



## Joint Development Control Committee

**Date:** Wednesday, 21 September 2022

**Time:** 10.00 am

**Venue:** Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ

**Contact:** democratic.services@cambridge.gov.uk, tel 01223 457000

### Agenda

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 12)

### Application

- 4 S/1231/18/COND9 and 18/0481/COND9 - Land North of Cherry Hinton (LNCH), Coldhams Lane, Cambridge - Design Code (PAGES 13 - 148)

### Pre-application Developer Briefings

- 5 Robinson Way, Cambridge  
Proposed new Cambridge Cancer Research Hospital building
- 6 Lots M4/M5, North West Cambridge (Eddington),  
Land between Madingley Road and Huntingdon Road Cambridge  
Reserved Matters application for 160 market dwellings, landscaping, access, parking and other associated infrastructure

**Joint Development Control Committee Members:**

**Cambridge City Council:** Cllrs S. Smith (Chair), Carling, Flaubert, Porrer, Scutt and Thornburrow, Alternates: D. Baigent, Gawthrope Wood, Nethsingha and Page-Croft

**South Cambridgeshire District Council:** Cllrs Bradnam (Vice-Chair), Cahn, Fane, Hawkins, Stobart and R.Williams, Alternates: Cone, Garvie, J.Williams and H.Williams

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**JOINT DEVELOPMENT CONTROL COMMITTEE**

20 July 2022  
10.00 am - 2.30 pm

**Present:** Councillors S. Smith (Chair), Carling, Porrer, Thornburrow, Cahn, Fane and R. Williams

Also present (virtually): Councillor Stobart

**Officers Present:**

Joint Director of Planning & Economic Development: Stephen Kelly  
Delivery Manager Strategic Sites: Philippa Kelly  
Interim Team Leader Support: Fiona Bradley  
Principal Planner: Charlotte Burton  
Planning Officer: Julia Briggs  
Senior Sustainability Officer (Design & Construction): Emma Davies  
Legal Adviser: Keith Barber  
Committee Manager: Claire Tunnicliffe  
Meeting Producer: Boris Herzog

**Developer Representatives:**

Barratt David Wilson Homes: Chris Fry  
Lanpro: Will Nicholls

**FOR THE INFORMATION OF THE COUNCIL****22/22/JDCC Apologies**

Apologies were received from City Councillors Flaubert and Scutt and South Cambridgeshire District Council Councillors Bradnam and Hawkins.

City Councillors Baigent and Page-Croft and South Cambridgeshire District Councillors John Williams are attending as alternates in the Chamber.

Councillor J Williams was elected unopposed as Vice Chair for the meeting in the absence of the Committee's standing Vice-Chair.

**22/23/JDCC Declarations of Interest**

Item	Councillor	Interest
22/25/JDCC	Carling	Disclosable Pecuniary Interest: Observer to the Board of Trustees, Christ's College. Did not take part in the discussion and vote.

22/25/JDCC	R Williams	Disclosable Pecuniary Interest Fellow of Christ's College Did not take part in the discussion and vote.
All	Baigent	Personal: Member of Cambridge Cycling Campaign
All	Stobart	Personal: Member of Cambridge Cycling Campaign

## **22/24/JDCC Minutes**

The minutes of the meetings held on 16 March and 6 April 2022 were approved as a correct record and signed by the Chair.

### **22/25/JDCC 21/04431/REM - Land between Huntingdon Road and Histon Road - Darwin Green 1 BDW2**

The Committee received a reserved matters application.

The reserved matters application sought approval for the second housing phase (known as BDW2) including 323 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 22, 25, 26, 28, 35, 40, 49, 52, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT

The Principal Planner updated their report by referring to the Amendment Sheet which read as follows:

Following publication of the agenda, a further representation was received from the owner/occupier of 29 Woodlark Road about drainage issues with particular interest in the works to the ditch to the rear of Woodlark Road and bunding. A link to the Committee report was provided and the relevant sections were highlighted showing how these matters have been assessed, including the recommended conditions condition 6 (landscape management and maintenance plan), condition 18 (ditch maintenance) and condition 19 (bund construction detail). The third party responded to advise their concerns had been addressed. A copy of the representation has been added to the application file

Mr Chris Fry (Applicant) addressed the Committee in support of the application.

The Committee raised the following comments in response to the Officer's presentation and report:

- i. Thanked the Officers for working with the applicant to enable such positive changes in response to the previously refused application.
- ii. The application was much improved which would benefit both current and future residents.
- iii. Welcomed cycle parking at the front of the dwellings on some plots and queried how access to the cycle parking at the rear of other properties would be gained.
- iv. Queried if it were possible to include a condition that would allow those car parking spaces to be used for more cycle parking (particularly for cargo bikes) or car club spaces. Information should be supplied to homeowners to incentivise these initiatives.
- v. It was vital to future proof all sites for adequate cycle and car club parking to assist in the reduction of carbon emissions in the city.
- vi. Would like to be certain that green roofs were standard for bins and cycle storage.
- vii. Suggested there should be no permitted development on the site.
- viii. Expressed concern that additional equipment placed on the buildings by residents such as satellite dishes and tv ariels would eradicate the aesthetics of the architecture of the site and this should not be allowed to occur.
- ix. Recommended that hedgehog holes were standard as part of the relevant fencing condition.
- x. Worried that a desire line being created across the pavilion green could also be used by motorised two-wheel vehicles; this would create a risk to the children's play area and was not good design.
- xi. Suggested the hedgerow to the east of the allotments should be a footpath creating an easier route for residents to access the plots; asked if this could be supported as part of the landscape condition.
- xii. Expressed concern at the four flats which had no outside amenity space. Suggested a small balcony could be installed for each flat and asked how close they were to communal open spaces.
- xiii. Asked who would take responsibility for the play spaces.
- xiv. Conveyed unease at the delay in phasing, such as the delay in installation of the Toucan Crossing on Huntingdon Road, the cycling upgrade on Histon Road and the temporary community centre as examples.
- xv. Questioned how the Committee could monitor the conditions placed on the application and others which had been agreed by the Committee;

- suggested the creation and maintenance of a risk register to track possible monitoring, delays and compliance.
- xvi. Requested an informative to Building Regulations Part O (Overheating) and F (Ventilation) were followed; these should apply to all future applications.
  - xvii. Enquired what future proofing had been made to ensure that residents would be safeguarded from the buildings overheating and solar gain in summer.
  - xviii. Queried what provisions had been made for passive cooling.
  - xix. Important to ensure there is enough room for air source heat pumps; asked how this additional space could be guaranteed.
  - xx. Welcomed the provisions of electric vehicle charging points but when combined with potential future heat pumps this would have a significant strain on the limited electric supply; the provision of solar photovoltaic panels had to be investigated.
  - xxi. Questioned if the developers would be able to meet the future electricity needs of this site. 1 kilowatt per residential unit as referenced by the sustainability officer was just a start.
  - xxii. Suggested the use of Smart Tariffs and Smart electric vehicle chargers on site.
  - xxiii. Asked if buyers specify a heat pump and architectural features of their home.

The Principal Planner, the Delivery Manager Strategic Sites, the Sustainability Officer and Chair responded to the Committee's comments with the following:

- i. Cycle storage at the rear of the property could be accessed through the car port and not through the house.
- ii. The car parking arrangements were different for each house type; the width of the car ports had been expanded to allow access to the cycle parking in accordance with guidance.
- iii. Would look to see if and how cycle parking at the front of the properties could be incorporated for future phases.
- iv. There was no requirement on the outline consent for car parking spaces to be retained. Future occupants would have the option to change the car parking spaces to cycle parking.
- v. Car club spaces are secured via condition on the outline consent and are provided for in the Local Centre and BDW5/6 parcels. The outline consent was for a minimum number of car club parking spaces. Therefore, there was no upper limit to the number of spaces that could be provided on-site which could increase if there is demand. Since the

- outline consent had been granted in 2013, the popularity of car clubs had increased.
- vi. Details of the green roofs for bin and cycle storage would be secured through the resubmission of information to discharge those conditions on the outline consent.
  - vii. Consideration had been given to whether balconies could be installed onto the four flats with no outside space. Inset balconies would take away some of the internal space and a hung balcony would not be possible. Tracking diagrams had suggested the overhang could cause issues for certain vehicles such as refuse trucks.
  - viii. The two of the four flats highlighted were located centrally on site set in a mews area with shared surface spaces. The other two were in close proximity to a central park.
  - ix. This flat over garage house type has been previously used elsewhere on Cambridge growth sites. Officers would be reluctant to seek a condition for external amenity space to be added to these units because it could be unreasonable as it might not be possible to comply due to the constraints referenced.
  - x. Advised the Committee to consider the scheme that had been presented as a whole and that the outline consent does not require any external space standards to be met.
  - xi. Confirmed the City Council would be responsible for the maintenance of the play spaces.
  - xii. Advised that a meeting had been held with the County Council's Highway Engineer to discuss the Toucan Crossing on Huntingdon Road. They were supportive of the delay in its delivery as there needed to be a certain volume of use before its installation. Did not believe the delay to be a safety issue.
  - xiii. The Chair of the Committee had raised the issue with the Joint Director of Planning and Economic Development of how the performance of developers across the planning service in terms of meeting Section 106 trigger points could be better monitored and enforced. It was suggested that matter could be brought forward to a Member Briefing session for further discussion.
  - xiv. The issue of overheating had been discussed in detail with the developer.
  - xv. The scheme would be subject to the new Part F requirement under the Building Regulations with regard to ventilation.
  - xvi. Condition 12 referenced the need for external space for air source heat pumps.

- xvii. Photovoltaic panels had been included across the site, at least 1 kilowatt of photovoltaic panels per residential unit. The developer would have discussed sufficient grid capacity to meet demand with UK Power Network.
- xviii. Work was currently being undertaken to look at the future electricity infrastructure and requirements for the city and Greater Cambridgeshire. This was primarily for new growth with allowances for the retrofit of existing stock.
- xix. The difficulty in buyers requesting additional technology was specifying these requirements at the right stage of the build, which was usually very early in the build process.
- xx. There was an issue of supply with the air source heat pumps therefore, any buyer should make their request before the build started.
- xxi. The landscape and play proposals for pavilion green have been discussed with the Landscape Team and City Council Streets and Open Spaces Team and designed to minimise conflict. Nonetheless, further discussions would be held with the applicant on alternative proposals to address concerns raised. Recommend that outline condition 14 relating to hard and soft landscaping scheme is not approved today allowing for a resubmission to be made with alternative proposals after further discussions between the applicant and planning officers.

Councillor Porrer proposed an additional informative supporting the transformation of car parking spaces to car club spaces or alternative cycle parking space.

This amendment was **carried unanimously**.

Councillor Baigent proposed the following amendments to the Officer's recommendations:

- Removal of permitted developments rights with regard to installation of satellite dishes and aerials.
- Removal of permitted development rights regarding extensions to properties.

These amendments were **carried unanimously**.

Councillor Thornburrow proposed the following informative to the Officer's recommendations:

- Additional informative regarding Building Regulations Parts F and O.

This informative was **carried unanimously**.

The Committee:

The Committee **unanimously resolved** to:

- i. Approve planning permission of reserved matters application reference 21/04431/REM, subject to
  - a) the conditions and informatives set out in the Officer's report (section 25) from p105 of the agenda pack:
    - an additional informative regarding supporting the transformation of car parking spaces to car club spaces or alternative cycle parking space – with delegated authority to Officers to agree the wording;
    - the removal of permitted development rights regarding the conversion of garages to a habitable space, with delegated authority to Officers to agree the wording;
    - the removal of permitted developments rights with regard to installation of satellite dishes and aerials with delegated authority to Officers to agree the wording;
    - the removal of permitted development rights regarding extensions to properties with delegated authority to Officers to agree the wording; and
    - an additional informative regarding Building Regulations in regard to sustainability.
- ii. Authority delegated to Officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.
- iii. Approve / not approve partial discharge of the following outline planning conditions (planning application reference 07/0003/OUT) in relation to the BDW2 parcel reserved matters according to the recommendations for each condition set out in the table below (deleted text struck through and additional text underlined :

Condition Submitted	Recommendation
Condition 8 Design Code Compliance	Part discharge
Condition 10 Youth Facility and Children's Play Provision	Not approved
Condition 14 Soft and Hard Landscaping	<del>Part discharge</del> <u>Not approved</u>

Condition 17 Tree and Hedges Protection	Not approved
Condition 18 Tree Protection	Not approved
Condition 22 Allotment Strategy	Not approved
Condition 25 Affordable Housing	Part discharge
Condition 26 Accessible Dwellings	Part discharge
Condition 28 Renewable Energy	Part discharge
Condition 35 Detailed Surface Water Strategy	Part discharge
Condition 40 Ecological Conservation Management Plan Statement	Part discharge
Condition 49 Secure Parking of Bicycles	Not approved
Condition 52 Construction Management Plan	Part discharge
Condition 58 Noise Assessment for future residents	Part discharge
Condition 62 Domestic and Trade Waste	Not approved
Condition 63 Construction Waste Management	Part discharge
Condition 66 Lighting	Not approved
Condition 69 Public Art	Not approved

\*Officer to discuss alternative proposals for pavilion green open space desire lines and to secure hedgehog holes with the developer.

**22/26/JDCC      22/01842/FUL - The Cowley Road Depot, Cowley Road, Cambridge**

The Committee received an application for full planning permission.

The application sought approval for continued temporary use of Cambridge Depot at Cowley Road from December 2023 until December 2026.

The Planning Officer updated her report by referring to the Amendment Sheet which read as follows:

To Note: This is a Regulation 3 planning application made under Regulation 3 of the Town and Country Planning General Regulations 1992, in as much as it is the City Council's own application for development on its own land.



Pre-Committee Amendments to the Officer Recommendation:

1. Proposed Condition 2 (Temporary permission) Minor change to wording to include a date for the restoration scheme to be submitted for approval, as follows:

'2. Temporary Permission The use hereby permitted shall be discontinued and the land restored to its former condition in accordance with a scheme of works to be submitted to and approved in writing by the local planning authority, on or before 19th December 2026, on or before 19th December 2026, in accordance with a scheme of works to be submitted to and approved in writing by the local planning authority by 19th June 2026.

Reason: To enable the Local Planning Authority to assess the impact of the use on the amenity of the surrounding area.'

Will Nicholls (Applicant's Agent) addressed the Committee in support of the application.

The Committee made the following comments in response to the Officer's report:

- i. asked for the officer's comments on the continued use of the temporary portacabins in terms of staff amenity;
- ii. enquired if there had been any complaints from residents regarding the temporary cabins while the depot had been in operation.

The Planning Officer and Delivery Manager Strategic Sites said the following in response to Members' questions:

- i. There was approximately 18 staff permanently on site with the majority of the 80 staff working off site for the best part of their working day.
- ii. The use was for a limited time only while improved facilities were put in place.
- iii. The current facilities were appropriate and comfortable for staff and their wellbeing was being provided for. There were no issues which would stop this application being considered and approving the Officer's recommendation.
- iv. Were not aware of any complaints from residents and none had been highlighted by the Environmental Health Team regarding the use of the temporary cabins.

The Committee:

Unanimously resolved to:

Approve the temporary use of Cambridge Deport at Cowley Road for three years subject to the conditions and informatives set out in the Officer's report (section 12) from p140 of the agenda pack and the amendment sheet

**22/27/JDCC Land South of Fulbourn Road, Cambridge - Planning Appeal – APP/W0530/W/22/3298055**

The Committee resolved to exclude members of the public from the meeting on the grounds that, if they were present, there would be disclosure to them of information defined as exempt from publication by virtue of paragraph 5 of Part 1 of Schedule 12A of the Local Government Act 1972.

The Committee

Unanimously resolved to approve the Officer's recommendations as amended.

The meeting ended at 2.30 pm

**CHAIR**



## **18/0481/COND9 - Land North of Cherry Hinton, Coldhams Lane, Cambridge**

### **Application details**

**Planning Committee Date:** 21 September 2022

**Report to:** Joint Development Control Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Cherry Hinton Ward

**Proposal:** Submission of details required by condition 9 (Site Wide Design Code) of outline permission 18/0481/OUT

**Applicant:** Bellway Latimer Cherry Hinton LLP

**Presenting officer:** Rebecca Ward, Principal Planner, Strategic Sites Team

**Reason presented to committee:** Application raises special planning policy or other considerations

**Member site visit date:** N/A

**Key issues:**

1. Design and Layout
2. Movement and Access
3. Nature

**Recommendation:** Approve the discharge of condition application reference 18/0481/COND9.

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## **S/1231/18/COND9 - Land North of Cherry Hinton, Coldhams Lane, Cambridge**

### **Application details**

**Planning Committee Date:** 21 September 2022

**Report to:** Joint Development Control Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Teversham Parish

**Proposal:** Submission of details required by condition 9 (Site Wide Design Code) of outline permission S/1231/18/OL.

**Applicant:** Bellway Latimer Cherry Hinton LLP

**Presenting officer:** Rebecca Ward, Principal Planner, Strategic Sites Team

**Reason presented to committee:** Application raises special planning policy or other considerations

**Member site visit date:** N/A

**Key issues:**

1. Design and Layout
2. Movement and Access
3. Nature

**Recommendation:** Approve the discharge of condition application reference S/1231/18/COND9.

## Report contents

Document section	Document heading
1	Executive summary
2	Site description and context
3	The proposal
4	Relevant site history
5	Policy
6	Consultations
7	Third party representations
8	Member representations
9	Local groups / petition
10	Planning background
11	Assessment
12	Vision
13	Movement and Access
14	Nature
15	Public Space
16	Resources
17	Identity, Built form, uses
18	Homes and Buildings
19	Lifespan
20	Planning balance
21	Recommendation

Table 1 Contents of report

### 1. Executive summary

- 1.1 The applications seek discharge of condition 9 for the site wide design code of outline planning permission 18/0481/OUT and S/1231/18/OL for up to 1200 residential dwellings (including retirement living facility), a local centre, primary and secondary schools, community facilities, open spaces, allotments, landscape and associated infrastructure.
- 1.2 The proposals in the Design Code have been discussed with the Councils officers as part of detailed pre-application work which has been undertaken since summer 2021 which has been a collaborative process. As part of the dialogue there have been a number of developer led public exhibitions held with the local community. In addition, the Design Code has been tested by three independent architectural practices to ensure it

is a robust and useable document. A developer led presentation was made to the Joint Development Control Committee (JDCC) on the 16 March 2022 along with a follow up officer led briefing to members on the 14 July 2022.

