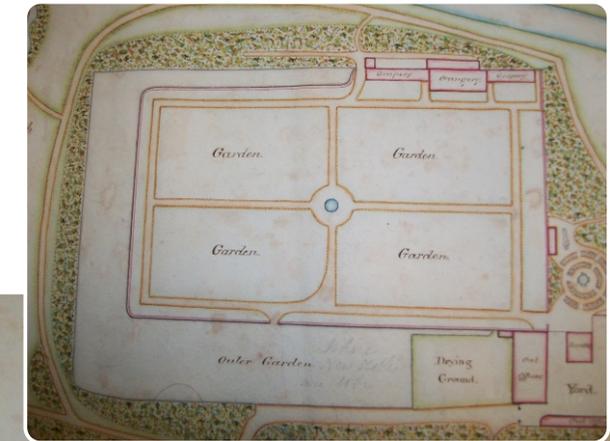
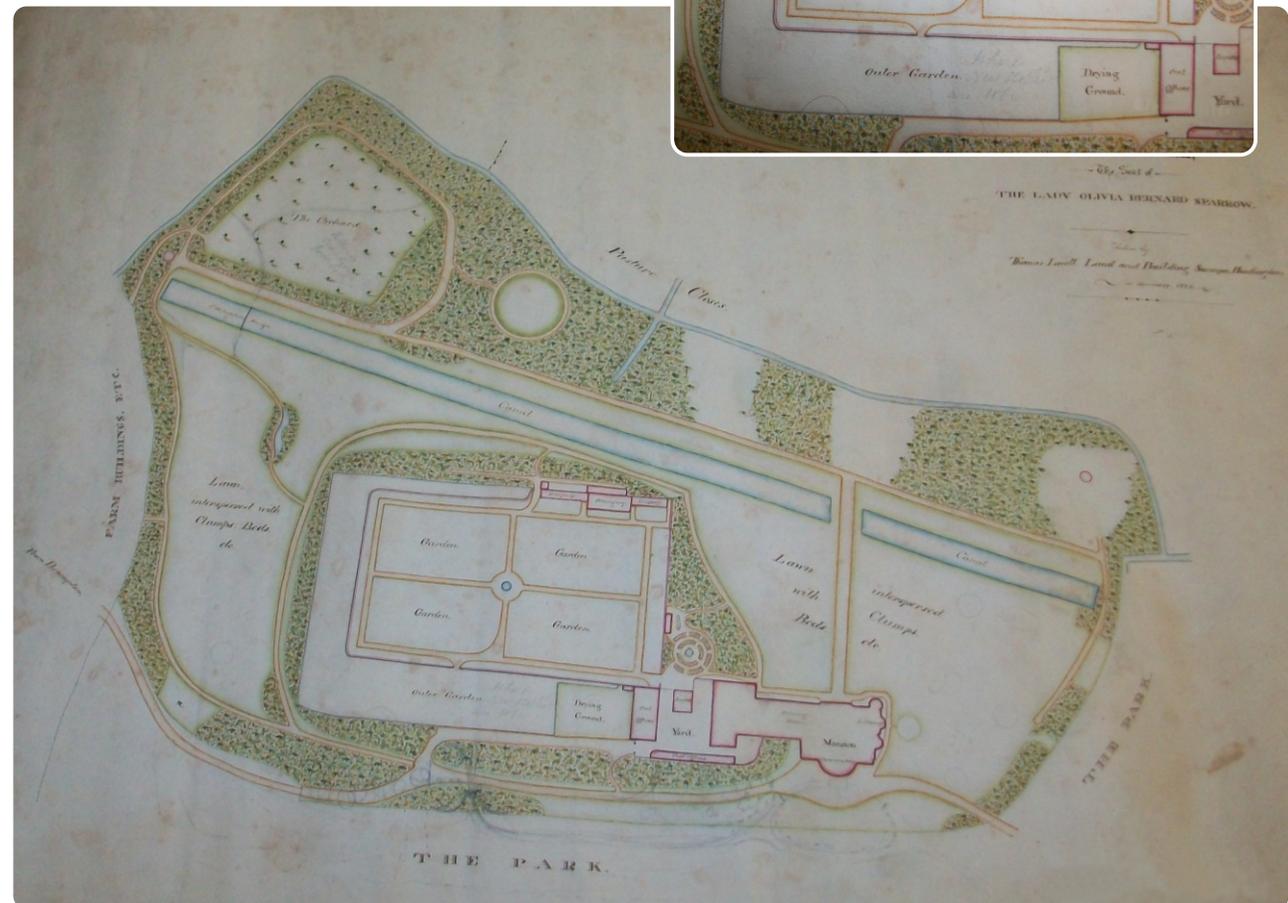
4.4.16 There will need to be at least two equipped play areas on the site. These new play areas will be bespoke to the site, designed with the input of the Parish Council and local young people including the village Youth Forum. A woodland trim trail will also be required within the northern tree belt providing an exercise circuit for all levels of physical ability, not only for children but for the whole community. All areas of equipped play, tennis courts and sports pitches must have easily accessible cycle parking close by to encourage usage and promote sustainable travel modes.

4.4.17 Open landscape areas should be provided adjacent to the countryside edges particularly along the western edge, providing a transition area between the countryside and the development. Other landscaped areas should be located to the east of Brampton Park House, further enhancing its setting. The location of various forms of open space is illustrated on map 18.

4.4.18 Development adjoining open space and landscaped areas must front onto it, both to provide a high quality back drop and natural surveillance to facilitate a safe environment.

4.4.19 Allotments will be provided in part of the former walled kitchen garden to the west of Brampton Park House. Map 18A illustrates the layout of Brampton Park by a surveyor, dating from 1824. This plan should be used to help influence landscaping and public realm around the house and the division of the walled garden within any proposal.

MAP 18A 1824 Map of Walled Garden to Brampton Park House



4.4.20 Open space within the site will be owned and managed by a variety of public bodies. The District Council and Brampton Parish Council may both be interested in maintaining different parts of the green space on site, and commuted sums will be required to maintain these spaces. The long-term management will be essential in ensuring these areas provide maximum long-term benefits for people and wildlife.

4.4.21 Open space provision is essential to create improved areas for wildlife and biodiversity. Development proposals must incorporate appropriate areas for habitation creation through a network of green spaces, sustainable urban drainage systems (SUDs) and for trees and planting to provide shading and cooling in summer. These areas will link into other green infrastructure corridors and contribute to the provision of green infrastructure within the District.

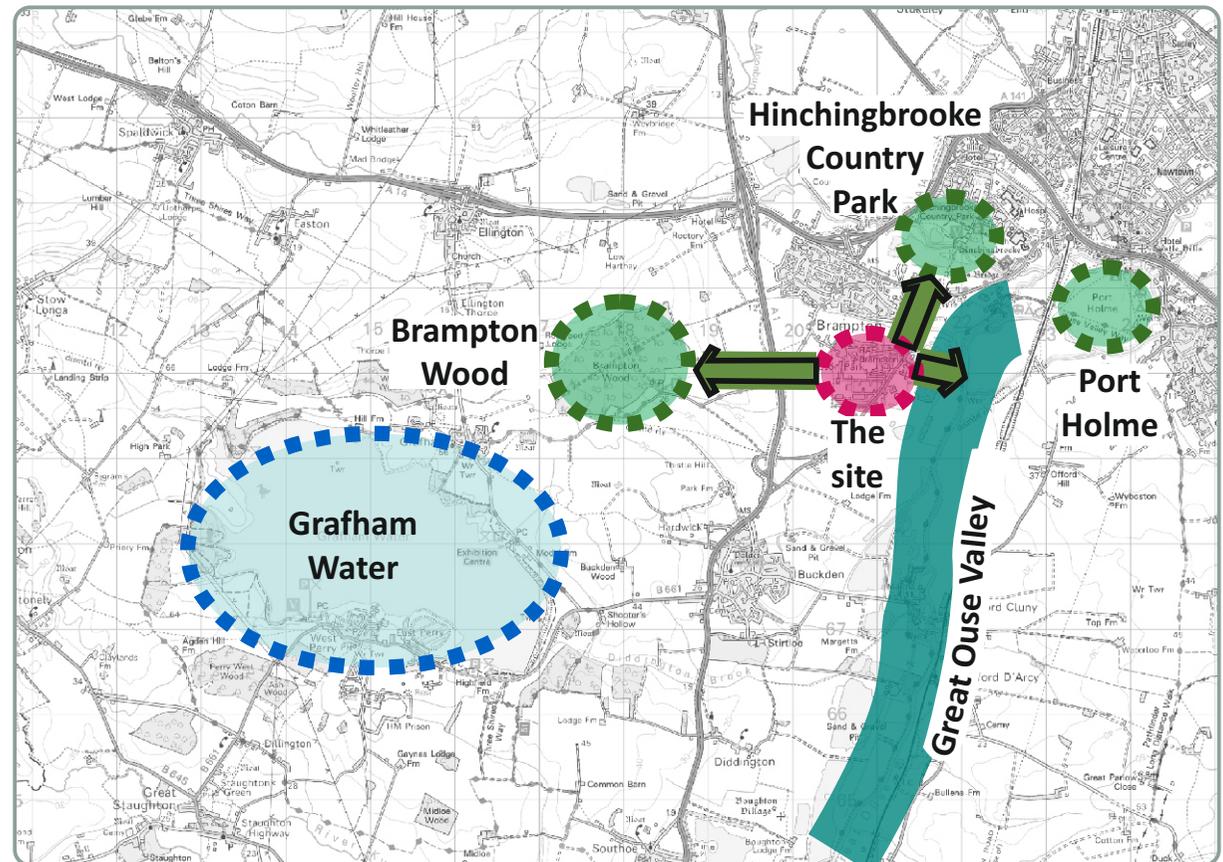
4.4.22 In addition to the creation of large areas of open space, well designed, multi – functional green corridors within the site, must be included to create linkages between these areas and to areas off site. To maximise benefits green corridors must include more than just a row of trees – these should be as wide as possible and incorporate structural and habitat diversity, for example by including shrubs, species rich grassland and drainage features.

4.4.23 Any proposals must include allotments and green roofs within the development as these will again provide multi – functional benefits. Inclusion of green walls, bat and bird boxes will

also provide biodiversity enhancement. The development of the site will require a detailed ecological assessment and mitigation and enhancement strategy. It is likely that a number of protected and / or biodiversity species will be present within and around the site.

4.4.24 Development of the site must have regard to the Cambridgeshire Green Infrastructure Strategy in linking areas of open space with the surrounding countryside and green infrastructure network. Local areas of green infrastructure are illustrated on map 18B.

Map 18B. Strategic Green Infrastructure Close to the Site



Residential Development

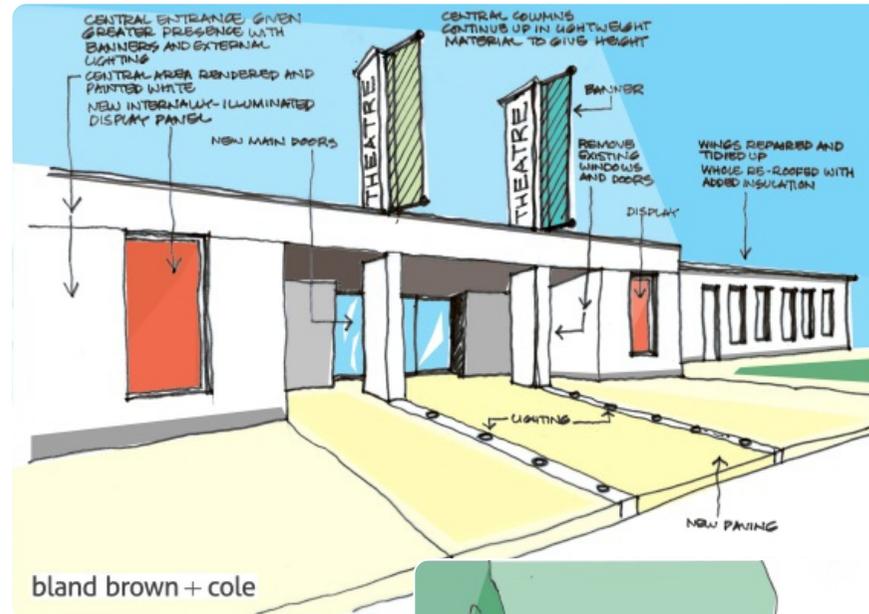
4.4.25 Approximately 400 new homes are proposed which will include a mix of detached, semi detached and terraced houses, as well as apartments and bungalows to create an all-age inclusive development. These homes should be provided at a range of densities, sizes and styles to create a variety of character areas across the site. The following capacity map illustrates how the character areas and densities may be arranged on the site having due regard to the opportunities and constraints on the site.

Map 19. Capacity Study



Alternative Residential Layout

- 4.4.26 During the public consultation on the draft UDF, a number of requests were made to include a plan illustrating the partial retention of the Airman's Briefing Building to be used for a number of purposes.
- 4.4.27 The following plans illustrate an alternative capacity layout with the retention of part of the Airman's Briefing Building. A Charitable Trust is currently being set up by The Brampton Little Theatre Save the Theatre Action Group who have expressed significant interest in owning or leasing the building. The Trust proposes to convert the building into an Arts Centre for Brampton. This will incorporate a theatre, cinema, coffee bar, meeting rooms and a small garden. The Arts Centre would have two large rooms which could be used in many ways (rehearsal space, meeting rooms, crèche, fitness classes etc). There would also be a food preparation area. However, there will not be any sports changing facilities in the building.
- 4.4.27 The Trust proposes to manage the centre on a day-to-day basis and be responsible for its upkeep. The Trust has produced a five year business plan which they believe shows the centre profitable from the first year. Further information can be found on the Trust's website: www.bramptonlittletheatre.co.uk



Brampton Little Theatre
'Save the Theatre Action Group'
Indicative Vision for the Building



Brampton Little Theatre: Sketch 2
5 December 2011

4.4.28 Plan 19A illustrates the partial retention of the building which could be used as a theatre / choral venue. The building would allow for the retention of the existing auditorium, toilets, bar area and storage space. The building to be retained is illustrated in blue and there is capacity for some parking to the front of the building. Residential development would be located adjacent to the building. It is envisaged that a purpose built multi-use community building would also be required under this option.

Map 19A. Alternative Capacity Study



4.4.29 Plan 19B and 19C illustrates the larger partial retention of the building which could be used as a theatre / choral venue with flexible space to provide for multi-use community facilities. A small amount of space is provided to allow for outside use in association with the building. It is unlikely that this option would cater for sports changing facilities in association with the sports facilities to be provided within the central area of open space opposite Brampton Park House, a purpose built venue would be required. A small number of parking spaces could be provided to the front of the building. Residential development would be located to the south of the building, and plan 19B and 19C illustrate two slightly different options of how residential development could be located within the residential area to the east of the central area of open space.

Map 19B. Alternative Capacity Study



Map 19C. Alternative Capacity Study



4.4.30 It is possible that within the Annington Homes estate, some infill development may be acceptable. This will be subject to site constraints and needs to be carefully integrated into the existing development.

Map 20. Potential Locations for Infill on Annington Homes Estate



Density and Mix

- 4.4.31 To ensure legibility and add interest a wide range of residential densities will be required across the site ranging from low density areas, with detached houses located within spacious plots, to medium density areas of semi detached houses with driveways and garages to the side and high density areas of continuous terraces of houses and apartments.
- 4.4.32 The general theme is for the higher density areas to be located predominantly on the eastern part of the site around the entrance, with lower density in the western and southern parts of the site. A broad illustration of where the lower and higher density areas should be located is illustrated on map 21. Approximately 170 homes can be developed on previously developed land at the eastern side at a high density, and approximately 80 homes on the western part of the site at a medium and low density. Approximately 150 homes can be built on part of the current playing fields and to the south of the former kitchen gardens at a variety of density ranges appropriate to the location.
- 4.4.33 To create sustainable and mixed communities there needs to be a mix of housing tenure including appropriate provision of affordable housing. Appropriate provision of affordable housing will be required as indicated within the Huntingdonshire Core Strategy (2009). Affordable housing must be well integrated with the market housing in a way which

Map 21. Density



results in different types and tenures of housing being in close proximity to each other. To ensure the creation of a mixed community, large groupings of single tenure dwellings must be avoided. Any Section 106 Agreement will require affordable housing units to be provided in clusters of no more than 10-15 units dispersed throughout the development. Designs will be required that show indistinguishable differences between housing tenures.