- 1.3 The Design Code sets out the vision for the site. It seeks to create a vibrant, high quality and distinctive extension to the existing settlement reflecting and enhancing the special character of the surrounding areas whilst working in synergy with Cambridge as a whole. The framework master vision has therefore set two layers of sustainable design approaches broadly covering buildings and landscape. This is referenced as 'Living Communities' (Identify, Built Form, Uses and Homes and Buildings) and 'Living Infrastructure' (Public Spaces, Resources, Movement and Nature) through the document.
- 1.4 The significant editing that was undertaken on the pre-submission draft in terms of the text, key diagrams and careful refinement of the mandatory 'musts' and recommended 'shoulds' language, has resulted in a high quality, well-structured document that systematically addresses key place shaping elements. Key spatial site wide structuring elements and networks are fixed, with supporting text establishing strategic outcomes for topics and providing clear instructions which are for the most part mandatory. The Urban Design Officer has stated that this document will provide a good quality baseline for future reserved matters, while still allowing flexibility for future innovative schemes that will need to demonstrate how they can exceed the requirements of the code.
- 1.5 Amendments have been made during the application process to address consultee and member concerns including those relating to cycle parking, landscaping and urban form.
- 1.6 Officers recommend that the Planning Committee approve the applications.
- 1.7 **Application Update**
- 1.8 The application was deferred from the 17 August 2022 meeting of JDCC due to an error which led to an earlier version of the Design Code being circulated with the Agenda papers.
- 1.9 Since this time, the applicant has provided an update to the Design Code regarding the adoption of the Ridgeway by the City Council and details of accessible letterboxes.

- 1.10 This report remains substantially the same as that contained in the August 2022 JDCC Agenda but has been updated to provide points of clarification and reference to the adoption of the Ridgeway and the accessible letterboxes.
- 1.11 For the avoidance of doubt, the correct version of the Design Code is Revision C6 Dated 01/09/2022.

## **2. Site description and context**

- 2.1 The Site is a parcel of land approximately 56 hectares in size which is located on the eastern side of Cambridge, to the north of Coldhams Lane and Cherry Hinton. It is located within the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council.
- 2.2 The majority of the Site (approximately 32 hectares) falls within Cambridge City (Cherry Hinton Ward). The village of Teversham, which is within South Cambridgeshire District, is situated to the north/north-east of the Site.
- 2.3 To the west and north of the Site is Cambridge Airport and associated land. The southern side of the Site borders existing dwellings along Teversham Drift, March Lane, Reilly Way and Church End. The eastern boundary of the Site is formed by Cherry Hinton Road and Airport Way. To the immediate north of the Site is agricultural land which is within the Cambridge Green Belt. Coldhams Lane forms the southern Site boundary.
- 2.4 The Site includes arable fields and semi-improved grassland. Large open arable fields are supported on the north-eastern side of the Site, some of which are bounded by fragmented hedgerows and scattered hedgerow trees. The west and south-western side of the Site comprises airport land and is managed as open grassland. This part of the Site includes an existing building associated with the airport activities, which is connected by a track to Cambridge Airport.
- 2.5 A public right of way crosses the Site in a south to north direction, connecting Teversham and Cherry Hinton. The Site generally falls in a north-westerly direction with highest elevations in the south-west and south-east corners. There is a shallow ridge to the east, where land slopes north-eastwards towards Airport Way and land west of the ridge slopes north-westwards towards a watercourse.

### **3. The proposal**

- 3.1 Outline Planning Permission for the Land North of Cherry Hinton development site was granted in December 2020 for up to 1200 residential dwellings (including retirement living facility), a local centre, primary and secondary schools, community facilities, open spaces, allotments, landscape and associated infrastructure (planning application references 18/0481/OUT and S/1231/18/OL). Detailed matters of appearance, landscape, layout and scale are reserved matters to be agreed.
- 3.2 A Site Wide Design Code (condition 9) was conditioned as part of the outline planning approvals, forming the next important step in the planning and delivery of creating a new sustainable community on the site. The purpose of the design code is to bridge the gap between the outline applications and reserved matters applications. This continues the approach set out in the informal guidance note “Design Codes for Strategic Development Sites within Cambridge Fringe Areas” (May 2012).
- 3.3 Although two separate outline planning applications were originally submitted, and two separate applications have been submitted to discharge the outline planning conditions relating to the Design Code planning condition, this reflects the cross-authority boundary nature of the development site and is for administrative purposes only. The development is considered as a single entity.
- 3.4 In parallel to the submission of these applications to discharge Condition 9 of the outline permissions, two Section 73 applications (reference 22/01966/S73 and 22/01967/S73) were submitted earlier this year to make a series of minor material amendments to the outline plans, to align with the evolution of the master plan through the design code process. These Section 73 applications were approved at the 17 August 2022 meeting of JDCC.
- 3.5 The proposals in the Design Code have been discussed with the Councils officers as part of detailed pre-application work which has been undertaken since summer 2021. As part of the dialogue there have been a number of developer led public exhibitions held with the local community. In addition, the Design Code has been tested by three independent architectural practices to ensure it is a robust and useable document. A developer led presentation was also made to the Joint Development Control Committee (JDCC) on the 16 March 2022 along with a follow up officer led briefing to members on the 14 July 2022.



- 3.6 The Design Code was updated to address representations received during the course of the applications, and comments following the Member Briefing. Further consultations have been carried out as appropriate.

#### 4. Relevant site history

Reference	Description	Outcome
18/0481/OUT and S/12231/18/OL	Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.	Approved December 2020
22/01966/S73 and 22/01967/S73	Section 73 applications to vary conditions 5 (Compliance with Plans), 13 (Accessible and Adaptable Dwellings), 14 (Wheelchair User Dwellings) and 17 (Sustainability Statement) of S/1231/18/OL and 18/0481/OUT to allow for a variation to the approved parameter plans and to amend condition wording	Approved September 2022

Table 2 Relevant site history

## **5. Policy**

### **5.1 National policy**

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

### **5.2 South Cambridgeshire Local Plan (2018)**

S/1 – Vision

S/2 – Objectives of the Local Plan

S/3 – Presumption in Favour of Sustainable Development

S/5 – Provision of New Jobs and Homes

S/7 – Development Frameworks

CC/1 – Mitigation and Adaption to Climate Change

CC/3 – Renewable and Low Carbon Energy in New Developments

CC/4 – Water Efficiency

CC/8 – Sustainable Drainage Systems

CC/9 – Managing Flood Risk

HQ/1 – Design Principles

HQ/2 – Public Art and New Development

NH/2 – Protecting and Enhancing Landscape Character

NH/4 – Biodiversity

NH/6 – Green Infrastructure

NH/8 – Mitigating the Impact of Development in & adjoining the Green Belt

H/8 – Housing Density  
H/9 – Housing Mix  
H/10 – Affordable Housing  
H/12 – Residential Space Standards  
SC/4 – Meeting Community Needs  
SC/6 – Indoor Community Facilities  
SC/7 – Outdoor Play Space, Informal Open Space & New Developments  
SC/9 – Lighting Proposals  
SC/10 – Noise Pollution  
SC/12 – Air Quality  
TI/2 – Planning for Sustainable Travel  
TI/3 – Parking Provision  
TI/8 – Infrastructure and New Developments  
TI/9 - Education facilities  
TI/10 – Broadband

### **5.3 Cambridge Local Plan (2018)**

Policy 1: The presumption in favour of sustainable development  
Policy 2: Spatial strategy for the location of employment development  
Policy 3: Spatial strategy for the location of residential development  
Policy 5: Strategic transport infrastructure  
Policy 8: Setting of the city  
Policy 14: Areas of major change and opportunity areas – general principles  
Policy 23: Eastern Gate Opportunity Area  
Policy 26: Old Press/Mill Lane Opportunity Area  
Policy 27: Site specific development opportunities  
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use  
Policy 29: Renewable and low carbon energy generation  
Policy 31: Integrated water management and the water cycle  
Policy 32: Flood risk  
Policy 33: Contaminated land  
Policy 34: Light pollution control  
Policy 35: Protection of human health from noise and vibration  
Policy 36: Air quality, odour and dust  
Policy 42: Connecting new developments to digital infrastructure  
Policy 45: Affordable housing and dwelling mix  
Policy 47: Specialist housing  
Policy 50: Residential space standards  
Policy 51: Accessible Homes  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 59: Designing landscape and the public realm  
Policy 65: Visual pollution  
Policy 68: Open space and recreation provision through new development  
Policy 69: Protection of sites of biodiversity and geodiversity importance  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees

Policy 73: Community, sports and leisure facilities  
Policy 74: Education facilities  
Policy 75: Healthcare facilities  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management

#### **5.4 Neighbourhood plan**

N/A

#### **5.5 Supplementary Planning Documents (SPD)**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Health Impact Assessment SPD – Adopted March 2011

Landscape in New Developments SPD – Adopted March 2010

District Design Guide SPD – Adopted March 2010

Affordable Housing SPD – Adopted March 2010

Open Space in New Developments SPD – Adopted January 2009

Public Art SPD – Adopted January 2009

Trees and Development Sites SPD – Adopted January 2009

#### **5.6 Supplementary Planning Documents**

Cambridgeshire and Peterborough Flood and Water

Land North of Cherry Hinton

Greater Cambridge Biodiversity – Adopted February 2022

## **5.7 Other guidance**

Greater Cambridge Housing Strategy 2019 – 2023

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).

Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

Greater Cambridge Sustainable Design and Construction SPD (2020)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cambridgeshire Design Guide For Streets and Public Realm (2007)

Cycle Parking Guide for New Residential Developments (2010)

## **6. Consultations**

### **Teversham Parish Council**

6.1 No comments.

### **Highways Development Management**

6.2 2<sup>nd</sup> comment - Amendments have been made to address previous concerns.

6.3

6.4 1<sup>st</sup> comment - Objection. Amendments required to various highway sections of the design code to ensure the roads, cycleways and footways are capable of adoption.

### **County Cycle Officer**

6.5 2<sup>nd</sup> comment - No objections. Amendments have been made to address previous concerns.

6.6 1<sup>st</sup> comment – Objection. In relation to cycle parking should specify the type of stand that should be used, and two cargo bikes should be included (not-one).

## **County Education**

- 6.7        1<sup>st</sup> comment - No objection to adjustment in school boundaries.

## **Definitive Maps Officer**

- 6.8        1<sup>st</sup> comment - No comments.

## **Sustainable Drainage Officer (adoption)**

- 6.9        1<sup>st</sup> comment - No comments.

## **Lead Local Flood Authority**

- 6.10       2<sup>nd</sup> comment - No objections. Amendments have been made to address previous concerns.
- 6.11       1<sup>st</sup> comment - Objections. Amendment required. Swales side slopes must not exceed 1:3 due to health and safety reasons. Code should encourage on plot SuDs features.

## **Urban Design**

- 6.12       2<sup>nd</sup> comment - No objections. A series of amendments have been made to the site wide design code for Land North of Cherry Hinton to address our comments raised in our original consultation. We commend the efforts to address wider concerns raised by other officers and the questions raised at the recent JDCC Members Briefing Session. The changes made to page 23 regarding cycle parking for houses, which now includes a front of plot store, are positive. Some minor additional refinements have been requested to secure the car port, threshold cycle parking and to add side door illustration. With these refinements the Urban Design Team are satisfied that the Design Code meets the requirements of Condition 9 of the outline planning permission, and we support the discharge of the condition.
- 6.13       1<sup>st</sup> comment - Objections. Refinements required to the design code covering topics such as accessibility, useability, framework master plan, movement framework, cycle and parking standards, community engagement.

## **Sustainability Officer**

- 6.14       1<sup>st</sup> comment - No objection. The approach to integrating sustainability considerations into the design code is fully supported and welcome the

extent the design team and client have worked proactively to develop and refine the code in responding to climate change. In addition to the section on resources, which considers design measures related to both climate change mitigation and adaption, design responses relation to climate change have been integrated across various sections of the code for example the illustration highlighting approaches to sustainable apartment design which at present can be a particular issue in relation to overheating.

### **Landscape Officer**

- 6.15 2<sup>nd</sup> comment - Minor amendments required to improve clarity of the topic headers in the design code. Subject to amendment no further concerns.
- 6.16 1<sup>st</sup> comment - Objection. Refinements required to accessibility of document, living infrastructure, public spaces and principles, play strategy streets and character areas.

### **Ecology Officer**

- 6.17 2<sup>nd</sup> comment - No objections. Amendments have been made to address previous concerns.
- 6.18 1<sup>st</sup> comment - Objection. Refinements required to the design code on targeting species, typo errors and elaboration of use of chalk topsoil and explain how the low nutrient soils benefits biodiversity and reduce maintenance burden.

### **Sustainable Communities and Wellbeing Officer**

- 6.19 2<sup>nd</sup> comment - Refinements made in light of previous objections. Additional comments made regarding services offered by Landscape Architects, addition of foraging trails to play strategy, refence in code to best practice example at Northstowe Health Living Young and Play Strategy and enhancements to Community Engagement Strategy.
- 6.20 1<sup>st</sup> comment - Objections. In summary key refinements required on Community Engagement, Play Strategy and uses.

### **Environmental Health**

- 6.21 2<sup>nd</sup> comment – No Objection. Our previous comments and recommended amendments have been incorporated into the amended Design code. The condition can be discharged in full.

- 6.22 1<sup>st</sup> comment – Objections. Amendments to include commitments to use of car club (two dedicated bays), integration of services, EV to all residential dwellings with off street and on plot parking and communal parking is provided at 50% active and 50% passive.

### **Housing Strategy**

- 6.23 1<sup>st</sup> comment - No objection.

### **Streets and Open Spaces**

- 6.24 1<sup>st</sup> comment - No comments.

### **Design Review Panel Meeting of December 2021**

- 6.25 The proposed approach to the design code is sound, provided the suggested improvements can be well articulated and captured.

### **Design Review Panel Meeting of May 2022**

- 6.26 The Panel has reviewed this scheme previously and commented that amongst other issues, on the need to improve landscape design and integration. This appears to have been taken on board and reflected in the emerging Design Code which was well received by the Panel.

## **7. Third Party representation**

- 7.1 No representations have been received.

## **8. Member Representations**

- 8.1 No councillor representations have been received.

## **9. Local Groups/Petition**

- 9.1 No groups or petitions have been received.

## **10. Planning Background**

- 10.1 Both Cambridge City Council and South Cambridgeshire District Council adopted their current respective Local Plans in 2018. In the Cambridge



Local Plan Policy 13 is allocated for approximately 780 dwellings during the plan period along with the adjoining land allocated in Policy SS/3 of South Cambridgeshire Local Plan for approximately 420 dwellings.

- 10.2 Further guidance on the site was set out within the Supplementary Planning Document for the site which was adopted in November 2018. This document is a material consideration and sets out the design parameters for the site which have been used to inform the design code. The site was subsequently granted outline planning permission in December 2020.
- 10.3 Since this time officers from the Shared Planning Service Strategic Sites and Urban Design teams have been working in close collaboration with the developer team to prepare the Design Code over the past year. The process of preparation has drawn upon officers experience of shaping and using site wide design codes for other strategic City fringe sites such as Trumpington Meadows, Great Kneighton, Eddington and Marleigh, and has also been shaped by the National Design Guide and National Model Design Code.
- 10.4 The Design Code process has included thematic workshops with various technical consultees, two presentations to the Cambridgeshire Quality Panel, a Design Code Testing Day, and an in-depth detailed review of the draft code at pre-application stage that also involved a focussed page-turning session with the applicant's design team, to take them through officer's comments and suggested changes.
- 10.5 The Greater Cambridge Shared Planning Service (GCSPS) is currently in the process of preparing a new emerging Local Plan which will cover both Cambridge City and South Cambridgeshire. In Autumn 2021, the Councils consulted on the first proposals which includes the proposed allocation of Cambridge Airport for residential led development. The joint plan is at an early stage and cannot currently be given any weight in planning terms. The Design Code has, however been worded to provide some flexibility should the wider airport land be delivered for re-development in the future.
- 10.6 As part of the Design Code discussions, it became apparent that to achieve some of the enhancements on the site, Section 73 applications needed to be made to the respective Councils to agree a series of minor material amendments to the original outline plans. These Section 73 applications (reference 22/01966/S73 and 22/01967/S73) were approved at the August 2022 JDCC.