- 4.4.34 To provide adequate choice amongst market housing and ensure needs are met across the full range of potential demand a range of property sizes will be required. The mix of properties should have regard to the outcomes of the Cambridgeshire Strategic Housing Market Assessment. The Cambridge Housing Sub-Region Property Size Guide August 2010 provides guidance on appropriate housing mix. For the sake of clarity, 2 bed homes do not include a study on the 1st floor, as this could be easily classed as a bedroom. It is important that there is a reasonable supply of homes designed for those with disabilities and smaller properties to meet the increasing need from single person households.

Scale and Massing

- 4.4.35 Building heights add architectural interest and can have an impact on the sense of enclosure within the public realm. A range of building heights should be provided

throughout the development and should reflect the site's urban / rural location. In order to reflect the existing character of buildings on site most of the houses within the development site should be a maximum of 2 storeys in height.

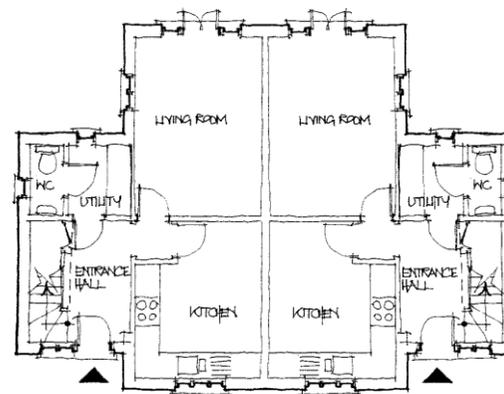
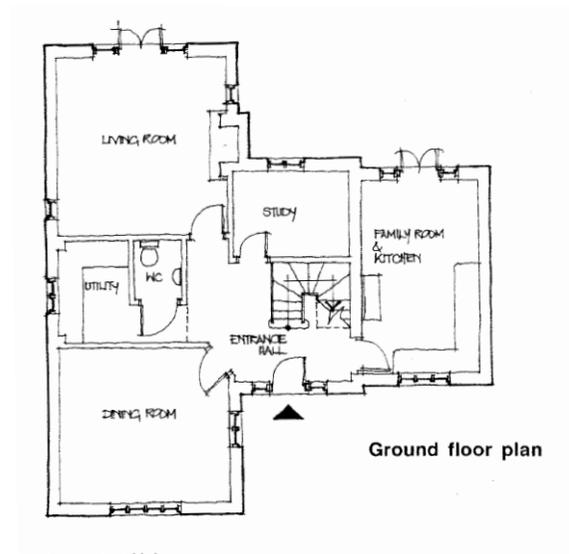
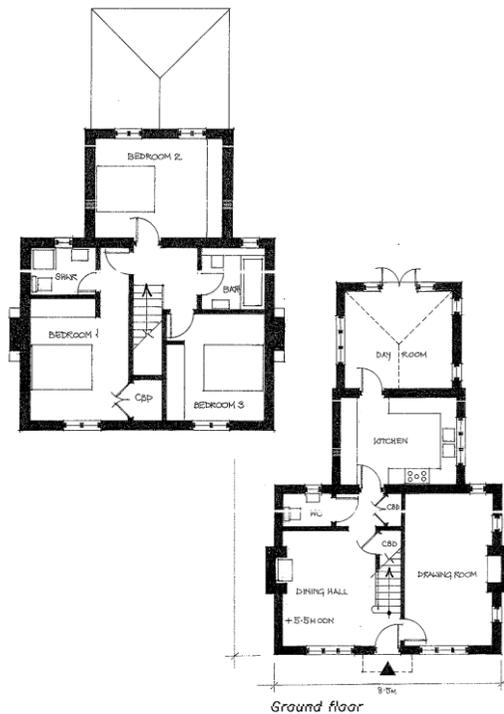
A limited number of 2 ½ and 3 storey houses will be acceptable in the higher density part of the site along Central Avenue and at key locations. Map 22 illustrates the range of building heights across the site.

Map 22. Building Heights



4.4.36 A wide range of housing typologies will also be required, as this is desirable not only to provide a broad range of house types for future residents, but also to establish a varying grain and character to the entire development. A greater use of modelled house types will also be required. A modelled house is one that is not a simple box shape. These more innovative house types add interest and distinctiveness to any development.

Examples of 'modelled' houses



4.4.37 Detailed guidance on individual house designs include the following types:

4.4.38 Narrow Frontage Terrace: These serve to create a strong continuous edge with a tighter grain, giving a different character to the public realm. Their frontage width ranges from 4-6 metres.



4.4.39 Wide Frontage Terrace: These serve to create a strong continuous edge to the public realm. Their frontage width ranges from 8-14 metres. In the case of dwellings with on-plot parking a car port must be incorporated into the mass of the main house. They can often be cranked or splayed to help create interesting spaces and places.



4.4.40 Semi-Detached Houses: These can be 2, 3 and 4 bedroom houses. In the case of dwellings with on-plot parking the garage should be in the side or rear garden area and the minimum space between adjacent buildings is 5.5m where shared drives are used. These houses

should generally have a front garden of approximately 5 metres in depth in the lower density area which helps to provide an attractive sense of place.



4.4.41 Detached Houses: These are located on larger plots with front gardens generally 5-7m deep, and with garages in the rear or side gardens. The houses are spaced with generous gaps between buildings.



Character and Distinctiveness

4.4.42 The site already contains an underlying framework of routes and spaces with the existing east / west routes and their north / south connections forming the main structural element to the site. To create a distinctive, legible urban form, a series of new character areas should be established which flow from the existing features of the site. These will be fundamental to the delivery of legible townscape and should be achieved by taking advantage of the various landscape settings and routes within the site. It will be expected that over this development site a series of interesting character areas will be created as illustrated on map 23 and noted below:

- The Entrance
- Central Avenue
- The Central Open Space
- The Eastern Tree Belt
- The Western Edge
- Brampton Park House

Map 23. Character Areas



4.4.43 Landmark and key buildings should be provided in certain locations and built to exceptional design standards. The locations for these key buildings are illustrated on map 24. These key buildings will be important to articulate the urban structure, emphasise open spaces and strengthen the main connections.

4.4.44 Certain view corridors have been established within the layout of the site. These generally link the development areas with the surrounding landscape, towards key trees, along straight roads and towards Brampton Park House. Views of existing landscape features such as trees and long views should be optimised. Long views are also illustrated on map 24. The creation of long views will help to create a quality development and positive environment.

Map 24. Landmark and Key Buildings and Key Views



4.4.45 The Council would like to see a wide variety of house builders involved in the provision of houses in this location. As well as national house builders and social housing providers, there is an opportunity for smaller local builders and self builders and their architects to be involved in providing a variety of homes in this very attractive location. This approach will help to add interest to the development. The creation of new business uses of varying size and the refurbishment of Brampton Park House and its outbuildings will reinforce this.

4.4.46 The design of new housing should be innovative, well-proportioned and attractive, taking its lead from good quality architecture and design that has been achieved elsewhere in Cambridgeshire and wider afield. The following examples provide some interesting and innovative ideas:

2007 Project winner – Housing Design Awards – Broadclose, Bude



4.4.47 The Broadclose scheme showed a generosity of spirit with open space, using level changes to create an attractive public realm. The architecture is pleasing, with interest and variety using simple house type form. The scheme shows how much quality a little thinking can bring.

2008 – Prize winner – RIBA Stirling Prize – Accordia, Cambridge



4.4.48 Accordia challenges the traditional concept of a new home with a diverse range of architecturally dynamic new apartments and townhouses that were designed to bring the outside in. It was themed around the concept of 'living in a garden'. There is real innovation in use of internal space and internal layouts.

The homes have been built with natural, traditional materials but these were used in a highly contemporary way. Stock bricks, copper and timber give texture and warmth to the homes, while large expanses of glazing flood the homes with natural light. Internal layouts are highly innovative in terms of the spaces created, with terraces, balconies and courtyard gardens being provided at varying levels throughout the homes, blurring the conventional boundaries between outside and inside. There are split levels, open plan layouts and even central atriums.

4.4.49 Accordia, the site of former Government Offices in Cambridge has more than 700 existing mature trees and these provided the framework for the masterplan. From productive gardens with fruit trees, herbs and berries, to formal lawns, reedbeds and meadows, the existing mature landscape has been enhanced with new and diverse green spaces between the mews courts, greens and squares. It is a very high quality environment which already feels mature. RAF Brampton's existing trees have a similar effect on providing a framework for development.

2010 – Project winner – Housing Design Awards – the Triangle, Swindon



4.4.49 This development from 'Grand Designs' host Kevin McLoud, consists of Code Level 4 homes, with familiar floor plans and comfortable wide frontages. External walls built in hempcrete and a passive stack ventilation system drives hot and stale air via the stairwell to vent through a chimney. Elegant ventilation cowls, or echats, create a distinctive design solution.

Public Realm

4.4.50 Key locations within and adjacent to the built development will become very attractive areas of public realm. These will be located where there are key views, around listed buildings

and historic walls, at the interface between open spaces and the built up areas, areas where there are existing groups of trees, junctions of cycle paths and footpaths, and other incidental spaces within the built form.

4.4.51 These key locations are illustrated on map 25 and will include:

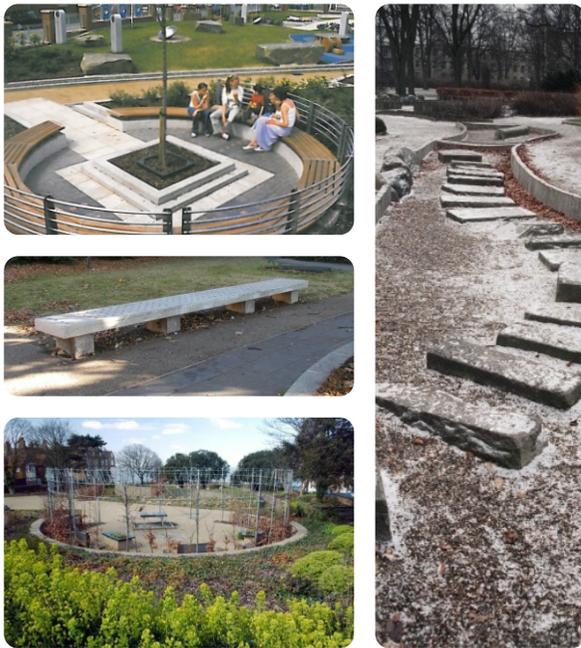
- A. The entrances to the site
- B. Central Avenue and area at western end of Central Avenue
- C. Front (north elevation) and Rear (southern elevation) of Brampton Park House
- D. Garden steps and walls of Brampton Park House and historic link to southern elevation of Brampton Park House
- E. The edge of built form on the central area of open space
- F. Entrances into the site from public footpath connections
- G. The new avenue of trees along Park Lane
- H. New row of trees and interface with the countryside along the western edge of the site
- I. Side (south western elevation) and Rear (north western elevation) of the Gatehouse
- J. Other incidental spaces within the development

4.4.52 It is anticipated that these spaces will be where the majority of public activity takes place and will facilitate the interaction between people and the opportunity to sit

and relax. They may be spaces where public art is on show. Public art should not just be used for commissioning autonomous art artefacts but should also be used for the creation of "special features" such as public landscapes, light installations, street furniture, street junctions, feature fences or gates. It is understood that Brampton Parish Council wishes to be consulted before the frequency and positioning of street furniture and other items are finalised.

4.4.53 The principal entrances / gateways into the site must contain high quality public realm and bespoke buildings and landscaping to create a high quality entrance into the site, such design details can be assessed in detail at a Reserved Matters stage.

Map 25. Key Areas of Public Realm



4.5 Integration and Movement

4.5.1 A number of key elements will have to be incorporated to ensure that the redevelopment promotes sustainable travel and provides alternative options to local car usage. The development of a transport and movement strategy for the site relies on several key components working together, and it is important that these place sustainability at the heart of the strategy. These key components are:

- Principal road junctions
- Road access through the site
- Public transport
- Cyclists and pedestrians
- Countryside access
- Street design
- Car parking

4.5.2 Any planning applications for the site will have to include a Transport Assessment which shows the precise traffic impact of the development. This Transport Assessment will have to be produced by the developer. It will need to be acceptable to Huntingdonshire District Council (as local planning authority), Cambridgeshire County Council (as highway authority) and the Highway Agency (as authority for the Strategic Road Network) before planning permission can be granted.

4.5.3 To ensure that any development produces as little car traffic as possible, developers will also be required to produce a set of measures to promote bus use, cycling and walking and to make more efficient use of cars (e.g. car sharing). These measures will need to be included in a 'travel plan' which is acceptable to both the planning and highway authorities before planning permission can be granted.

Principal Road Junctions

4.5.4 The Department of Transport (DfT) has recently produced a document called 'Manual for Streets 2'. The aim of this document is to explain how to design better quality streets and junctions. The District Council will be working co-operatively with the County Council to ensure that highway junction designs will be well designed and that the aspirations of Manual for Streets and Manual for Streets 2 (DfT, 2007, 2010) and other guidance which the County Council use are met.

4.5.5 The site will be accessed from the north via the existing roundabout junction on Buckden Road into the site onto Central Avenue. The opportunity exists to revisit the design of the junction of Central Avenue onto the roundabout, to be remodelled to be less highway dominant and create a high quality entrance into the site. This junction will serve the development in the northern half of the site.

4.5.6 The existing vehicular access from the south east will be improved and upgraded by the reopening of Park Lane as a T-junction onto Buckden Road. This junction will serve the development in the southern half of the site. Current speed limits may need extending depending on the traffic movements and the junction designs necessary to accommodate the traffic. A detailed Transport Assessment will need to be submitted for this to be determined.

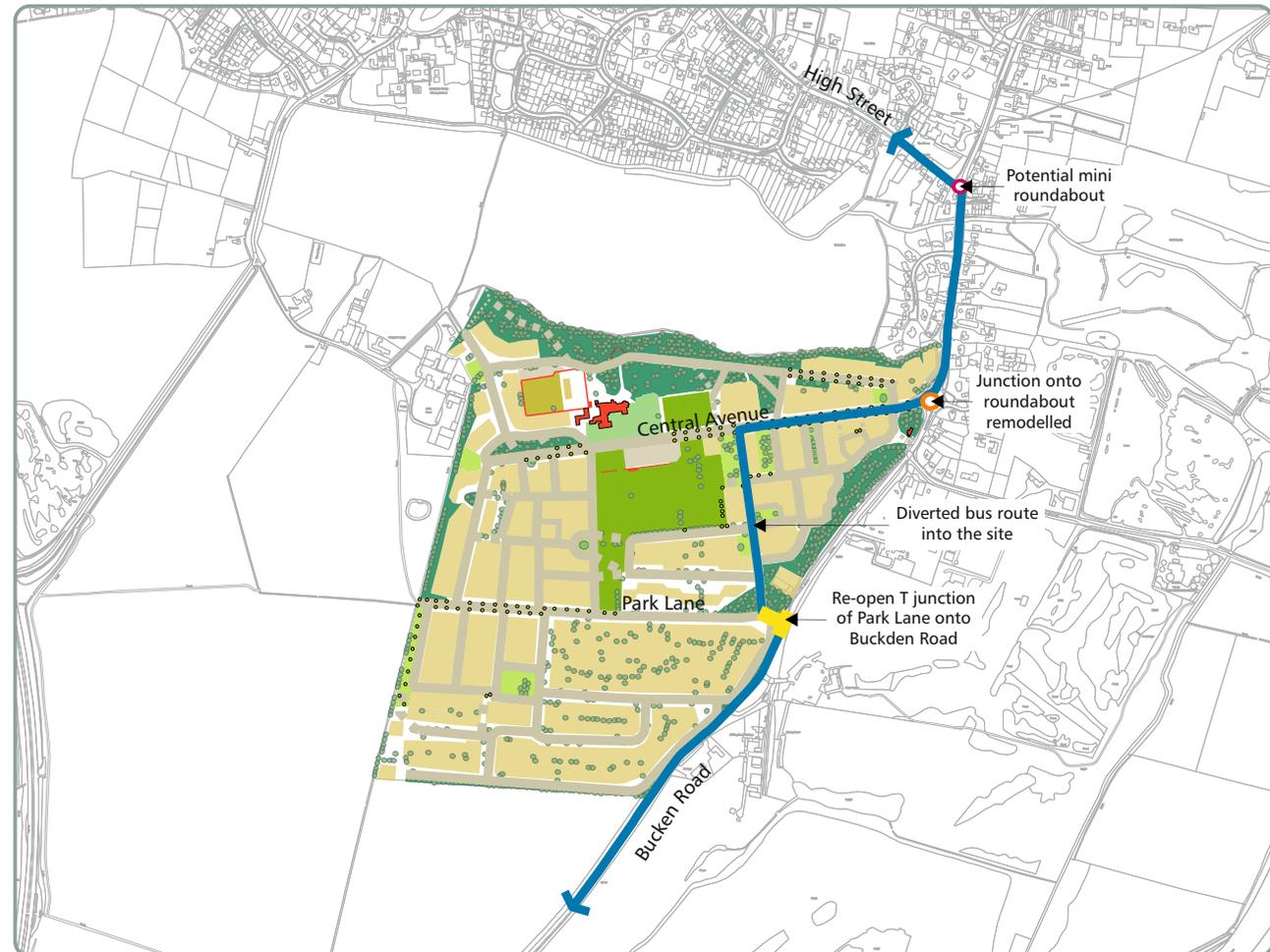
4.5.7 The existing junction between Buckden Road and High Street may need to be improved. The current junction could be replaced by a mini roundabout to ease access from High Street. Further information regarding the design and the associated traffic flows related to the potential mini roundabout at the High Street junction will be required to assess its feasibility. A Transport Assessment to determine the appropriate junction arrangements will have to be agreed, junctions must comply with TD 42/95. This may also highlight other junctions close to the site that may need to be redesigned / remodelled.