## **11. Assessment**

11.1 The Design Code (Revision C6 Dated 01/09/2022) which has been submitted to discharge planning condition 9 of the outline planning permissions sets out the spatial structure of the site through a series of thematic layers, working from the strategic site wide elements to the more specific character areas requirements. The key themes are taken from the ten characteristics of a well-designed place as described by the Department of Levelling Up, Housing and Communities (DLUHC). These sections are as follows (included are the corresponding pages in the design code document in Appendix 1):

- Vision (Page 8)
- Movement and Access (Page 17-30)
- Nature (Page 33-38)
- Public Spaces (Page 41-52)
- Resources (Page 54-56)
- Identity (Page 60-76)
- Built form (Page 80-81)
- Uses (Page 82 – 84)
- Homes and buildings (Page 86-87)
- Lifespan (Page 91-96)

## **12. Vision**

12.1 The Design Code sets out the vision for the site. It seeks to create a vibrant, high quality and distinctive extension to the existing settlement reflecting and enhancing the special character of the surrounding areas whilst working in synergy with Cambridge as a whole. The framework master vision has therefore set two layers of sustainable design approaches broadly covering buildings and landscape. This is referenced as 'Living Communities' (Identify, Built Form, Uses and Homes and Buildings) and 'Living Infrastructure' (Public Spaces, Resources, Movement and Nature) through the document.

12.2 The Councils Urban Design Officer comments that:

12.3 'What sets this code apart from its predecessors is the holistic and integrated design approach to landscape, that creates the conditions for public spaces to facilitate social interaction, makes space for nature and lays foundation for management responsibilities so that they can be sustained over time taking care to avoid unfair service charge cost for residents. In our view this approach goes well beyond the National Model Design Code set out by the government'.

- 12.4 Officers support the overall framework vision, as it emphasises the need to take an integrated approach to all aspects of building design and design in the public realm. Along with considering the need for it to appreciate the existing area and local features. This vision would be in accordance with the LNCH SPD (2018) and the National Model Design Code (2021).

## **13. Movement and Access**

### **General**

- 13.1 The design code requires future phases to have low speed (max 20mph) , tree lined streets and cycle lanes forming a network of routes through the site and beyond. All the streets will prioritise walking, cycling and use of public transport. Streets will also encourage social interaction with focal points for people including places to sit and doorstep play. A framework movement plan and tree strategy plan has been set out in the document connecting these features to a grid system.
- 13.2 Details of car parking and car storage have been included and will be accommodated without being visually intrusive. All residential car parking will be equipped with elective charge infrastructure. Details of waste tracking have been provided on the framework master plan to ensure all homes and non-residential uses will be provided with adequate waste facilities.

### **Cycle Parking**

- 13.3 The cycle parking standards within the design code comply with Policy 82 of the Cambridge Local Plan, Appendix L and associated Cycling Parking Guidance document (2010) which sets up a series of best practice principles. The code re-enforces the policy by stating that that there must be 1 cycle space per bedroom up to 3-bedroom dwellings and then 3 spaces for 4 bedrooms dwellings, 4 spaces for 5 bedrooms etc.
- 13.4 Following the member briefing in July 2022 the design code was amended to include an example of cycle storage within a purpose-built area to the frontage of dwellings. This arrangement would complement other options including cycle storage being located within garages (with the appropriate dimensions of 6mx3m) being applied, purpose build cycle stores to the side of homes and integral cycle-stores to apartment buildings. These example arrangements will help set a benchmark on what officers expect to see come forward on future reserved matters.

- 13.5 In addition, side doors to houses have been indicatively to demonstrate the need for access from within the dwelling into cycle storage areas (as show on the garage diagrams on page 29 of the cycle parking SPD). Text has also been amended to read that “Every home must provide adequate space for secure parking of future cargo bikes and must have access to a fixing point for visitor bikes located conveniently to the front door”.
- 13.6 The aspiration of Members regarding frontage cycle parking as highlighted during the July 2022 briefing session is noted. However, officers are of the view that it would not be reasonable to impose a single design solution upon future developers of the site which requires all cycle parking to be on plot frontages, as this would have implications on placemaking, character of streets and housing types/sizes. In addition, this would go beyond the requirements of adopted policy and therefore would place an unreasonable requirement upon future developers.
- 13.7 Overall, the approach taken by the design code with regard to cycle parking is considered to accord with policies HQ/1 and TI/3 of the South Cambridgeshire Local Plan, Policy 82 of the Cambridge Local Plan, the main aims of the LNCH SPD and the outline planning permissions. The updated design code has been reviewed by the Local Highways Authority who has no further objections.

## **14. Nature**

- 14.1 The Design Code seeks to secure nature into each aspect of the design with an approach described as ‘Living Infrastructure’. This will create an integrated network of natural habitats, sustainable urban drainage, and tree planting, along with increased quality of life and improved microclimate.
- 14.2 A framework master plan has been included which illustrates the key nature considerations and connection across the site. This includes making provision for urban greening, water responsive, land conversation and living landscapes.
- 14.3 In terms of water responsive framework, the design code requires that the SuDs strategy must be one of the first considerations when designing areas of open space. Attenuation features must provide 1 in 100 year event including 40% allowance for climate change and be safe but avoid the need for fencing and promote biodiversity. The design code also

requires that swales should be provided on the primary street. Street sections have been provided to show how SuDs should be laid out.

- 14.4 Additional comments have been made by the Sustainable Communities and Wellbeing Officer in relation to the landscape and play section can be carried through to discussions on the Reserved Matters Infrastructure application which has recently been submitted to the Local Planning Authority.
- 14.5 Overall, this part of the Design Code is considered to accord with policies HQ/1, NH/2, NH/4 and NH/6 of the South Cambridgeshire Local Plan, Policy 59, 68, 69, 70 of the Cambridge Local Plan, the main aims of the LNCH SPD and the outline planning permissions.

## **15. Public Spaces**

- 15.1 The Design Code seeks to secure good public spaces through good street design that creates spaces for nature and people. Neighbourhood squares, natural spaces for people to meet and play a short walk from every home the largest being the village green in the heart.
- 15.2 Through the design code process the amount of public open space on offer has increased from that approved at outline which has meant more spaces can be provided throughout the site rather than just on the edges. Throughout the pre-application process officers have discussed the scheme with the Cambridge City Streets and Open Spaces team to ensure the principles align with areas they can adopt. This can be addressed further at Reserved Matters stage when there is a better understanding of the planting strategy, play strategy/equipment and SuDs features.
- 15.3 Additional comments have been made by the Sustainable Communities and Wellbeing Officer in relation to the landscape section, however, these details can be carried through to discussions on the Reserved Matters Infrastructure application which has recently been submitted to the Local Planning Authority.
- 15.4 Overall, this part of the Design Code is considered to accord with policies HQ/1, NH/2, NH/4 and NH/6 of the South Cambridgeshire Local Plan, Policy 59 and 69 of the Cambridge Local Plan, the main aims of the LNCH SPD and outline planning permissions.

## **16. Resources**

- 16.1 The Design Code seeks to ensure the development is energy efficient and designed to be gas free from the outset. Climate change resilience will be built-in with buildings and green spaces that avoid overheating and conserve water (water saving fittings and appliances) and energy resources by design. An example of a naturally ventilated home along with the key design principles has been included within the design code to help guide future reserved matters schemes and demonstrate how overheating can be designed out early on. The Councils Sustainability Officer has been involved in discussions on the design code from the outset and supports the integrated approach to sustainability in the document.
- 16.2 In terms of integration of services, utility boxes, air source heat pumps, cables wires etc must be kept off frontage elevations and discretely incorporated. Given all homes will have air source heat pumps an example has been provided within the Design Code on where they could be installed without taking up garden spaces.
- 16.3 In terms of EV charging, the Design Code seeks to ensure that every home must include provision for charging for electric vehicles. There will also be strategically located rapid charging hubs across the site for use by residents and non-residents. A central rapid car charging point will be located within the village green area whilst others will be located close to neighbourhood squares. This provision accords with the requirements set out in the outline planning condition and in principle is supported by the Councils Air Quality Officer.
- 16.4 Overall, this part of the Design Code is considered to accord with policies HQ/1, CC/1, CC/3 and CC/4 of the South Cambridgeshire Local Plan, Policy 28 and 29 of the Cambridge Local Plan, the Greater Cambridge Sustainable Design and Construction SPD and the main aims of the LNCH SPD and the outline planning permissions.

## **17. Identify and Built Form**

- 17.1 The Design Code will ensure future developments are visibly rooted into the surrounding area bringing homes together in small neighbourhoods each with their own character with a village green and market square at the heart.

- 17.2 The roofscape of the building and building groups will be predominately pitched with some variations to flat roof help break this up where there is a need for design and character purposes. Critical details such as materials, windows, entrance doors and decorative details have been coded for and good practice examples included (such as The Avenue in Saffron Walden, Abode, Knights Park Eddington) to ensure the quality of the place is not lost at a detailed design stage.
- 17.3 Three-character areas have also been introduced to help create variety across the site. This includes 'The Village' which will be inspired by buildings villages, landscapes, and hedged field boundaries of more rural Cambridge. This will have densities of between 20-35dph. This area will sit alongside the boundary with Teversham Drift and extend out to the round-about.
- 17.4 The other character area is 'The Gateway' which will be higher density of between 35-50dph. This area forms the central and eastern parts of the site and connects the local centre to the secondary school. Homes will be inspired by central Cambridge with network of ordered streets and terraced housing and apartments.
- 17.5 The last area is 'Parkside Quarter' this follows the northern boundary of the site lignin the edges of the existing airfield. The edge responds to the current aviation use whilst also anticipating how it will address future development. The area is inspired by the leafy sub-urbs od Cambridge with formal semi-detached villa type homes and apartment buildings. Residential densities are 50-65dph in this area.
- 17.6 The Councils Urban Design Officer is supportive of the identify and built form that is being established through the design code. The character areas will help establish some variation across the site along with providing a mix of housing typologies. Proving layout have been provided within the design code which demonstrates that the block structure is sufficiently robust and flexible for a range of house types.
- 17.7 Overall, this part of the Design Code is considered to accord with policies HQ/1, H/8 and H/9 of the South Cambridgeshire Local Plan, Policy 45 and 57 of the Cambridge Local Plan, the main aims of the LNCH SPD and outline planning permission.

## **18. Uses, Homes and Buildings**

- 18.1 The outline planning permission secured several uses on the site to encourage social interaction and bring people together. This includes the health centre, schools, community centre and retail uses. The design code includes a section on uses to ensure they are delivered in a planned way where the quality of the build is similar to that on the rest of the site.
- 18.2 Central to this strategy is the co-location and co-ordination of uses into the village centre as the focal point. It also requires bin-storage, delivers and services to be considered at an early stage and away from main frontages.
- 18.3 This section also expands on the requirement to provide a mix of homes across the site with 40% affordable homes and 5% custom-build being achieved in accordance with local housing policy. The design code sets out a series of principles for these housing types including the need for all units to meet residential space standards and the requirements for 95% of homes to meet M4(2) accessible and adaptable and 5% of affordable homes to meet M4(3) wheel-chair user dwellings.
- 18.4 The Design Code seeks to impose various way of climate change mitigation and adaption. In this section, the design code requires that all buildings must be designed to promote the use of natural light including opportunities of dual aspect accommodation, shared circulation spaces, minimising mechanical ventilation.
- 18.5 Overall, this part of the Design Code is considered to accord with policies HQ/1, H/8 and H/9 of the South Cambridgeshire Local Plan, Policy 45, 50, 51 and 57 of the Cambridge Local Plan, the main aims of the LNCH SPD and the outline planning permissions.

## **19. Lifespan**

- 19.1 The Design Code has put future stewardship in place to sustain its beauty over the long term. During the pre-application process officers spent time working through who will be responsible for the streets, trees and green spaces between the Councils Streets and Open Space team, County Council Highways and a management trust. The main aim is to avoid unfair service change costs to residents.



- 19.2 In terms of adoption, the Design Code includes an indicative adoption framework along with adoption diagrams to ensure the site is not all under private management. In summary, it is proposed that the County Council Highway Authority will seek to adopt the primary, secondary and some tertiary routes along with the cycle infrastructure and footpaths. Some trees will also be adopted by the County Council where they help to slow down traffic. The open spaces and living verges, including SUDs features will be adopted by Cambridge City Council. All other tertiary roads and trees will be adopted by a management company. This aspect of the Design Code is considered to go above and beyond the requirements of the national design code.
- 19.3 Airport safeguarding has also been a consideration requiring that no trees can be over 10m tall, minimising areas of standing water and avoiding fruit tree planting. This does limit biodiversity and nature on the site but whilst the airport is in operation this is unavoidable due to safety reasons. However, the Design Code does include details for transition if/when the airport moves in 2030 whereby the restrictions set above can be lifted. Cambridge/Marshalls Airport have been consulted on the Design Code and have raised no objections.
- 19.4 The Community Consultation, Engagement and Participatory Design section has more recently been added to the Design Code. This requires that consultation must be taken at every phase of the development and cover all aspects of the design. Deeper engagement will be targeted on places which will make the most difference such as the local centre. The Design Code requires that this must start prior to the detailed design work commencing for this phase and include harder to reach groups such as teenagers and working people.
- 19.5 Overall, this part of the Design Code is considered to go above and beyond the requirements of policies HQ/1 of the South Cambridgeshire Local Plan, Policy 56 of the Cambridge Local Plan, the main aims of the LNCH SPD and the outline planning permissions.

## **20. Planning Balance**

- 20.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

- 20.2 The site wide elements correspond with the ten characteristics of a well-designed place as set out in the National Design Guide (2021) and further explained in the National Model Design Code (2021). The key themes of 'Living Landscape' and 'Living Buildings' group the relevant '10 characteristics of a well-designed place', show how these good characteristics can work together and support each other on this application site.
- 20.3 What sets this code apart from its predecessors, is the holistic and integrated design approach to landscape, that creates the conditions for public spaces to facilitate social interaction, makes space for nature and lays the foundation for management responsibilities so that they can be sustained over time taking care to avoid unfair service charges costs for residents. It is the view of officers that this approach goes well beyond the National Model Design Code.
- 20.4 The significant editing that was undertaken on the pre-submission draft in terms of the text, key diagrams and careful refinement of language, is considered to result in a high quality, well-structured document that systematically addresses key place shaping elements. Key spatial site wide structuring elements and networks are fixed, with supporting text establishing strategic outcomes for topics and providing clear instructions which are for the most part mandatory. This will provide a good quality baseline for future reserved matters, while still allowing flexibility for future innovative schemes that will need to demonstrate how they can exceed the requirements of the code.
- 20.5 There is no identified harm that has arisen from the proposed Design Code and it is considered to accord with the Councils adopted Local Plans, Land North of Cherry Hinton SPD, outline planning permissions and subsequent section 73 applications.
- 20.6 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## **21. Recommendation**

- 21.1 Approve the discharge of condition application reference 18/0481/COND9 subject to:**

- (i) Amendment of the description of the proposal as follows:  
'Submission of details required by condition 9 (Site Wide Design Code) of outline permission 18/0481/OUT as varied by planning permission 22/1967/S73'.

**21.2 Approve the discharge of condition application reference S/1231/18/COND9 subject to:**

- (i) Amendment of the description of the proposal as follows: 'Submission of details required by condition 9 (Site Wide Design Code) of outline permission S/1231/18/OL as varied by planning permission 22/01966/S73'.

**Background papers:**

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs
- Cambridge City Local Plan 2018
- Cambridge City SPDs

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01 September 2022

Page 39

# Cherry Hinton North

## Design Code



# Project Partners

<b>Client</b> Bellway Homes Latimer Homes	
<b>Local Authority</b> Greater Cambridge Shared Planning Service	
<b>Architects</b> Pollard Thomas Edwards	
<b>Planning Consultant</b> Strutt & Parker	
<b>Public Relations</b> Connect PA	
<b>Landscape Architects</b> McGregor Coxall/Matt Lee	
<b>Ecology Consultant</b> BSC Ecology	
<b>Transport Consultant</b> Woods Hardwick	
<b>Environmental/Sustainability Consultant</b> Waterstone Design	
<b>Energy Consultant</b> Metropolitan Energy	
<b>Utilities Consultant</b> Utility Consult	
<b>Structural Engineer</b> Glanville	
<b>Acoustic Consultant</b> LF Acoustics	
<b>Archaeology</b> Cambridge Archaeological Unit	
<b>Geotechnical</b> BRD Environmental	
<b>Environmental Risk Assessment</b> Mott Macdonald	
<b>Revisions</b>	
Rev	C6
Date	01/09/2022
Notes	Issued for Planning

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# Contents

<b>Section A: Introduction and Background Information</b>	<b>4</b>
<b>Vision</b>	<b>8</b>
<b>Section B: Site-Wide Coding</b>	<b>10</b>
<b>1. Context</b>	<b>11</b>
Location	11
Built character	12
Landscape character	13
Opportunities and constraints	14
Framework masterplan	15
<b>LIVING INFRASTRUCTURE</b>	
<b>2. Movement</b>	<b>17</b>
Pedestrian priority design	19
Cycle parking	21
Car parking and car storage	25
Waste collection and servicing	30
<b>3. Nature</b>	<b>33</b>
Urban greening framework	34
Water responsive framework	35
Biodiversity enhancement	37
Living landscapes	38
<b>4. Public Spaces</b>	<b>41</b>
Public space typologies	42
Streets	43
Play strategy	48
Cultural sociability	50
Active lifestyle	51
Materiality and elements	52
<b>5. Resources</b>	<b>54</b>
Using the energy hierarchy	54
Supporting sustainable lifestyles	55
Climate change resilience	55
Integration of services	56
<b>LIVING COMMUNITIES</b>	
<b>6. Identity</b>	<b>60</b>
Palette of materials	61
Using materials	62
Building design and elevations	65
Character Areas	66
The Village	67
Local Centre	70
The Gateway	72
Parkside Quarter	76
<b>7. Built Form</b>	<b>80</b>
Compact development and density	81
Perimeter block design	81
Streets	81
Building lines	81
Heights and Massing	81
<b>8. Uses</b>	<b>82</b>
Co-location and coordination of uses	83
Tenure and Homes for Later living	83
Retail Unit Design	83
Cultural sociability	84
<b>9. Homes and Buildings</b>	<b>86</b>
Typologies and custom homes	87
<b>STEWARDSHIP</b>	
<b>10. Lifespan</b>	<b>91</b>
Adoption diagrams	92
Highways	92
Green spaces	92
Land and facilities management	93
Airport safeguarding	95
Consultation, Engagement and Participatory Design	96
<b>Section C: Appendices</b>	<b>97</b>
Parameter plans	98
Construction Phasing	103
Noise Modelling	104
Further reading and useful links	105
Photography and image credits	105
Compliance checklist (separate document)	