These junctions are illustrated on map 26.

Public Transport

- 4.5.8 Development of public transport strategies must be led by the County Council, in partnership with the local authorities, bus companies and developers. The District Council has prepared an initial strategy which seeks to act as a basis for further discussion, negotiation and detailed route planning. The site is adjacent to existing bus routes along Buckden Road, and the Preferred Option seeks the diversion of this route into the site, this route is illustrated on map 26.
- 4.5.9 Further consideration should be given to the location of bus stops, bus shelters at bus stops, and the frequency of the bus service to encourage patronage. The use of a local shuttle bus could be explored to encourage future occupants to use public transport. As a means of encouraging use of buses, the District Council and Parish Council would like to see each person moving onto the site be given a one-year free bus pass by the developers. This would encourage usage and reduce car journeys in the early years of the development whilst travel habits are being created. It is also important that there is ready access from the outset to buses for occupants (both residents and employees) on the site.

Map 26. Principal Road Junctions and Preferred Bus Route



Cyclists and Pedestrians

- 4.5.10** Pedestrian and cycling activity is the lifeblood of a neighbourhood as it facilitates opportunities for interaction between people, enabling free and easy pedestrian movement throughout the site and is therefore a very high priority. Design of pedestrian routes should consider the following five criteria:
- Connected - serve all desire lines and provide easy, direct routes to public transport and green spaces
 - Convenient - direct with minimum diversion
 - Comfortable - wide, overlooked and feel safe
 - Convivial - free from excessive noise and designed for aesthetic enjoyment
 - Conspicuous - routes should be easy to read and clearly signposted
- 4.5.11** The layout has been designed to allow easy pedestrian and cycle access across and through the site. As part of the upgrading of Central Avenue there will be a dedicated cycle path along the length of this road, on the southern side. Pedestrian and cycle routes through the development need to have public highway status.
- 4.5.12** The development is an important opportunity to contribute towards and improve access to the wider landscape through the local network of public Rights of Way and routes

for non vehicular traffic. Where cycle routes are proposed this should be achieved by the provision of bridleways. This will enable better access to the countryside, encouraging more healthy lifestyles. In addition, the enhancement of Rights of Way and routes will be necessary in order to achieve access improvements for the wider community.

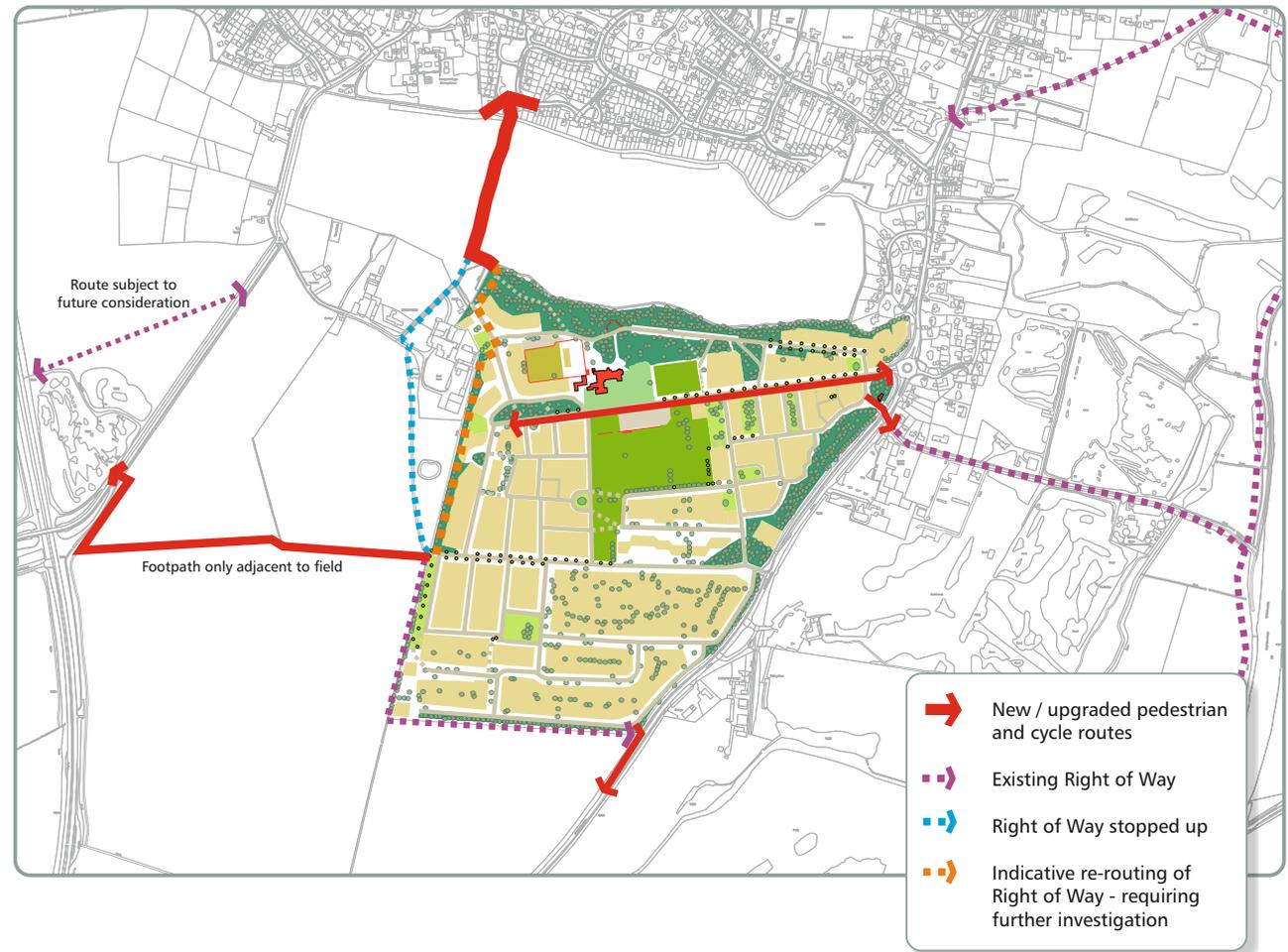
- 4.5.13** The existing public Right of Way from RAF Brampton to Layton Crescent (close to the school) will be slightly re-routed (away from the adjacent working farm and private dwelling) and upgraded; this will be a direct route for new residents on this development and forms a key structural element of the overall development. The re-routing of the public Right of Way will result in a short stretch of the existing path being stopped up. This is illustrated on map 27.
- 4.5.14** The detailed design of the upgraded and diverted route should have regard to the existing trees adjacent to the path, and the provision of suitable landscaping / lighting as necessary. The upgrading of this route to incorporate a cycle path including its priority was agreed as part of a joint Cambridgeshire County Council / Huntingdonshire District Council reprioritisation of rural cycleways project in Summer 2008. Its priority 4 has been given because of its linkage to redevelopment opportunities at RAF Brampton.
- 4.5.15** Pedestrian links, and some cycle links to the wider landscape will be improved and incorporated and will assist in access to green

infrastructure areas. In particular a direct footpath link could be laid from the western end of Park Lane within the site, out to connect to other leisure routes west of the site towards Brampton Wood which is a Special Site of Scientific Interest (SSSI) and other Rights of Way beyond. This route could be more informal and rural in design. As with all off site access improvements, detailed discussions with landowners, the District, County and Parish Councils will be necessary, but other existing footpath routes in the locality could be stopped up and or diverted especially as the fence around the site will be taken down as part of the development.

- 4.5.16** Routes within the site will need to have highway status if they are to substitute for routes currently outside the development area and be located within a green perimeter corridor. Links on the eastern side of the site will enable connections to existing long distance cycle and pedestrian routes such as the Ouse Valley Way. These suggested routes are illustrated on map 27. The redevelopment of the site may also provide opportunities to up-grade cycle / pathways to Hinchbrook School to encourage secondary school pupils to walk and cycle to school.
- 4.5.17** It will be necessary for Defence Infrastructure Organisation and developers in conjunction with adjoining landowners alongside the District and Parish Council to maintain access across the field to the village and school as soon as DIO vacate the site to allow existing children on the base within Annington Homes

to continue to safely access the school by non car modes. The initial diversion of the existing route may therefore be required to be implemented prior to the vacation of DIO. It will also be necessary for developers to provide a strategy that delivers the strategic routes early on in the development of the area. Roads or paths which substitute Rights of Way must be adopted as public highways.

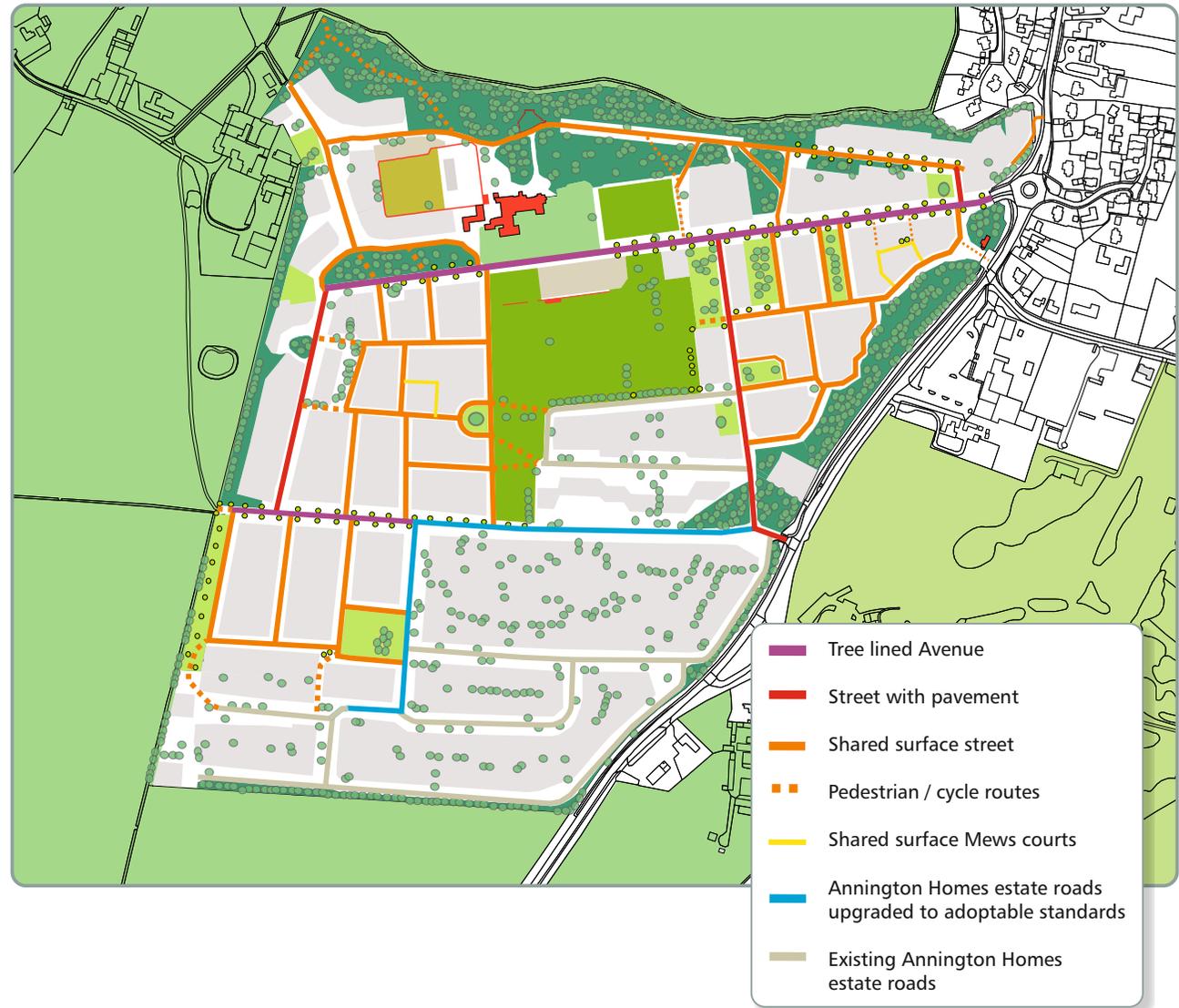
Map 27. Cycle and Pedestrian Routes



Street Design

- 4.5.18 Networks of streets and routes have been designed to allow maximum ease of movement through the site. A variety of streets are proposed to cater for anticipated usage; vehicular, pedestrian and cyclists. The layout of the site is formed from a hierarchy of streets which includes tree lined avenues, streets with footpaths, shared surface streets and mews. Map 28 illustrates the potential location of different categories of street. The layout has included anticipated desire lines and routes people will take when travelling through the site by foot or cycle.
- 4.5.19 Within the site the principle road improvement will be the upgrading of Central Avenue as a wide tree lined street, with a dedicated cycle path. As it is fundamental to the overall design of the development that the Annington Homes estate is fully integrated with the rest of the site, then it may be appropriate for some of the roads within the Annington Homes estate to be upgraded and offered for adoption to the County Council. These are highlighted on map 28.

Map 28. Street Hierarchy



4.5.20 It is important that all highway design proposals are design audited to ensure that 'Manual for Streets', 'Manual for Streets 2' and 'Cambridgeshire Design Guide for Streets and Public Realm' principles are adhered to, with the aim of providing pedestrian friendly streets. All streets should be built to adoptable standards.

4.5.21 When considering street design the following design principles must be adhered to:

- Connectivity - all streets shall lead to other streets so as to create a connected and permeable street network in all areas
- Cul-de-sacs - these will not be permitted
- Street Dimensions - there will be wide range of street widths, from wide avenues with street trees in verges and up to 7m wide avenues, down to 4m wide shared surface streets and homezones, with 3m pinch points
- Street Junctions - as stated in the Manual for Streets "the arrangement of buildings and footways has a major influence on defining the space at a junction. It is better to design the junction on this basis rather than purely on vehicle movement". All junctions should be designed to facilitate easy pedestrian and cycle movement, while providing opportunities to give distinctive character to each part of the site. They must not think about geometry and engineered vehicle junction above all other design considerations



- Ease of movement - building block lengths will vary from area to area, and in order to achieve a successful overall design, it is essential that all streets and public spaces are fronted by buildings which positively address the public realm, providing an active and secure streetscape
- Street trees - space for street trees, and their provision, must be designed in at the outset. A tree lined avenue has been suggested within the layout along Central Avenue and part of Park Lane. Tree planting will add value to the development, will soften the impact of the buildings in the street, create interest and character and responds to the former character of the site prior to its usage by the RAF.

4.5.22 The District Council will work with the County Council to ensure that design considerations are given due weight in highway design decisions.