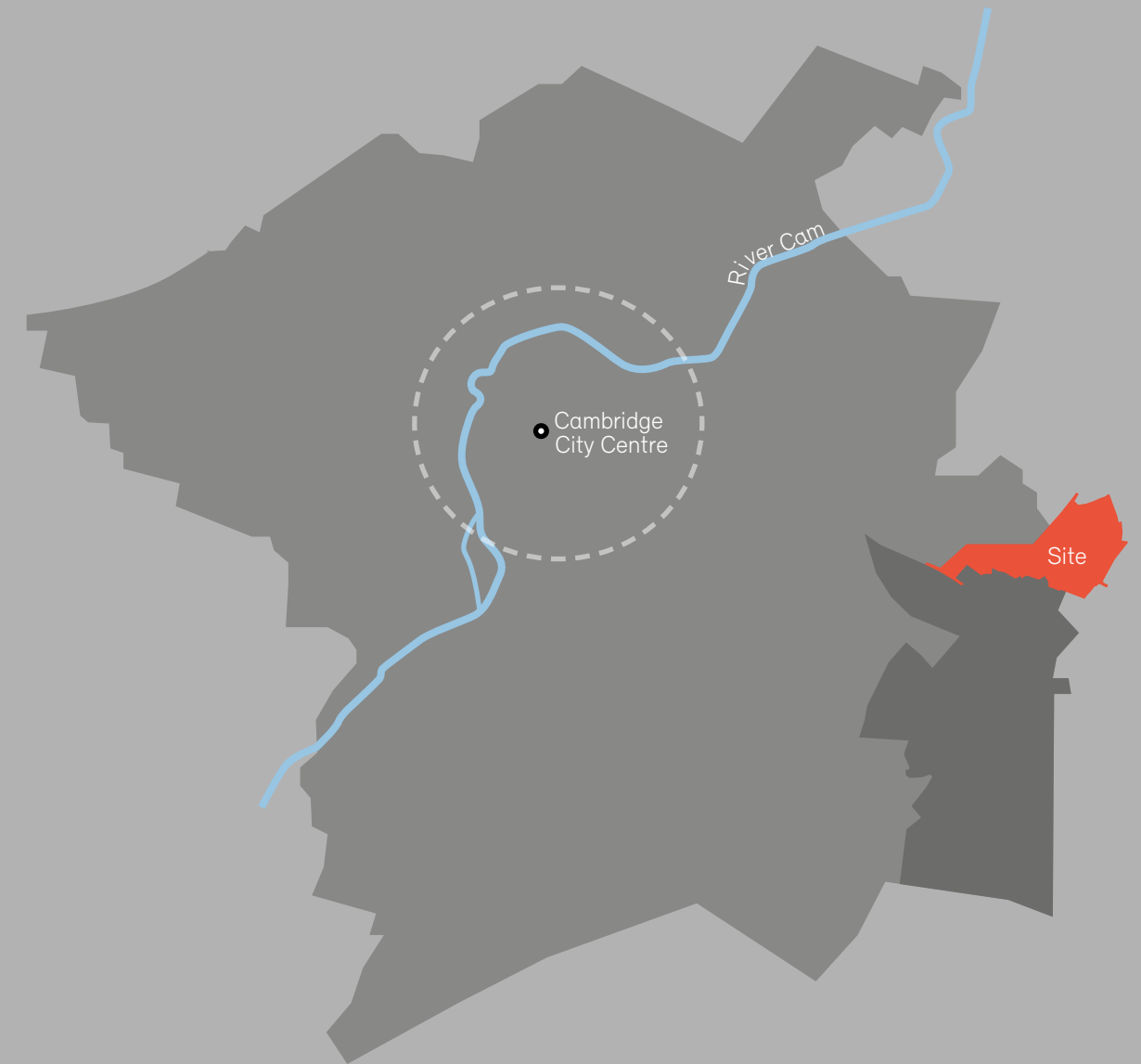
## Executive Summary

The Cherry Hinton North Design Code has been prepared to guide all aspects of future development at the Land North of Cherry Hinton.

The Design Code is built around the 10 Characteristics of a Well-Designed Place, which were identified in the 2020 National Design Guide. Characteristics cover topics of Character, Community and Climate, and each characteristic has been covered in its turn, with text and diagrams explaining what needs to be achieved.

Each part of the Code illustrates these individual characteristics being integrated within examples of streets and places. We have included the terms “Living Infrastructure”, “Living Communities” and “Stewardship” to show how good characteristics can and do work together and support each other.

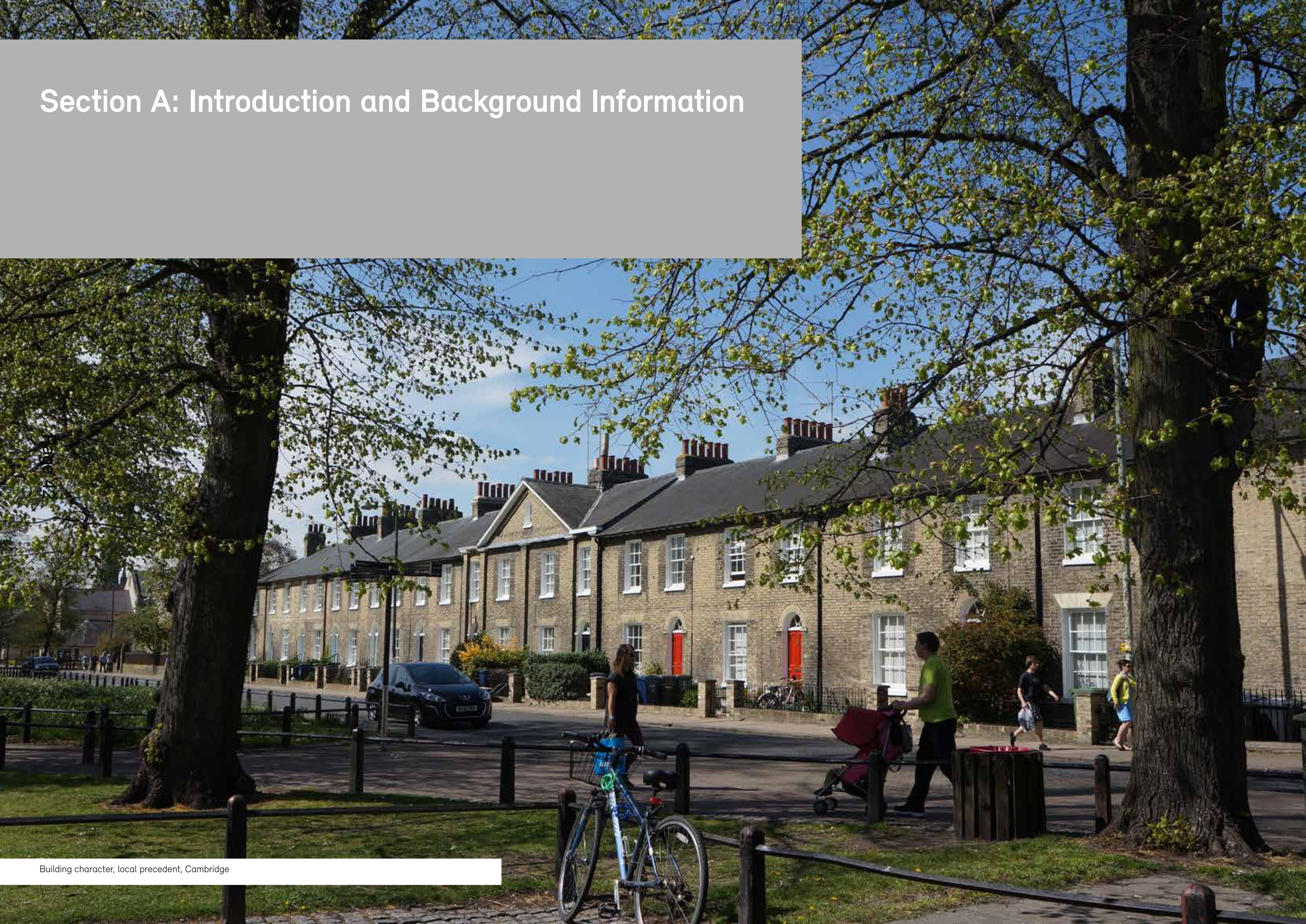
This integrated approach to design lies at the heart of this strategic document. Specific outcomes are flexible, but we want buildings that relate to one another, public spaces that bring people together, space for nature throughout, and good stewardship. It is how these qualities are combined that will give the special sense of place that the Code expects.





## Section A: Introduction and Background Information

Page 42





The purpose of this Design Code is to provide a benchmark for quality placemaking within the Land North of Cherry Hinton (LNCH) development. It brings together and co-ordinates objectives and strategic design principles for each of the main Masterplanning components to deliver a unified LNCH vision across all phases of the development. It is intended as a useful tool for all team members, project stakeholders and residents, in the process of designing, assessing, and approving subsequent reserved matters applications for the development.

The guidance has been prepared in collaboration with the Greater Cambridge Shared Planning Service and its principles take into account current planning policies. However, the Code is intended to complement these policies, not substitute for them. It should therefore be used in conjunction with other detailed guidance and policy documents. An appendix with links to useful supporting documents and further reading has been included at the back of the document.

**Policy context and document structure**  
The Code is structured into four parts:

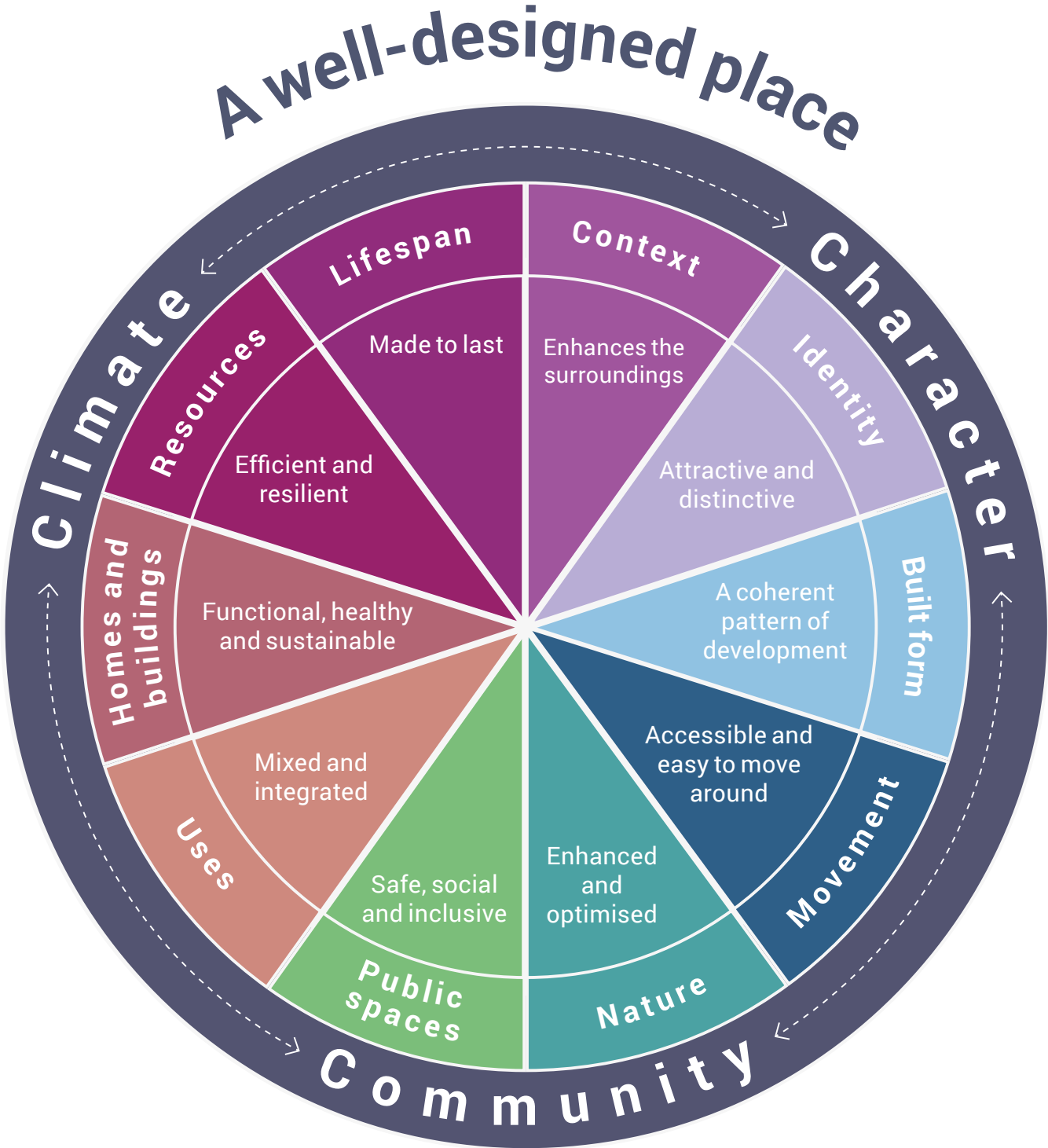
**1. Introduction and Background Information**  
The content of the Design Code builds upon the principles contained within Cambridge’s “four C’s” of Community, Connectivity, Climate and Character. It has also been informed by local plan policies, including the Cambridge Local Plan (2018) Policy 13 Cambridge East, as well as the principles and detailed requirements established during the outline planning application and through the parameter plans.

Further detail on the planning background of the site is included within the planning background section of the Code.

**2. Site-Wide Coding – the ten characteristics of a well designed place**  
Site-wide guidance for the Design Code has been set out into ten sections, corresponding to the Ten Characteristics of a Well-Designed Place, as described by the Department for Levelling Up, Housing and Communities (DLUHC) in the recently published National Model Design Code and National Design Guide. The ten characteristics also address the broad themes of climate, character, and community – while introducing what we believe are timely themes covering the careful use of resources, and planning for long-term maintenance.

**3. Character Area guidance**  
The Character Area guidance illustrates how the site-wide principles should be applied within each character area, its intended look and feel, and any specific requirements that need to be delivered within that area.

**4. Appendices**  
The appendices at the back of the document include useful links and a checklist of key requirements.



National Model Design Code: 10 Characteristics of a Well-Designed Place

**Scope of the design code**

The Design Code includes mandatory requirements, recommendations, and supporting illustrative design guidance related to the following key areas:

- Design of the public realm; including streets, play and green and blue infrastructure
- Design of buildings; including key principles for their form, appearance, and detailing
- Creation of Character Areas and a set of frontage characters, ensuring that the masterplan achieves a sense of unity without uniformity
- Technical design; including subjects such as utilities provision, waste and recycling and sustainable drainage
- Climate change and climate change resilience; including subjects such as microclimate, ventilation, and habitat creation
- Long-term care and management.

The Code **must** be referred to for all design decisions within the LNCH development. It is there to inspire good practice, sustainable design, and maintain project quality.

The Code **must** be applied at all stages of the development process, from concept design to planning and throughout construction.

The Code **should** help guide ongoing management once construction work is completed.

**Must and should guidance**

The sections of the Design Code follow a standard format. A bold introduction statement at the start of each section summarises the strategic outcome that must be delivered. Thereafter, is guidance with written principles, illustrations, and precedents, expanding the strategy in more detail.

Guidance within the Code contains two levels of compliance:

- Where compliance is a mandatory requirement, the word ‘**must**’ is used
- Where compliance is recommended, the word ‘**should**’ is used.

A completed Compliance Checklist and accompanying proving illustrations must be included as part of future Reserved Matters Applications and we suggest this is incorporated within the Design and Access Statement (DAS).

Where recommendations are NOT followed, this must be described. The alternative design proposals must be justified by their potential benefits or by the need to meet changing legislation, varying circumstances, or technical advancements. All deviations from the Code must show how they maintain the wider quality, sustainability, and placemaking, requirements of the Code.

**Status of Images**

All diagrams are mandatory unless otherwise stated.

Framework Diagrams

The framework diagrams included within the code must be followed, reflecting 2 levels of requirement:

1. The location and underlying geometry of all primary/ secondary infrastructure, including connections, spaces and key community uses shown within Framework Diagrams must be applied.
2. The tertiary spaces, routes and focal points within these diagrams are illustrative. The specific geometries and locations they show are not fixed, but the underlying principles of connections, places and focal points that they illustrate must be applied.

**Illustrations and Precedents**

The illustrations and precedents within the Code are, unless otherwise stated, indicative of what is required. While the principles they illustrate should be followed by the design, they should not be treated as fixed outcomes. The Code sets a quality baseline, but teams are invited to be innovative and show how they can deliver or exceed the quality, sustainability, and placemaking requirements of the Code.

**Updating the Code**

The life of a large masterplan development can be a long one, and technology, social needs, and other opportunities for further improvement frequently emerge over time. A good example of this may be future changing patterns of car ownership – allowing reduced parking and improved use of allocated space. Therefore, to reflect this, while the overarching design quality principles set out by the code must be retained, the detail of how this is delivered should not be treated as immutable.

With a collaborative approach and dialogue, the detail content of this document should be open to regular review over the life of the project, with any proposed changes taken to the Quality Review Panel as well as other consultees. At a minimum we suggest this review should be undertaken when the airport closes.

This flexibility is part of the robustness of this Code – ensuring that the Code stays relevant over the whole life of the development.

# Planning background

## Development plan

Both Cambridge City and South Cambridgeshire District Council adopted their current Local Plans in 2018.

In the Cambridge Local Plan (2018) Policy 13 Cambridge East, Land North of Cherry Hinton (R47) is allocated for approximately 780 dwellings during the plan period, along with adjoining land allocated in Policy SS/3 of the South Cambridgeshire Local Plan (2018) for approximately 420 dwellings. A combined total of 1,200 dwellings is allocated.

## SPD framework

Further guidance on the LNCH is set out within the Supplementary Planning Document for the site, which was adopted in November 2018. This document is a material consideration on all applications on the site and it sets out design parameters for the site, which have been used to inform this SWDC. Among many principles, the SPD established the need for a strategic through-route for motor traffic through the development.

Reference should also be made to relevant sections of Greater Cambridge Sustainable Design and Construction SPD, Jan 2020. A links to this document is included within the further reading page at the back of the Code.

## Cambridge East

In addition to the application site, other major developments have also been allocated in Cambridge East, as identified within Policy 13 of the Adopted Cambridge City Local Plan. This includes the Marleigh Development (previously the Wing), which is currently under construction to deliver 1,300 dwellings. Part of Cambridge Airport is also identified as Safeguarded Land for potential future development.

## Emerging local plan

The Greater Cambridge Shared Planning Service are in the process of preparing a new Local Plan, which will cover both Cambridge City and South Cambridgeshire. In the Autumn of 2021 they consulted on their ‘First Proposals’, which includes the proposed allocation of Cambridge Airport for a residential led development. This plan is at an early stage and currently it cannot be given any significant material weight in planning terms, however the Design Code has been worded to provide some flexibility should the airport be developed in the future.

## Outline application

In 2020 Greater Cambridge Shared Planning granted outline planning permission for the LNCH masterplan. This was prepared by Terence O’Rourke on behalf of Marshall Group Properties Limited and Endurance Estates.

The outline approval is for a sustainable extension to Cherry Hinton comprising:

- Up to 1,200 homes
- A mixed-use local centre including: a primary school, community facilities and commercial units
- A secondary school
- A network of well-connected public open spaces with integrated SuDS features, including: playing fields, allotments and children’s play spaces
- A sustainable movement strategy including a reinforced cycle and public realm infrastructure across the entire site
- Connections and detailed junction designs for access to the site at three separate points
- Overarching parameter plans including land use, movement and access, landscape and green infrastructure, building heights, and urban form parameter
- A detailed Transport Assessment (TA) formed part of the outline. The TA included the SPD principle of a 20mph through-route (ie no bus gate), S106 requirements, and the detailed consents for the 3 junctions.

The outline consent included a condition requiring the submission of a site-wide Design Code prior to or concurrent with the first Reserved Matters Application.

## Parameter plans

A package of approved parameter plans have been developed. These define the spatial, use, height limits land movement parameters that designers must work within. The parameter plan requirements and limits have been used to inform this code and are intended to be delivered by it.

Section C: Appendices  
Section C: Appendices

## Community Engagement in developing the Code

The Code was developed in consultation with the local community. This process included online webinars, workshops, surveys and feedback forms, as well as in person events. The engagement focussed on code principles, tracking the creation of the document, and this allowed the Code to be updated to reflect the feedback we received.

Alongside this process, stakeholder presentations and Q&A discussions have included:

February 2022 – Cambridge East Community Forum  
March 2022 – Cambridge Past, Present and Future Planning Committee  
April 2022 – Teversham Parish Council  
May 2022 – Cherry Hinton Residents Association  
May 2022 – Cllr Claire Daunton, Cllr Russ McPherson & Cllr Katie Thornburrow

The feedback from consultation was overwhelmingly positive, with key outcomes being incorporated into the code including:

- Active transport to be prioritised over vehicles, particularly cars;
- Generous landscaping and tree planting where possible;
- Consideration to be given to biodiversity where possible;
- Flexible public spaces which can be used for a variety of purposes

Community engagement will continue over the life of the development, including a participatory design process to develop the detail design and use of the local centre. Further guidance on engagement can be found within the Lifespan section of the Code.

## Vision

The Land North of Cherry Hinton will extend Cherry Hinton with an exemplar, highly liveable and sustainable development.

The development will have a strong sense of place and community focus with two new schools, a characterful market square of shops and community buildings, and spaces for play and exercise near every home. By designing in a compact way, everything will be within walking distance.

Public space will bring people closer to nature. Natural planting will combine sustainable drainage and tree planting and this will be threaded through the social spaces, to create an attractive and climate change resilient environment.

The new homes will be gas free and generate low carbon energy. They will combine local character and materials with contemporary architecture and fundamental principles of good urban design to create a rooted but forward looking sense of identity.

We aim to reduce car use. The streets will put people, and place, first. Every street will be designed to reduce speeds, and produce low traffic. As public spaces, they will support future residents to create socially connected, healthy, and sustainable lifestyles – along with a network of dedicated cycle routes and footpaths to ensure walking and cycling are a first choice for making every local trip.



CAMBRIDGE AIRPORT



TEVERSHAM

All Saints Church

ALLOTMENTS

AIRPORT WAY

Secondary School

PLAY

Local Centre

Primary Square

Primary School

PLAY

PLAY

PLAY

PLAY

ALLOTMENTS

CHERRY HINTON RD

GAZELLE WAY

TEVERSHAM DRIFT

CHERRY HINTON

HIGH STREET

St. Andrew's Church

CHURCH END

CYCLE ROUTE TO CAMBRIDGE

COLDHAMS LANE

Page 47





## Section B: Site-Wide Coding

Page 48

A mews street with a shared surface and climbing plants at the edges  
Knights Park, Eddington, North West Cambridge **Pollard Thomas Edwards and Alison Brooks Architects**



# 1 Context

LNCH will be integrated with the local area. A new tree-lined primary street will link Coldhams Lane and Cherry Hinton Road, including separate routes for bikes. The development provides new schools, shops and community facilities for the use of the whole community.

The site itself is inherently walkable. The Design Code establishes strategic destinations and site wide coding that support walkable neighbourhoods based upon 5-10 minute walking distances.

As well as creating new landscapes, the designs will retain the public rights of way, watercourse, retained mature trees, and leafy boundaries within the site. Designs will respond not only to the distinctiveness of individual buildings or details but take care to understand the way that they come together to create a sense of place.

## Location

The site is located on the eastern fringe of Cambridge, to the east of Cambridge Airport, and north of the suburban village of Cherry Hinton. It is around 15mins bike ride to central Cambridge, and to the east of the site begin the rural fields of Cambridgeshire.

The village of Teversham is located 5mins bike ride to the north-east of the site and is separated from the development site by green belt.

Main roads around the site are Coldhams Lane on the south-west boundary, and Cherry Hinton Road/Airport Way along the east boundary. The proposed primary street network will form a through connection between these existing roads.

Key

Railway

Cycle Network

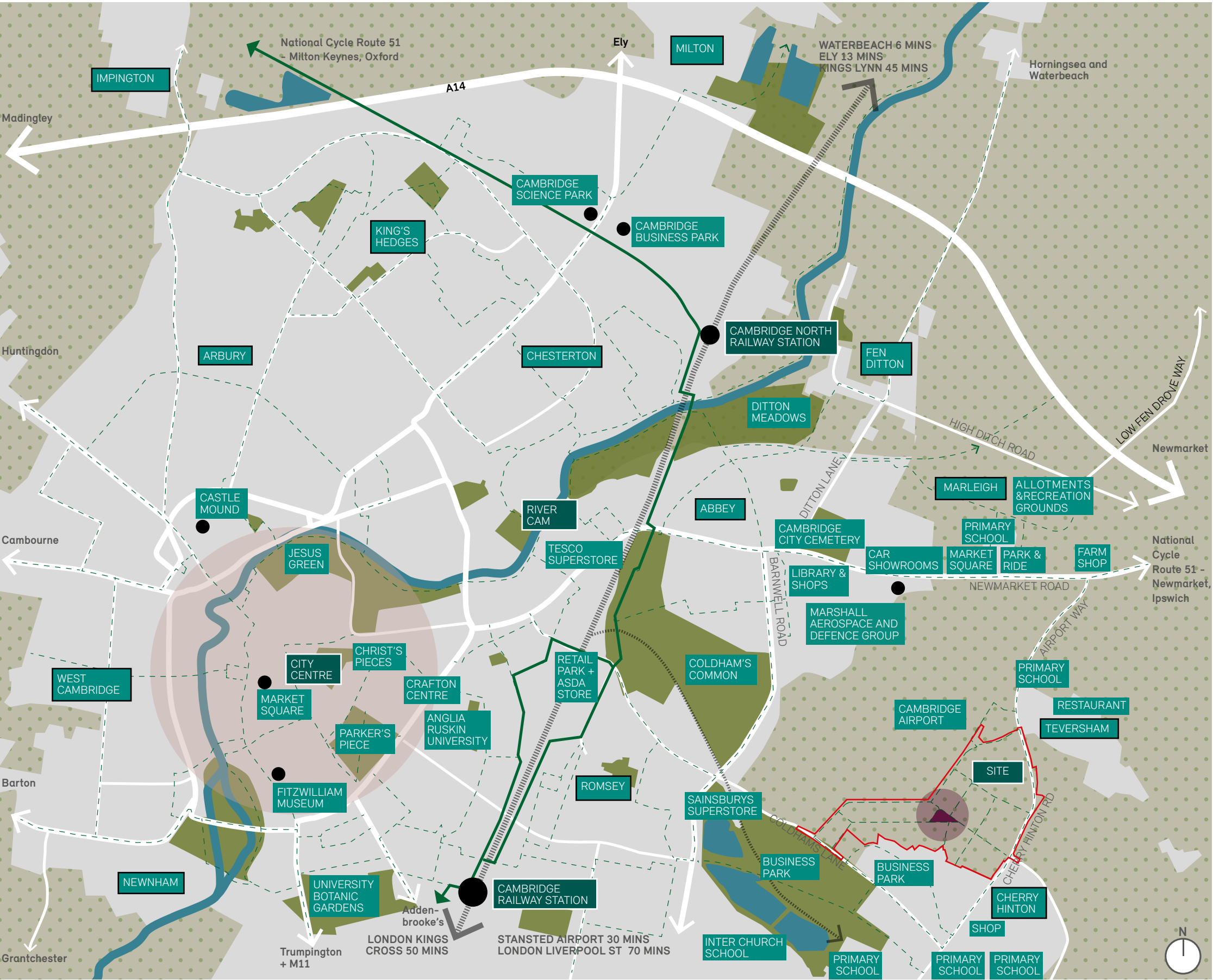
Chisholm Trail strategic pedestrian and cycle route (2018)

Major open spaces

Built up areas

Green Belt

Site Boundary



The site in context



## Built character

### Local character

As an urban edge, the local area has a mixed character. The historic village cores, which are small but have a strong underlying local character, grew into large car dependant suburbs in the second half of the 20th century. These modern suburbs, combined with busy roads, light industry, and aviation with agricultural fields beyond, are the dominant surrounding character.

Well designed places are born out a thorough understanding of both the local and wider context. The development offers a great opportunity to strengthen the character of the area and prioritise sustainable transport with a new, locally inspired, modern distinctiveness. Inspiration for this modern distinctiveness should be drawn from the three sources below. Design teams must demonstrate at early pre-applications conversations how these have influenced emerging concepts.

- Characterful historic village cores such as Cherry Hinton and Fulbourn
- Historic Cambridge residential streets
- Recent, quality Cambridge developments.

### Village cores

The nearby villages, such as Waterbeach and Cherry Hinton, are characterised by having a distinctive triangular form, forming the focal point for a high street. These create a unique sense of place and mark the entrance to the village core.

Buildings arranged around the village core have a strong rural feel, with materials including lime render and timber boarding. Buildings are low rise, but are capped by steep, often almost sculptural, tile roofs, functioning as a true “fifth elevation” and being the most dominant single feature of the buildings.

### Historic Cambridge

Cambridge has many very historic areas, each with their own character and offering a rich source of inspiration for design teams.

Restrained 18th and 19th century

Gault brick terraces are the common residential form in urban Cambridge, with grand formal streets often linked together by narrower highly characterful streets and lanes.

Leafy avenues of detached and semi-detached Victorian villas with rich decoration are common in the historic and established suburbs.

### Recent developments

Being able to draw local distinctiveness from a city’s recent developments is sadly rather unusual, but in Cambridge is justified. Cambridge as a city is representative of a place that has taken, and is continuing to take, steps for positive change. The best new developments in Cambridge have a distinctive local quality all of their own, adding a new layer of distinctiveness to the expanding city and adding to its history.

Cambridge has been acknowledged for its promotion of restrained and thoughtful contemporary architecture, cycling, and forward-thinking sustainability. This development is part of that story, and each of these important qualities must be reflected in proposals as they are brought forward.

The best modern Cambridge developments are notable for a use of restrained and thoughtful contemporary architecture – inspired by but not copying – historic precedents. They are low- to mid-rise, both urban and urbane, and make extensive use of the familiar Gault brick palette. Streets are designed to incorporate SuDS and natural planting and often incorporate innovative typologies that help them to be comfortably developed to higher-than-average densities. Parking is typically concealed, and car restricted or car free streets are increasingly common.

### Character Areas

Working within the Character Areas guidance, a contemporary interpretation of traditional local building forms should be developed – drawing inspiration from other contemporary developments within the city including:

- Grouping and street designs
- Building designs
- Materials
- Decorative elements.



Village cores, Fulbourn High Street



Historic Cambridge



Recent developments. Accordia, Cambridge Grant Associates and FeildenCleggBradleyStudios



Landscape character

The local agricultural landscape is open and arable, reflecting the fenland character of this area of north east Cambridge, with drainage ditches and hedged boundaries dotted with mature trees. The southern boundary meets with the suburban gardens of Cherry Hinton. The whole west boundary is lined by the flat and featureless grass of the airfield.

The Green Belt crosses the northern tip of the site, including most of the airfield and separating the site from Teversham village to the north.

Cambridgeshire’s rich fenland character of ditches, hedges and meadow planting, and its history of working with natural systems for water management should provide the basis for landscaping within the new development. To the east, the landscape features a gentle rise to a local high point in the southeastern quadrant of the site.



Fen Ditton, Fred Ingrams



Open fields with hedged boundaries



Natural planting within the award drain



# Opportunities and constraints

Future detail phases must respond to the existing constraints and future opportunities, and make good connections to the surrounding area.

- Maintaining Public Rights of Way
- Re-routing the award drain
- Diverting the gas main
- Retaining the Green Belt
- Work with the topography
- Incorporate retained existing trees, hedges and habitats
- Respond to the towers of All Saints Church, Teversham and St Andrew's Church in Cherry Hinton
- Incorporate wildlife permeable boundaries
- Include integrated nest box provision
- The Principles of Good Acoustic Design must be considered to mitigate traffic and aircraft noise (while airport remains in operation) on future noise sensitive receptors / users eg residents and schools
- Maintain airport wildlife safeguarding
- Futureproof for long-term airport redevelopment.

Page 52

KEY

Application Boundary

Views

Noise source, Airport, Airport Way & Coldhams Lane

Future connections

Neighbouring houses

Public Right of Way

Existing Gas Main

Potential New Gas Main diversion

Main vehicular junctions

Existing Drainage/water courses

Bus stop

Retained existing trees

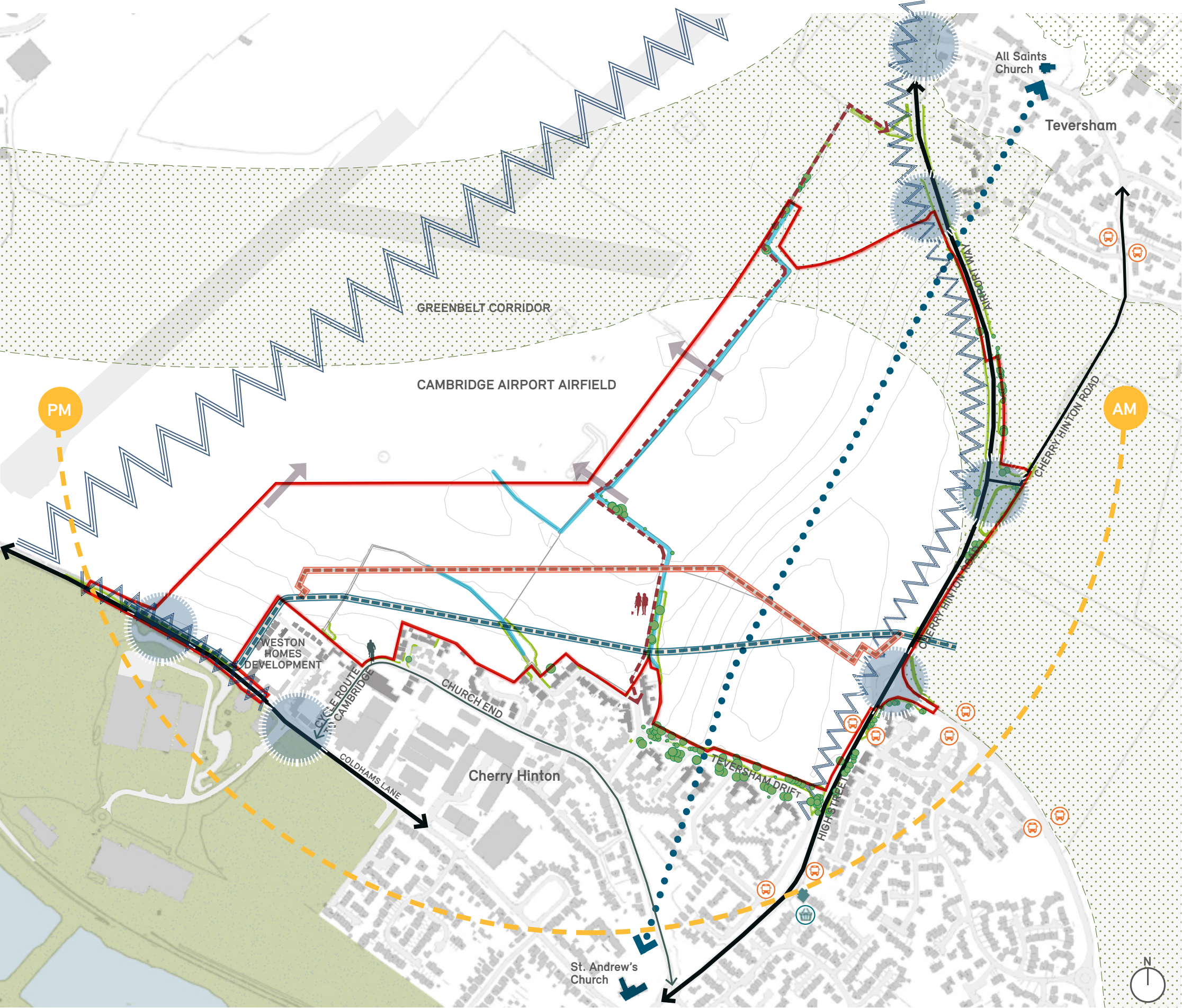
Retained existing hedgerow

Public Green Space

Topography /contour lines

Local landmarks

Green Belt



Constraints and opportunities plan



Framework masterplan

The framework masterplan was developed alongside the Code. This illustrative plan aims to draw together the many facets of design quality requirements and design intent described within the Code, and reflects the approved parameter plans for the development.