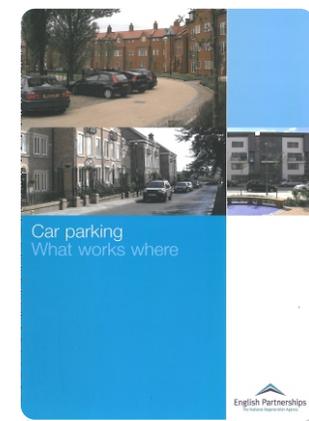
Car Parking

- 4.5.23 Development proposals must be designed so that car parking does not dominate.
- 4.5.24 The principles put forward in English Partnerships' document 'Car Parking, What Works Where' (CPWWW) must be applied to this development area. Although no longer available on-line, this document provides a useful evidence base to show how people park cars in new housing developments, and that this is often at odds with how developers may have intended drivers to act. This has led to criticism that new developments do not have enough or the right kind of car parking. The document is available to view at the District Council Offices in Huntingdon on request. CPWWW lists nine golden rules for all locations. These are:
1. Go for the quality of the street above all else. So where you put the parking is more significant than how much
 2. There isn't a single best solution. A combination of on plot, off plot and on-street is the solution, according to location, topography and the market
 3. Rediscover the street as a beautiful car park – people understand how it works, it's efficient and it increases the activity and safety of the street
 4. Maximise the activity between the street and the house for safer, friendlier streets. New residential areas usually have too few people moving around

5. Do not park at the back of the block until on-street and frontage parking permutations have been exhausted. Use of mews or rear court parking should support on street provision, not replace it
 6. Avoid allocating more than half of the parking spaces. Research by Noble and Jenks shows that the more spaces you allocate, the more you have to provide
 7. There are now three types of on-street parking: uncontrolled; controlled parking zones (CPZ) where spaces can be defined by user and / or by times; and restricted parking zones (RPZ) where positive parking controls do not rely on yellow lines
 8. Provide cycle parking to all parking solutions that is safe and secure
 9. Don't forget Secured by Design principles
- 4.5.25 For this site there needs to be widespread use of unallocated car parking, including on-street car parking, designed in such a way that cars do not park half on the footpath, impeding pedestrian movement. For the higher density areas, car parking could take place in small car parking areas to the front. Rear car parking courts will not be permitted as the evidence demonstrates that they are not preferred by users and are often perceived to be unsafe. However, mews parking will be permitted in high density areas as this incorporates elements of residential development as well as car parking. This provides opportunities for natural surveillance and enhanced safety. CPWWW provides

evidence that on-street car parking is a much more efficient way of providing car parking than allocating a majority of off-street allocated car parking places and should be given due weight in highway design decisions.

- 4.5.26 Where garages are provided, single garages must be at least 3m wide internally, so that they can be used to accommodate and park cars more easily, and at least 6m deep so that they can be used for storage of bicycles and other items as well. For too long garages have been constructed that have not been wide enough to be able to park cars easily, and have often been used for storage purposes only. This has further contributed to car parking problems on recent new developments. The widespread provision of car ports should also be provided as these are also more often used for the parking of cars rather than storage.



4.6 Sustainability

4.6.1 Renewable and low carbon energy technology is a rapidly changing field. It would be inappropriate at this stage to require one particular approach to development here, although the landowner will be required to promote a robust strategy to use renewable energy and sustainable methods of construction in this location. The design of buildings should embrace open and eco-friendly designs, creating a unique development on this site.

4.6.2 The site offers the opportunity to maximise use of on site renewable energy and low carbon technology to ensure that these play a major part in demonstrating that this site will be truly sustainable. Consideration must be given to the reuse and recycling of waste from demolished buildings on site and its re-use as hardcore aggregate / aggregate for concrete within the development.

4.6.3 Planning policy is still evolving with energy and technological innovation also moving fast so the Council will be pragmatic about what can be achieved in this regard. However, there are a number of ways in which renewable and low carbon technologies could be incorporated including:

- Meet the Code for Sustainable Homes
- Allowable solutions – the site could create a fund to improve the energy efficiency of existing housing stock

- Combined Heat and Power – there is the potential for a local combined heat and power network

4.6.4 In 2006 the Government announced a rating system for homes (known as the Code for Sustainable Homes) in which level 1 was marginally more energy efficient than building regulations at the time, and level 6 was 'carbon neutral.' The aim was to increase building regulations gradually so that, by 2016, all new homes would be at least level 6 and totally 'carbon neutral.' However, in the budget of March 2011, the new Government downgraded their definition of 'carbon neutral' so that by 2016 new homes will only have to attain level 5 on the scale www.communities.gov.uk/planningandbuilding/sustainability/codesustainablehomes/

4.6.5 The difference between level 5 and level 6 is primarily to do with the elements included in the assessment. To attain a level 5, a home must only be 'zero carbon' in its emissions from fixed heating and lighting. For level 6, the home must also be carbon neutral in its emissions from home appliances as well.

4.6.6 It is important that locally distinctive solutions are utilised in addressing sustainable development measures. As East Anglia is the driest part of the country, measures to deal with domestic water usage should be highest on the agenda, and rain harvesting and other similar systems must be explored. All dwellings with gardens must contain a water-butt for rainwater harvesting for garden irrigation where other internal rainwater

harvesting schemes are not used.

4.6.7 With regards to other ways of addressing on-site renewable energy, the best way of dealing with this is to use less energy in the first instance, such as by providing thicker walls and more insulation.

4.6.8 There are many examples being developed around the country where sustainable design is being tested in various ways. One of the more interesting examples is at Nottingham University, where exemplar houses are being constructed by Tarmac.

4.6.9 The design is based around a typical three-bedroomed home. The red brick house is designed and built to code level four, while the rendered house is aiming higher, for level six. The obvious difference from the outside is the external finish, which is the main clue to the different envelope constructions being trialled.

4.6.10 The level four home uses cavity wall construction with an inner-leaf blockwork, a 150mm cavity and an outer leaf of facing bricks, giving it an overall wall thickness of 353mm, compared with the more traditional 302mm.

4.6.11 The level six home, on the other hand, has solid-wall, thin-joint construction using Durox, an aircrete block from Tarmac, which is finished with 150mm of phenolic insulation and then rendered. The solid walls have a thickness of just over 370mm.



4.6.12 The other key difference in the two homes is the energy supply. The level-six home needs to be totally self-sufficient. The electrical load for the house was calculated at 3.5kWh and on the south-facing roof 22m² of photovoltaic (PV) tiles with a peak generating capacity of 3.7kW were installed. This is what drove the asymmetric roof design as it is the only way they could get the area of PVs needed. The integrated tiles were seen as the neatest solution.



4.6.13 Both homes also have 3m² of solar thermal panels to provide up to 70% of the hot water needs during the summer months, while a 10kW biomass boiler - which could supply up to six homes of this size - provides hot water and space heating via radiators. This has a very positive effect on the code four house.

Drainage

4.6.14 Sustainable Drainage Systems (SUDS) are systems designed to reduce the potential impact of new and existing developments on surface water drainage. SUDS try to replicate natural drainage systems that can drain away dirty and surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into the environment, often via watercourses. Changes to legislation in 2010 (the Flood Management Act 2010) has enabled SUDS to be more widely accepted than before. The Environment Agency has recently produced guidance to help.

4.6.15 The District Council will expect developers to submit proposals that incorporate the SUDS approach and there is an increasing body of case study research to show what works in which situation. Public surface water systems should only be considered when all other methods have been discounted. Appropriate surface water management methods need to be incorporated in the detailed master planning design by the landowners / developers at an early stage as this can impact on the final layout.



4.6.16 For a development of this size, a Surface Water Drainage and Flood Risk Strategy will be required to clarify how this will be achieved.

4.6.17 The Council will also expect to see green roofs playing a part in the design of new buildings, helping to deal with storm water attenuation.

Re-use of Materials and Waste Management

- 4.6.18** The Cambridgeshire and Peterborough Minerals and Waste Core Strategy (Policy CS28 Waste Minimisation, Re-use, and Resource Recovery) requires strategic development areas such as this site to include a temporary waste recycling facility to maximise the re-use, recycling and recovery from inert waste streams from construction and demolition operations which will take place. These must be in place throughout the construction phase of the development.
- 4.6.19** Waste Audit and Strategy – this policy also requires a waste management audit strategy to be in place for all developments over the value of £300,000. As a minimum, the audit strategy should provide information on:
- anticipated nature and volumes of waste arising
 - steps that will be taken to minimise the amount of waste arising
 - steps that will be taken to ensure segregation of waste at source; and its sorting, storage, recovery and recycling
 - steps taken to ensure the re-use of waste arising in the development e.g. soils and recycled aggregate
 - any other steps taken to manage the waste which cannot be incorporated within the development or that arises once the development is complete
- 4.6.20** Advice from the Waste Planning Authority (WPA) can be sought when compiling or assessing a waste audit and support strategy for a strategic development or complex site.
- 4.6.21** Site Waste Management Plan - there is also a requirement for a Site Waste Management Plan, under the Site Waste Management Regulations 2008. This is in addition to the information required by Policy CS28. These plans will be assessed by the Local Planning Authorities in Cambridgeshire and the unitary Peterborough Authority. Together a Site Waste Management Plan and waste audit and strategy should provide robust information about the waste arising and how it will be managed.
- 4.6.22** Household Recycling Centre (HRC) – The Minerals and Waste Core Strategy (Policy CS16) states that new development will contribute to the provision of HRCs. This may be via a legal agreement or through the Community Infrastructure Levy. Contributions should be consistent with the guidance in the Cambridgeshire and Peterborough Waste Partnership (RECAP) Waste Management Design Guide.
- 4.6.23** Bring Sites, Waste Storage, and Collection – new development is also expected to contribute to bring sites consistent with the RECAP Waste Management Guide. This Guide sets out practical information on waste storage, collection, recycling and bring sites. The Guide includes a Toolkit, which must be complete and submitted within any planning application.

4.7 Section 106 and Community Infrastructure Levy

4.7.1 The Community Infrastructure Levy (CIL) is a new mechanism to allow local planning authorities to seek to raise funds, in the form of a levy. It is required from development in order to pay for the infrastructure that is, or will be, needed as a result of that new development. The CIL came into force in Huntingdonshire on 1st May 2012. Huntingdonshire District Council, as the Local Planning Authority, is the Charging Authority and will also be the Collecting Authority. A chargeable development is one for which planning permission is granted and which is liable to pay CIL in accordance with the CIL Regulations 2010 (as amended).

4.7.2 The charge will be levied on most new building developments that people would normally use. It is chargeable in pounds per square metre on the net additional floorspace if that floorspace is more than 100m². However, if the development involves the creation of a new dwelling, even if it is less than 100m², it is still liable to pay CIL. In certain circumstances CIL may also be charged where planning permission is granted to change the use of existing floorspace.

4.7.3 As identified in the Huntingdonshire Community Infrastructure Levy Charging Schedule, RAF Brampton is a large scale major development and as such will require development specific infrastructure. Development specific infrastructure will be

dealt with through a Section 106 agreement in addition to the CIL Charge.

4.7.4 Section 106 Agreements and planning conditions will also continue to be used for local infrastructure requirements on development sites, such as site specific local provision of affordable housing, open space, habitat protection, access roads and archaeology. For large scale major developments (200 units or above) further obligations could be required. The principle is that all eligible developments must pay towards CIL as well as any site specific requirement to be secured through Section 106 Agreements. The Developer Contributions Supplementary Planning Document was adopted in December 2011 and can be viewed on the Supplementary Planning Documents webpage of the Huntingdonshire District Council website.

4.7.5 Together CIL and / or Section 106 Developer Contributions (including commuted sums) from development on the site along with other funding streams could contribute amongst other things:

- Affordable housing
- Community facilities
- Extension / expansion to primary school provision
- Creation of a cycle link from the site to Layton Crescent

- Highway and transport improvements including public transport
- Footpath and other cycleway connections as well as the wider public Right of Way network around the development
- Connections with and improvements to the green infrastructure network
- Public open space including sport and play provision
- Public realm enhancement and public art
- Health
- Residential wheeled bins.
- Heritage interpretation
- Archaeological investigation and recording

4.8 Implementation

- 4.8.1 It is understood that Defence Infrastructure Organisation (DIO) seeks to submit an outline planning application for the redevelopment of the site in the summer of 2012 with the benefit of the responses on the draft Urban Design Framework. DIO should be aware that they will need to ensure that any outline planning permission permits development in phases in order for each phase to be considered as a separate chargeable area with regards to the CIL. DIO hopes to sell the site with the benefit of outline planning permission, and the end developer will then devise a detailed scheme for the site. The Regiment Building along Buckden Road will be retained for use by the Air Cadets.
- 4.8.2 It is the intention of DIO to vacate the site, and leave all the buildings and other structures in situ. Parts of the site will be fenced off by the owner with security in place to guard the site from vandalism. The extent of this fenced off area will need to be agreed with the District Council after discussion with the Parish Council.
- 4.8.3 It will be the responsibility of DIO to maintain the listed buildings and associated structures on the site in the same condition as they left them and subsequently this obligation will transfer to successors in title.
- 4.8.4 Access from the retained Annington Homes buildings to Buckden Road will still be needed around the fenced off parts of the site.
- 4.8.5 Existing facilities such as the playing fields and tennis courts will need to be retained and accessible to the public immediately after the base is closed, while the rest of the site is fenced off. Without such maintenance they will rapidly deteriorate and become a financial burden to reinstate. Legal agreements will be necessary to ensure the effective maintenance of these facilities by the landowner until such time that they are transferred to any other public body. It may be that future owners would welcome an early transfer of responsibility to the Parish or District Council (accompanied by a suitable commuted sum). These much needed facilities will generate from the outset a sense of interdependency of Brampton Park with the remainder of the village.
- 4.8.6 The existing pedestrian access from the north western corner of the site to the adjacent public Right of Way (RoW) is via a controlled manned gate which is opened at either end of the school day to allow children to walk to school. It is important that access to the public RoW is available immediately after the base is closed to allow children living in the Annington Homes dwellings to walk to school. The existing access from the base to the public RoW is over private third party land. Arrangements need to be made prior to the closure of the base to ensure that suitable access arrangements are in place. It may be that the early provision of the new access from the north western corner of the site to the RoW is implemented prior to the closure of the base. Early discussions between DIO, the adjacent landowner and the Parish and District Council are necessary in this regard.
- 4.8.7 It is anticipated that the responsibility for demolishing existing structures on the site will lie with any future developer and subject to appropriate site survey work and assessment which will consider their significance. A phased plan for the demolition of these structures, the retention of open space, the reuse of existing buildings, the bus route, and the general redevelopment of the site, must be agreed between the District Council, the current owners of the site and the eventual developer. This plan will include measures to control noise and inconvenience generated by the redevelopment of the site during this time.
- 4.8.8 A contamination survey will be required to be submitted prior to any development on the site. Any contaminated land found will be required to be remediated to the appropriate standard prior to any construction on site.
- 4.8.9 There is preference within the Parish Council for the development to be called Brampton Park. The Parish Council also has a strong wish to be involved in the naming of new streets.

5. USEFUL INFORMATION

5. Useful Information.

Government has set out urban design principles in documents such as:

Better Places to Live, a companion guide to PPG3, CABE 2001

<http://www.communities.gov.uk/publications/planningandbuilding/betterplaces>

By Design - Urban design in the planning system, DETR, 2000

www.cabe.org.uk/publications/by-design

Car Parking - What Works Where - English Partnerships

www.englishpartnerships.co.uk/qualityandinnovationpublications.htm

Creating Successful Masterplans, CABE, 2008

www.cabe.org.uk/publications/creatingsuccessful-masterplans

Safer Places – The Planning System and Crime Prevention, ODPM, 2004

<http://www.communities.gov.uk/publications/planningandbuilding/saferplaces>

Start with the Park, creating sustainable urban green spaces, CABE 2005

www.cabe.org.uk/publications/startwiththepark

The Value of Housing Design and Layout

www.cabe.org.uk/publications/the-value-of-housing-design-and-layout

Urban Design Compendium – English Partnerships

www.urbandesigncompendium.co.uk

Other useful documents that have been published by various agencies and organisations include:

Cambridge Housing Sub-Region Property Size Guide, Draft Consultation, August 2010

http://www.cambridgeshirehorizons.co.uk/documents/shma/2010_editions/consultations/size_guide_complete.pdf

Guidance for Sustainable Urban Drainage Systems, Environment Agency

www.environment-agency.gov.uk/business/sectors/36998.aspx

Joseph Rowntree Foundation, Creating and Sustaining Mixed Income Communities

www.jrf.org.uk/sites/files/jrf/9781905018314.pdf

Manual for Streets, Department for Transport, 2007

www.dft.gov.uk/pgr/sustainable/manforstreets

Manual for Streets 2, Department for Transport, 2010

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/>

Secured by Design – New Homes Guide 2010

www.securedbydesign.com/pdfs/SBD_New_Homes_2010.pdf

Sport England, Active Design 2007

www.sportengland.org/facilities.../active_design.aspx

Corporate documents published by or affecting Huntingdonshire District Council and will inform the development of the RAF Brampton include:

Cambridgeshire and Peterborough Minerals and Waste Development Plan

Cambridgeshire Historic Environment Record

Cambridgeshire Quality Charter

Growing Awareness: A Plan for Our Environment 2008

Growing Our Communities: Huntingdonshire Sustainable Community Strategy 2008 – 2028

Growing Success 2010-2011

Housing Strategy 2006-2011

Huntingdonshire Community Infrastructure Levy – Charging Schedule 2012

Huntingdonshire Design Guide (2007)

Huntingdonshire Landscape and Townscape Assessment (2007)

Local Economy Strategy 2008 -2015

Local Investment Framework 2009

Joint Strategic Needs Assessment for New Communities in Cambridgeshire [Department of Health, (2007) Commissioning framework for health and well-being]

RECAP Waste Management Design

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