This framework masterplan is used within this document as a baseline design to help generate the illustrative designs and diagrams included in the Code.

The framework masterplan, and the diagrams generated from it, are intended as illustrative. They show the principles that need to be followed to deliver the quality requirements of the Design Code, while being a flexible starting point for designers to make use of when making their detailed proposals.

KEY

Application Boundary

Retail Use

Community Infrastructure

Flexible Ground Floor Use

Sales Village

Site Offices - Temporary building

Potential Health Centre

Play Areas

School Sites

Allotments

Green Infrastructure / POS

Water Attenuation

Street Planted Swales /SuDS

Pump station

Landscaped Swales

Public Right of Way

Safeguarded Corridors

Key Spaces along primary and secondary streets



Framework Masterplan

# Living Infrastructure

## Living infrastructure must form the first consideration for the design and Reserved Matters applications

We have grouped the four characteristics of **Public Spaces**, **Resources**, **Movement** and **Nature** under a shared heading of Living Infrastructure. This is to emphasise the importance to the Code of taking an integrated design approach to all aspects of design in the public realm.

Public spaces, including streets and open spaces, must work hard on LNCH to accommodate requirements of the Code relating to nature, water, biodiversity and to support cultural sociability and active lifestyles.

- Applicants must demonstrate at the first pre-application meeting how these fundamental requirements have been embedded/integrated and have informed early concepts
- Detailed designs for public spaces (including streets) will need to take into account a variety of requirements set out in the code
- Accordingly, design teams must bring Landscape Architects to the first conversations.

**Cultural sociability**  
Socialising, events, participation and community facilities.

**Space typologies**  
Typologies that are focused on quality and local needs.

**Active lifestyle**  
Multi-generational play, sports facilities and recreation areas.

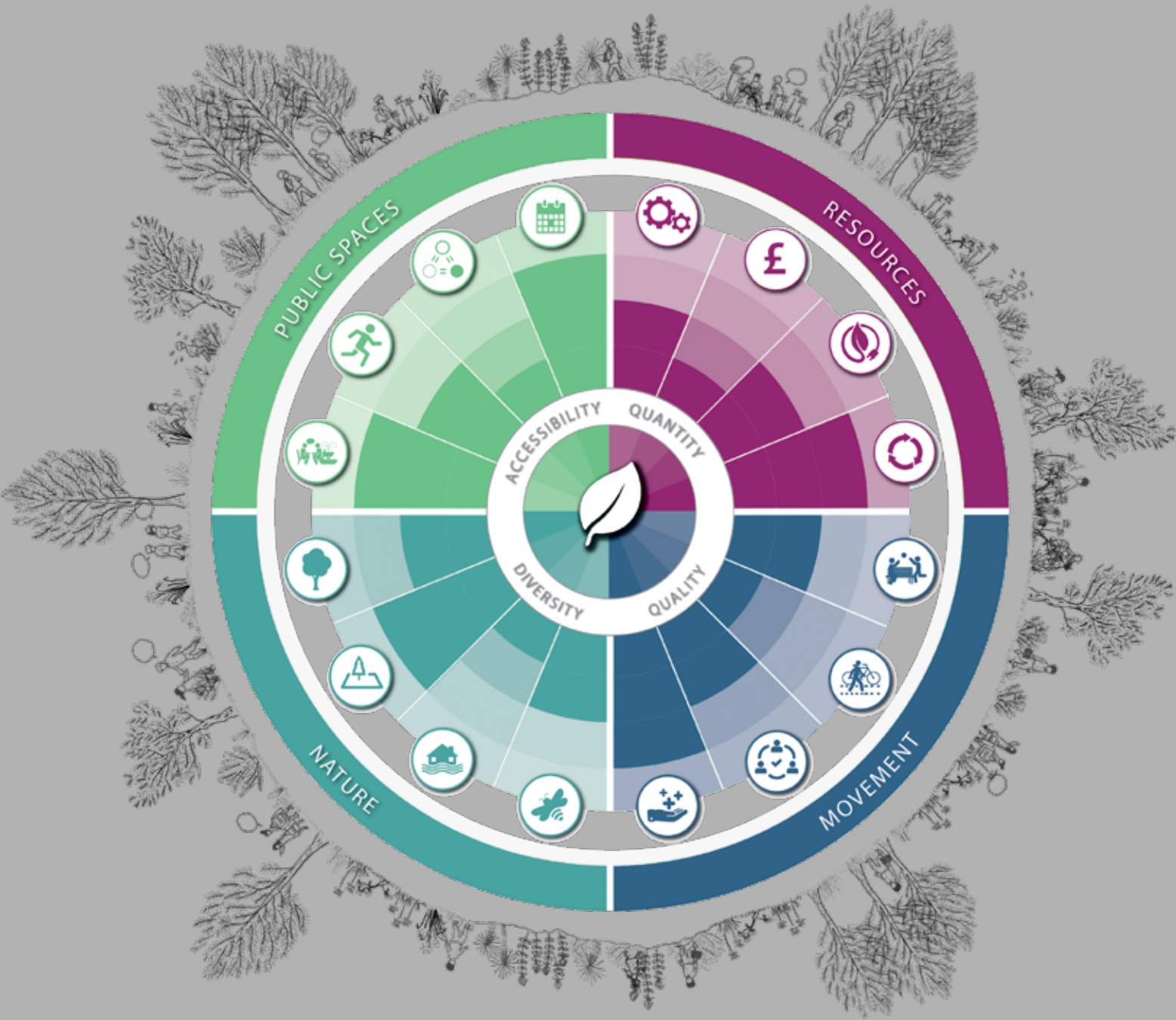
**Materiality and elements**  
Identify a suite of elements that will be used within public spaces.

**Urban greening**  
Vegetation to mitigate urban heat and improve carbon sequestration.

**Nature conservation**  
Protect and conserve valuable areas that include intact natural systems.

**Water responsive**  
Flood mitigation in weather events and managing water as a resource.

**Living landscapes**  
Biodiversity net gain and nature conservation supporting wildlife.



**Cost efficiency**  
Regulate micro-climate, reducing the cost to energy and water bills.

**Place value**  
Increased tourism, productivity, livability and business innovation.

**Resource management**  
Renewable resource management including heat, energy and water.

**Circular economy**  
Identifying waste outputs and establish waste as a resource to be further utilised.

**Street hierarchy**  
Setting out a overarching hierarchy of street networks.

**Street typologies**  
Typologies that are focused on quality and requirements of the masterplan.

**Movement**  
Easy access to open spaces through modes of active travel. Avoid creating desire lines through designated sites and protected species habitats.

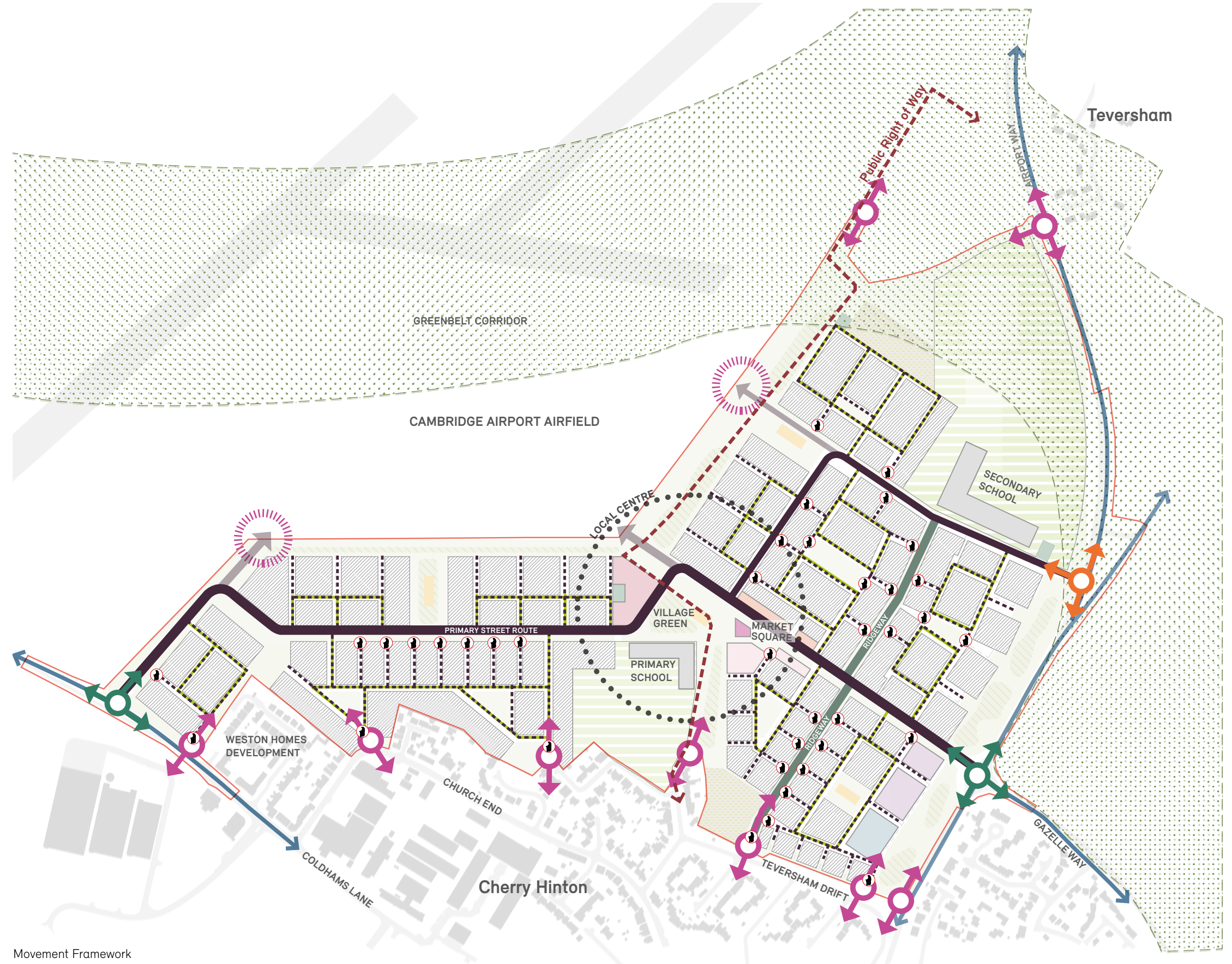
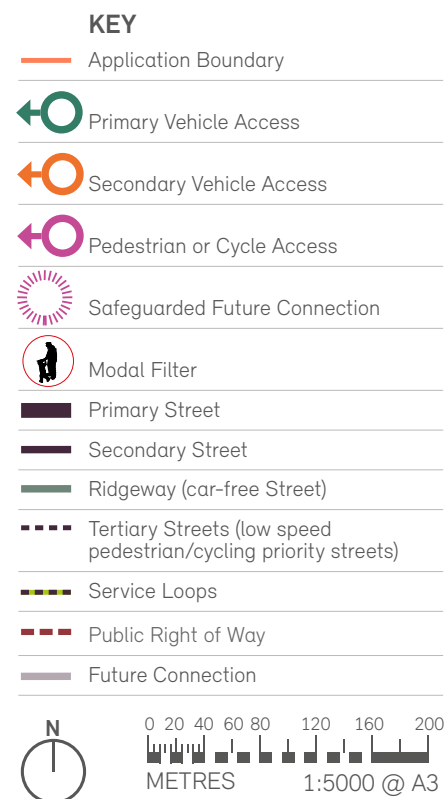
**Materiality and elements**  
Identify a suite of elements that will be used within streetscapes.



## 2 Movement

The development must have low speed, tree-lined streets and cycle lanes forming a network of routes. All streets must prioritise walking, cycling and the use of public transport over car use. Streets must encourage social interaction, with focal points for people including places to sit and doorstep play. A layout of short loops and modal filters should be used to create small, low motor-traffic neighbourhoods with no through routes for motor vehicles.

Page 55

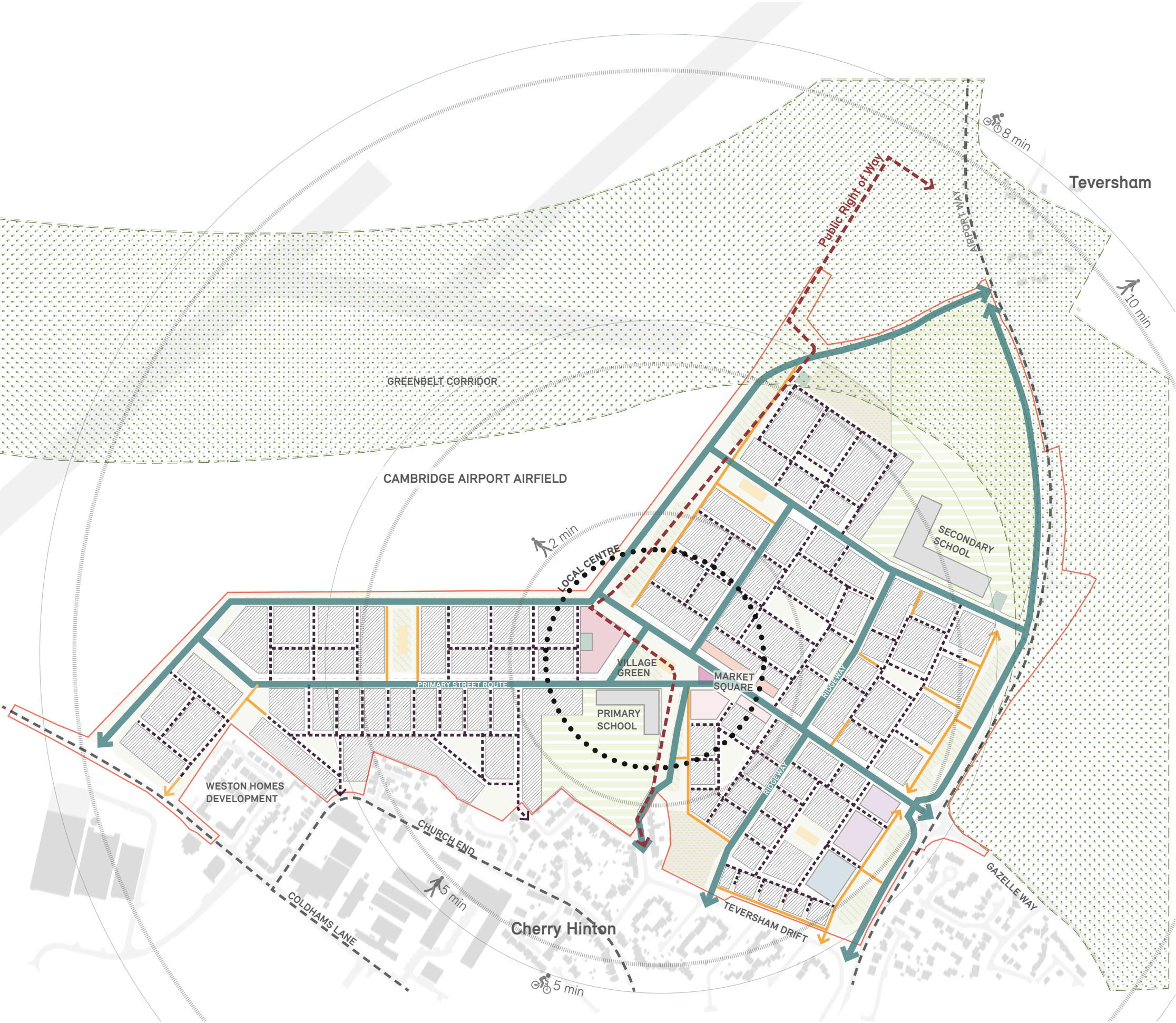
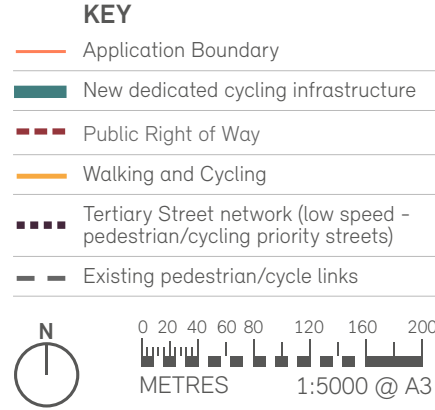




Active travel

To prioritise active travel, quiet and low speed residential streets must connect into dedicated cycling and walking routes to form a convenient and attractive network of routes.

The route network must link all the proposed community/non-residential uses with active travel and make safe connections to the surrounding routes network beyond the boundaries of the site.



# Pedestrian priority design

## Walking and cycling

**The development must promote both walking and cycling as the most convenient and pleasant travel choice to get around the development and to connect to the local area.**

Contextual analysis for proposals should include consideration of the location of existing pedestrian and cycle networks, and planned improvements so that these can provide a starting point for design.

All new streets must be safe and overlooked with frontages, and correspond to their role in the street hierarchy. Design guidance for the enclosure and hierarchy of streets can be found in the [Built Form](#) and [Public Spaces](#) sections of the Code.

## Junctions and crossings

**Junctions must prioritise walking and cycling movement, and given significance by a combination of surrounding building frontages, living landscape, changes in road surface and as a focus for social activity.**

Crossings should be located at junctions, and at other convenient points and desire lines to key destinations.

Streets must incorporate inclusive design for all users.

Signage should be carefully integrated to minimise street clutter. Planting and street furniture should be positioned clear of visibility splays. Refer to the Manual for Streets for appropriate visibility splay dimensions.

Junctions will be important focal points for social meeting and wayfinding. Design guidance for street corners can be found in the [Built Form](#) and [Identity](#) sections of the Code.

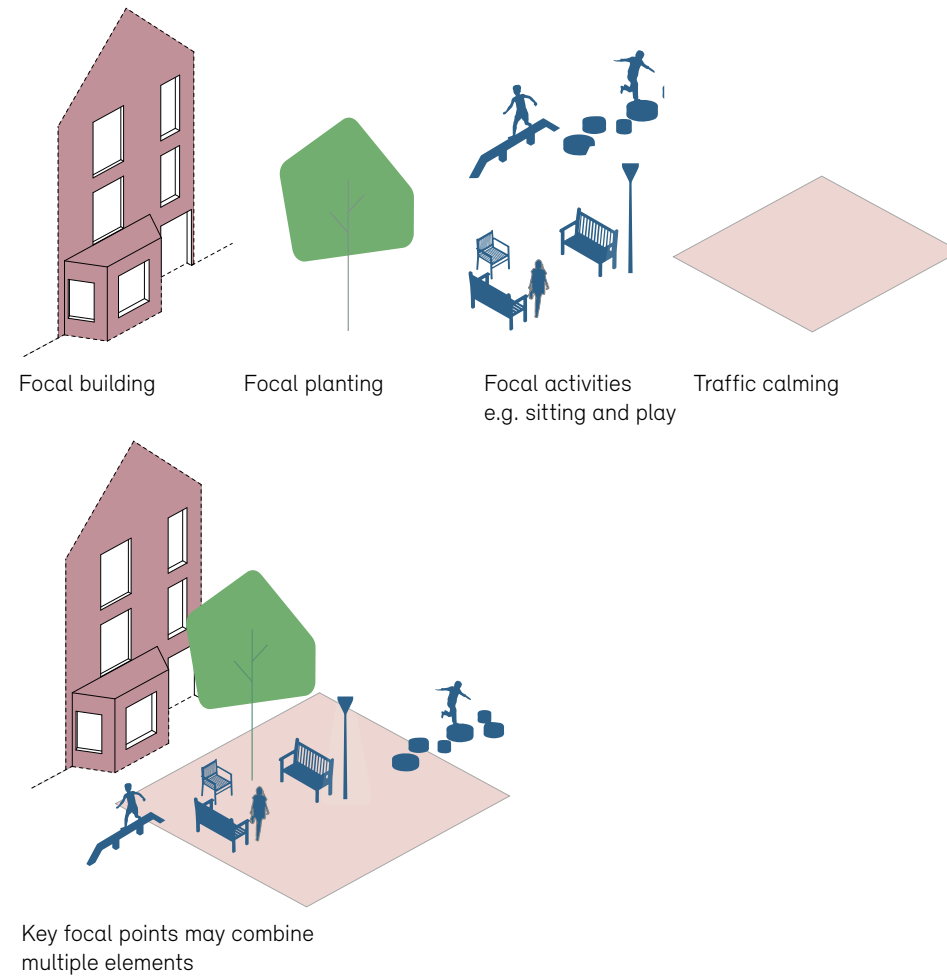
## Low speed street design

**Street designs must produce a low design speed of maximum 20mph on the primary and secondary street network, and a maximum of 15mph on all other streets.**

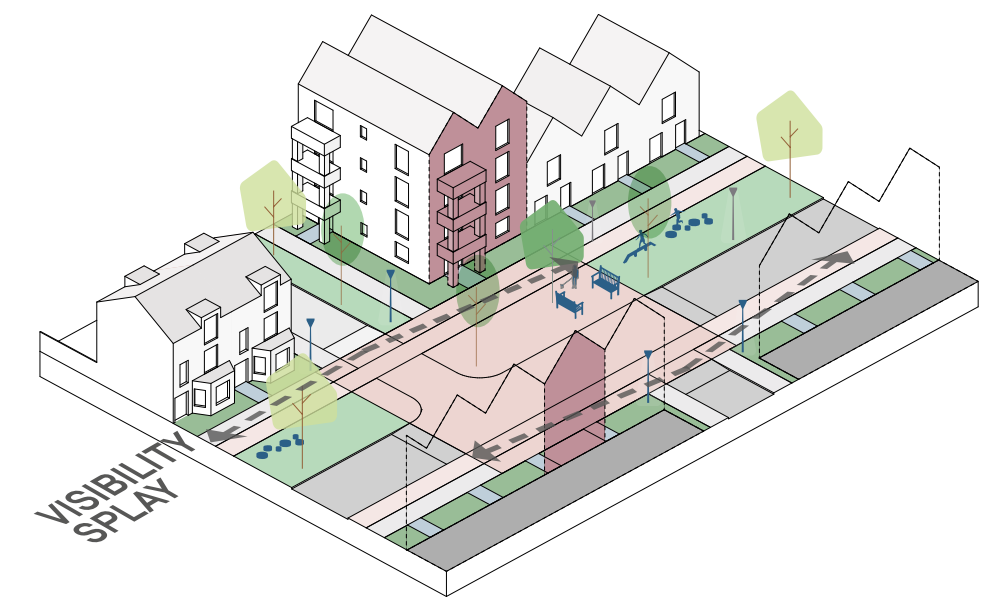
Build outs should reduce the carriageway width to a minimum of 2.75 m to achieve single file traffic.

Key to promoting walking and cycling and socially active streets will be low traffic speeds. Low speeds and pedestrian priority can be delivered through a mixed approach, combining raised tables at junctions, providing vertical deflection, minimising turning radii (e.g. 6m or 4.5m on lower trafficked streets), and with landscaped build out to provide horizontal deflection as well as changes in surface finish to visually break the linearity of the carriageway.

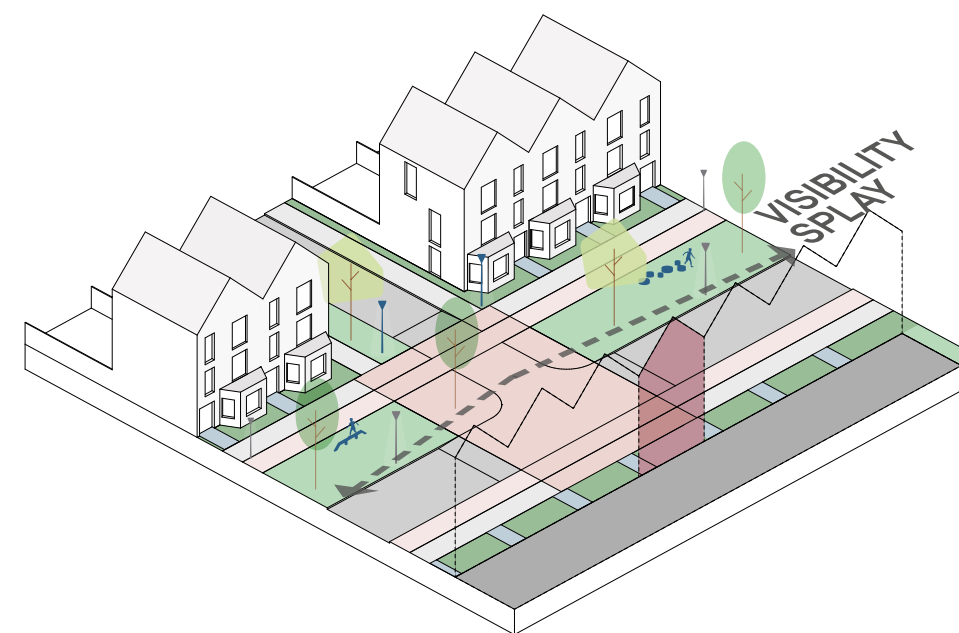
Family of focal points



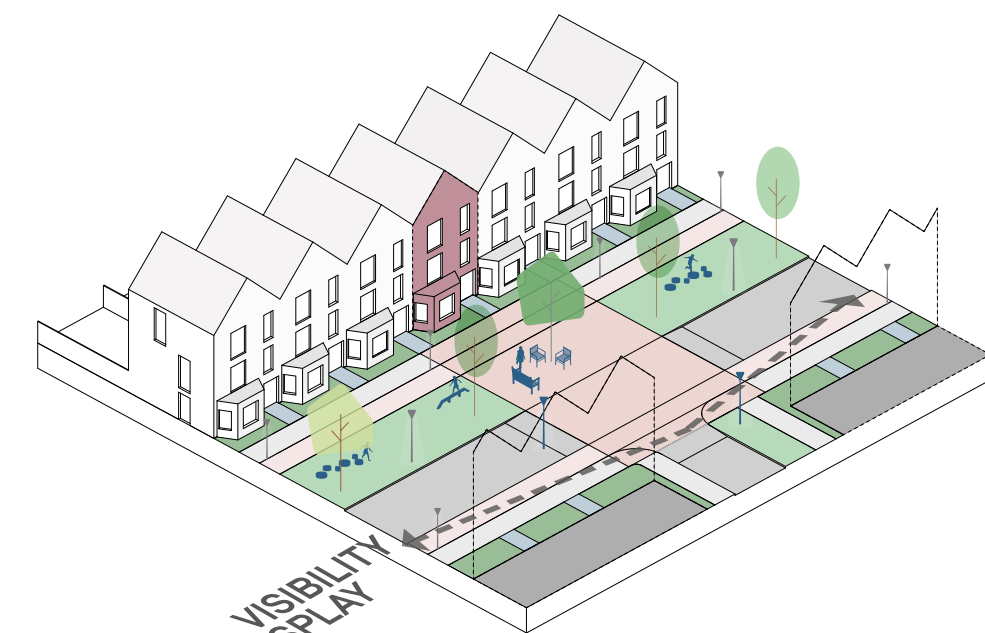
Movement and urban grain



Staggered junctions between primary and tertiary networks terminate vistas and provide opportunity for wayfinding



Opportunity to introduce nodal spaces, by adapting development parcels, to introduce small pocket parks at key locations in the masterplan





### Tree-lined streets and strategic tree locations

The development aims to create a leafy and tree-lined movement network. This will need a strategic approach to be taken to all aspects of street design. Specific trees will be located to act as focal points and for wayfinding.

- Street trees must be included on all primary and secondary streets to provide a visually continuous effect
- Street trees should be included on all tertiary streets
- Special and memorable trees should be strategically located to create focal points
- A mixture of tree species must be interspersed within each street to help provide disease resistance
- Street tree and services design must be coordinated at an early stage to avoid clashes
- Tree pits for street trees must be a minimum of 2-2.5m in hard paving and 2.6-1.8m in soft areas
- Street lighting columns should be located a minimum of 5m from tree canopies
- Tree pits in hard paving may require cellular soil products or similar depending on below ground and adjacent conditions.





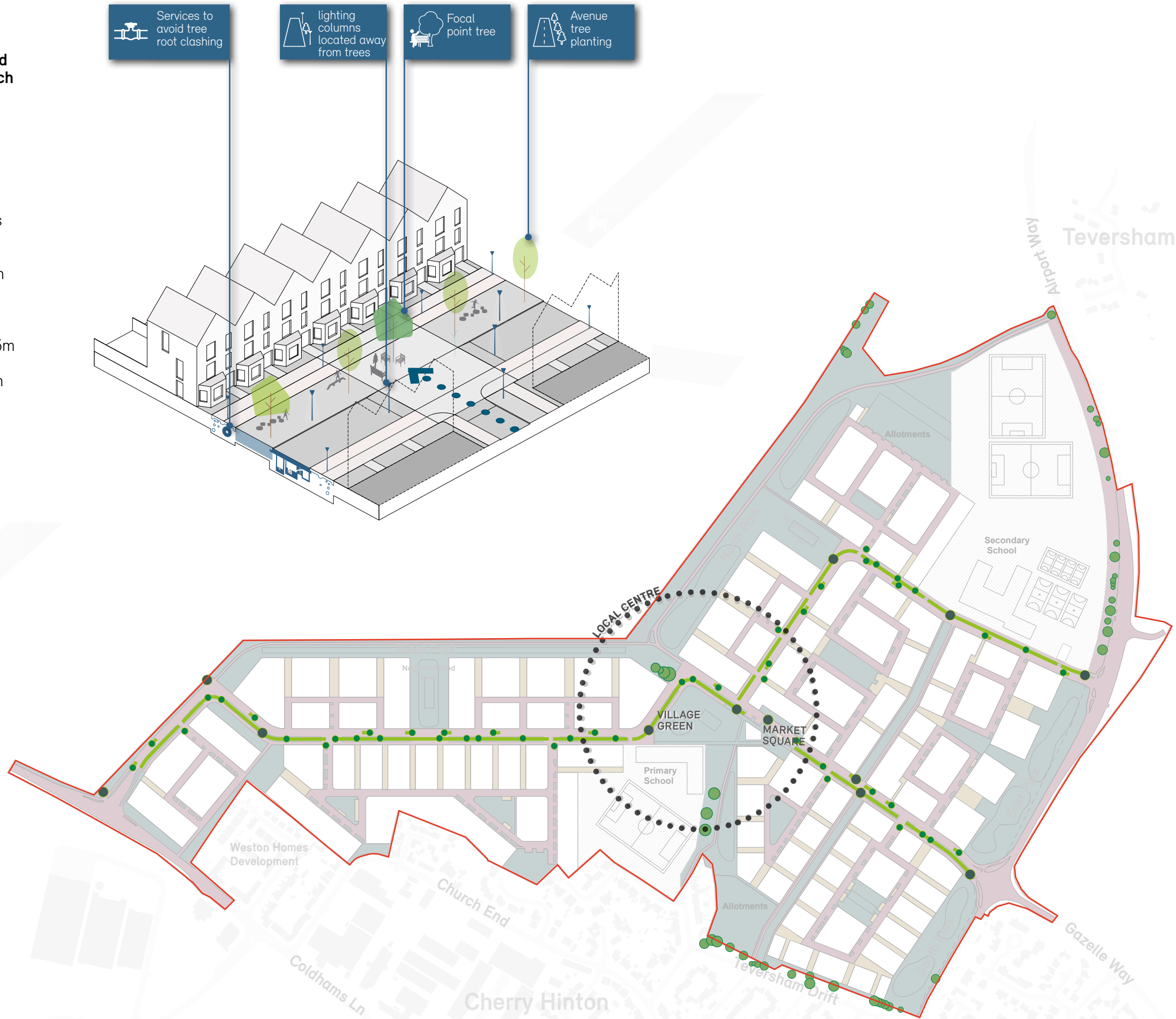
KEY	
	Retained existing tree
	Large specimen tree for wayfinding
	Focal point tree
	Other street trees at approx. 15m spacing to form avenue

Illustration showing intended integration of cycle parking into public, private and shared spaces





# Cycle parking

Good cycle parking for all residents and visitors must be provided to encourage regular cycling.

All proposals must comply with the local authority requirements for cycle parking (Cycle Parking for New Residential Developments SPD or successor document), and Local Plan 2018 standards for residential cycle parking including:

- Cycle parking delivered using Sheffield or A-frame Sheffield stands.
- Visitor cycle parking conveniently provided within each open space and near entrances of flat blocks, shops and public buildings
- Visitor cycle parking must be clear of the highway and be well overlooked
- Cycle parking should be provided at key arrival “landing points” in public open spaces
- Shared and visitor cycle parking spaces should be capable of accommodating at least two cargo bikes.

Page 59

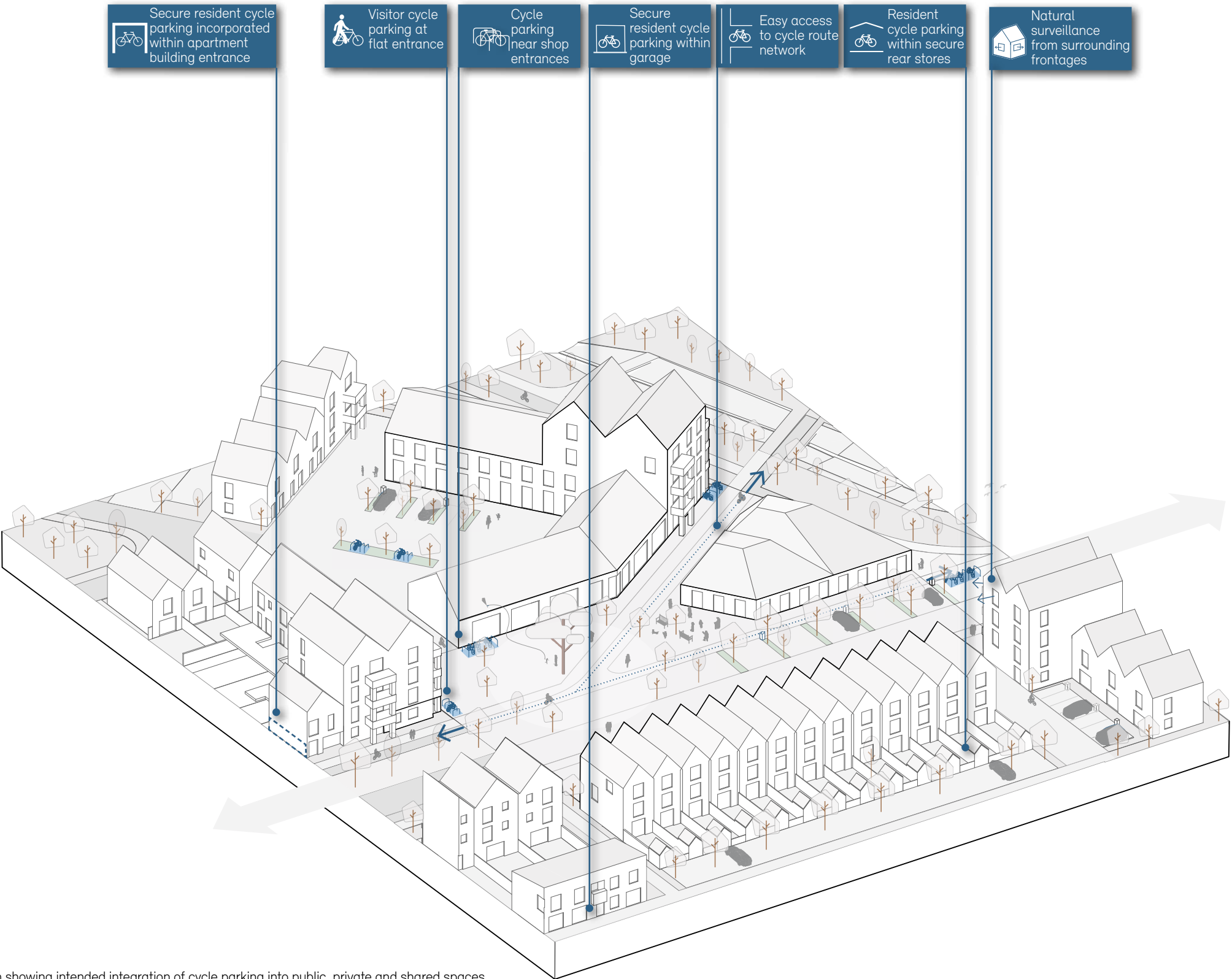


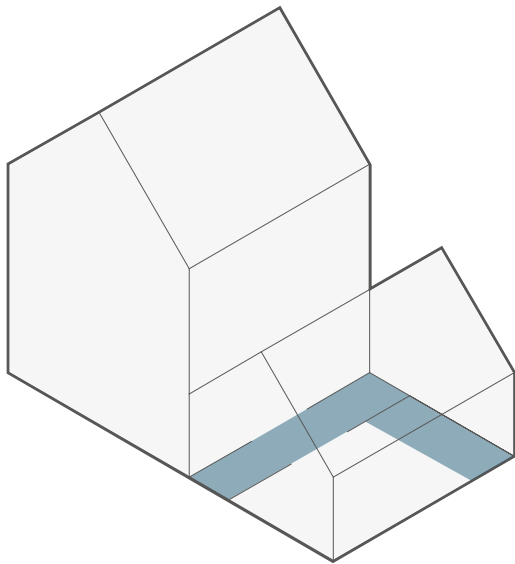
Illustration showing intended integration of cycle parking into public, private and shared spaces

Cycle parking standards

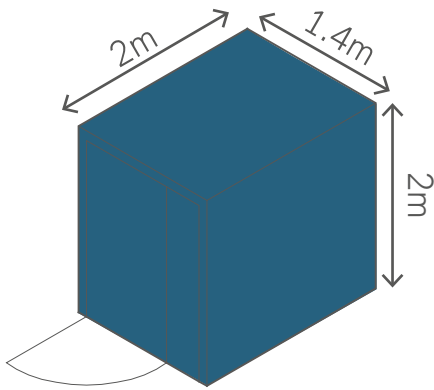
- Where cycle parking is provided as part of the garage, garage dimensions must be a minimum of 4050mm\*6m or 3.3m\*7m
- Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses must be provided where cycle parking provision is located in the back garden
- Sheffield (or equivalent) stands must allow a minimum of 1m distance between each stand.

Cycle parking provision

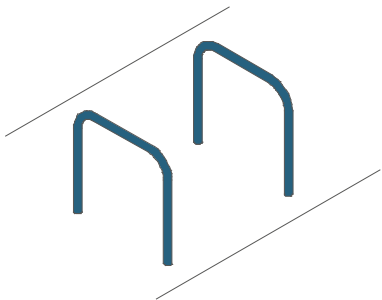
- 1 space per bedroom up to 3 bedroom dwellings
- Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc.



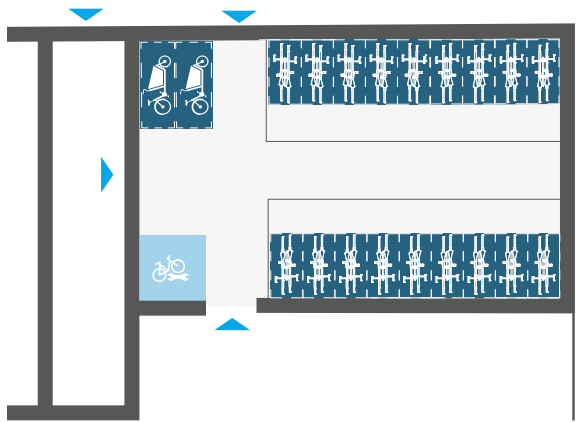
Example garage arrangement incorporating cycles



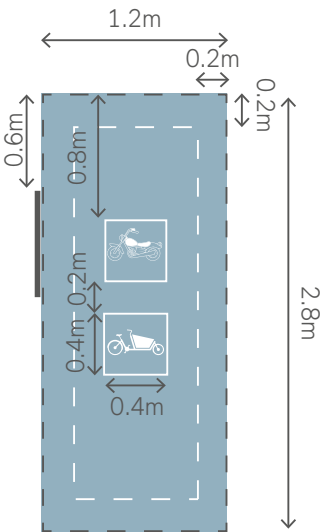
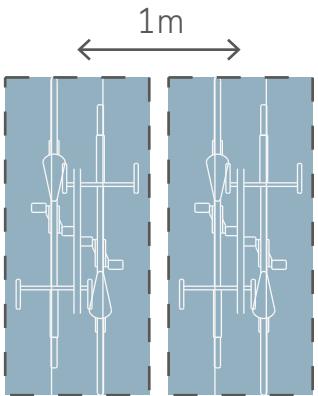
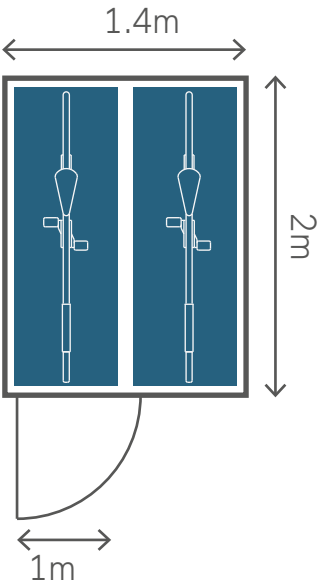
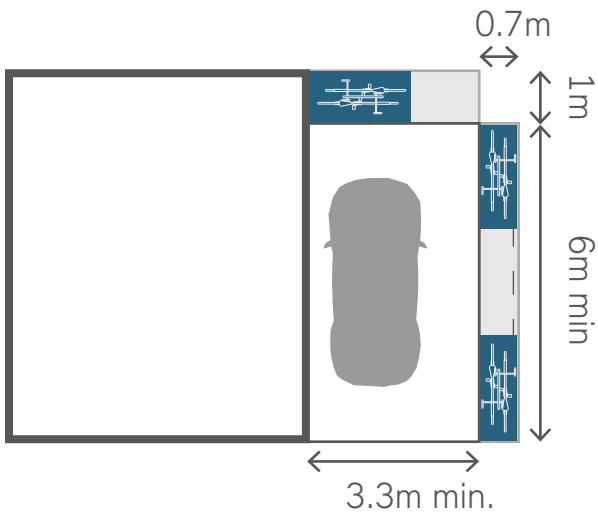
Example of secure covered cycle store for a 2 bedroom house.



Example of sheffield stands for visitor cycle parking.



Example of a cycle store integrated into footprint of apartment building with bike maintenance area and space for off-gauge cycles.



## Cycle parking for houses

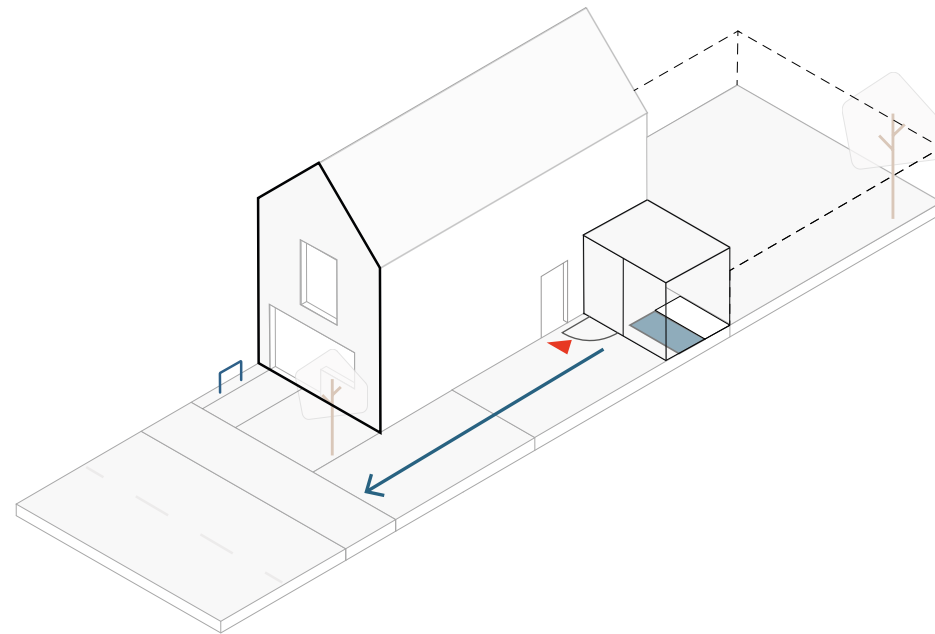
**Cycle parking for residents must be provided for in an accessible location that is at least as convenient as the car.**

All cycle parking enclosures and secure storage must be lockable, good quality, and must be incorporated into the plot without being intrusive. Every home must provide adequate space for the secure parking of a future cargo bike and must have access to a fixing point for visitor bikes located conveniently for the front door.

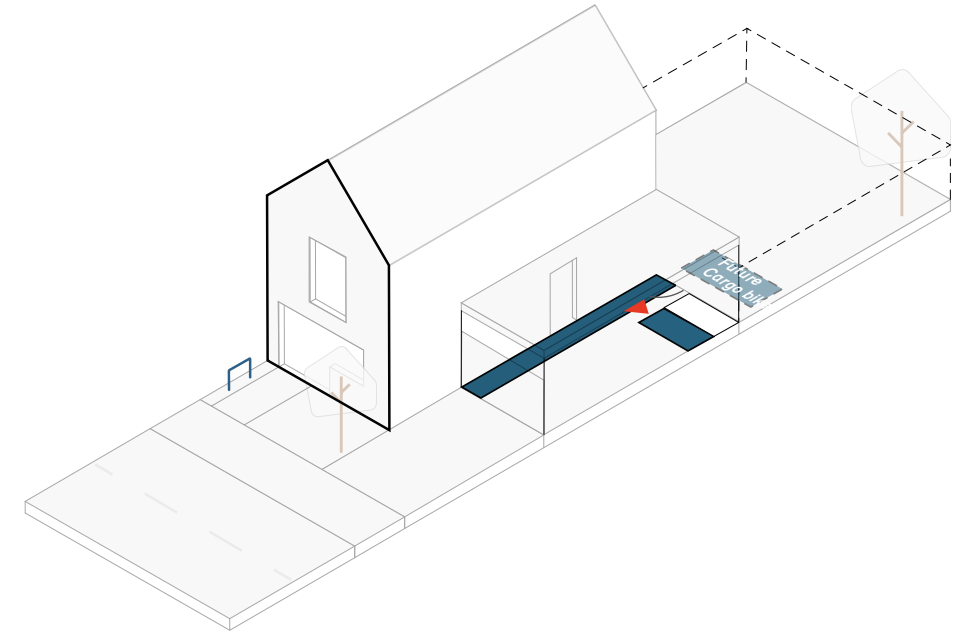
Separate stores within the front threshold should be considered for smaller homes, where no more than 2 bike spaces are required, to form part of a coordinated design that does not rise above the boundary to the public realm.

Large family homes, typically 3 bedrooms and above, require significant amounts of cycle, car and waste storage – which often overload tight, urban, plots. Unless space allows, the code recommends combining home storage requirements within a garage or similar provision, which can be incorporated into the streetscape, or more typically tucked to the side of the home.

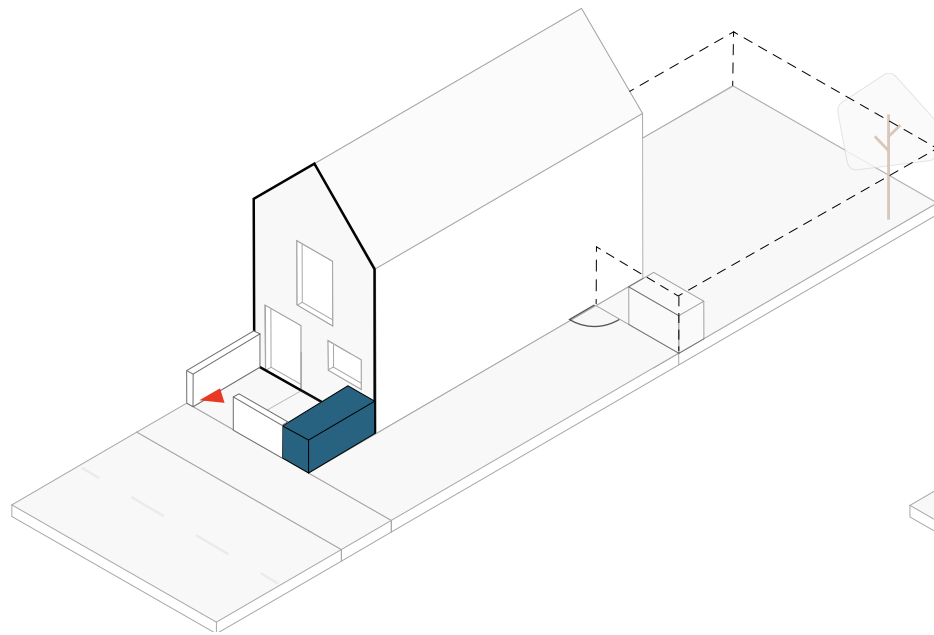
Where a garage is used for cycle parking, it must allow cycles to be removed easily without first driving out any car parked within it. Transport stores or arches may be used in place of a garage, but must meet the same space requirements, and be secured with a gate. The illustrations also include a “mini-garage” – a full width bike garage located on the driveway.



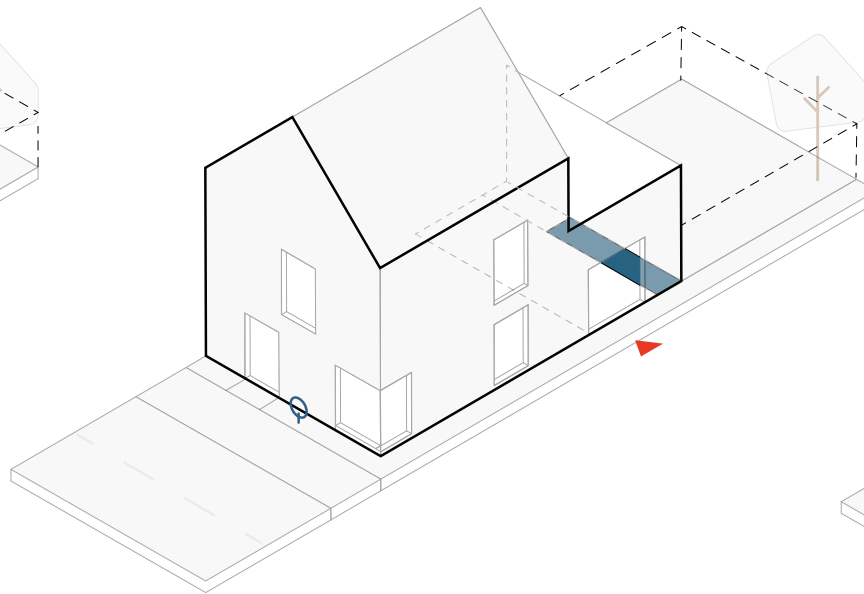
Mini-garage  
Full width bike garage located on the driveway.



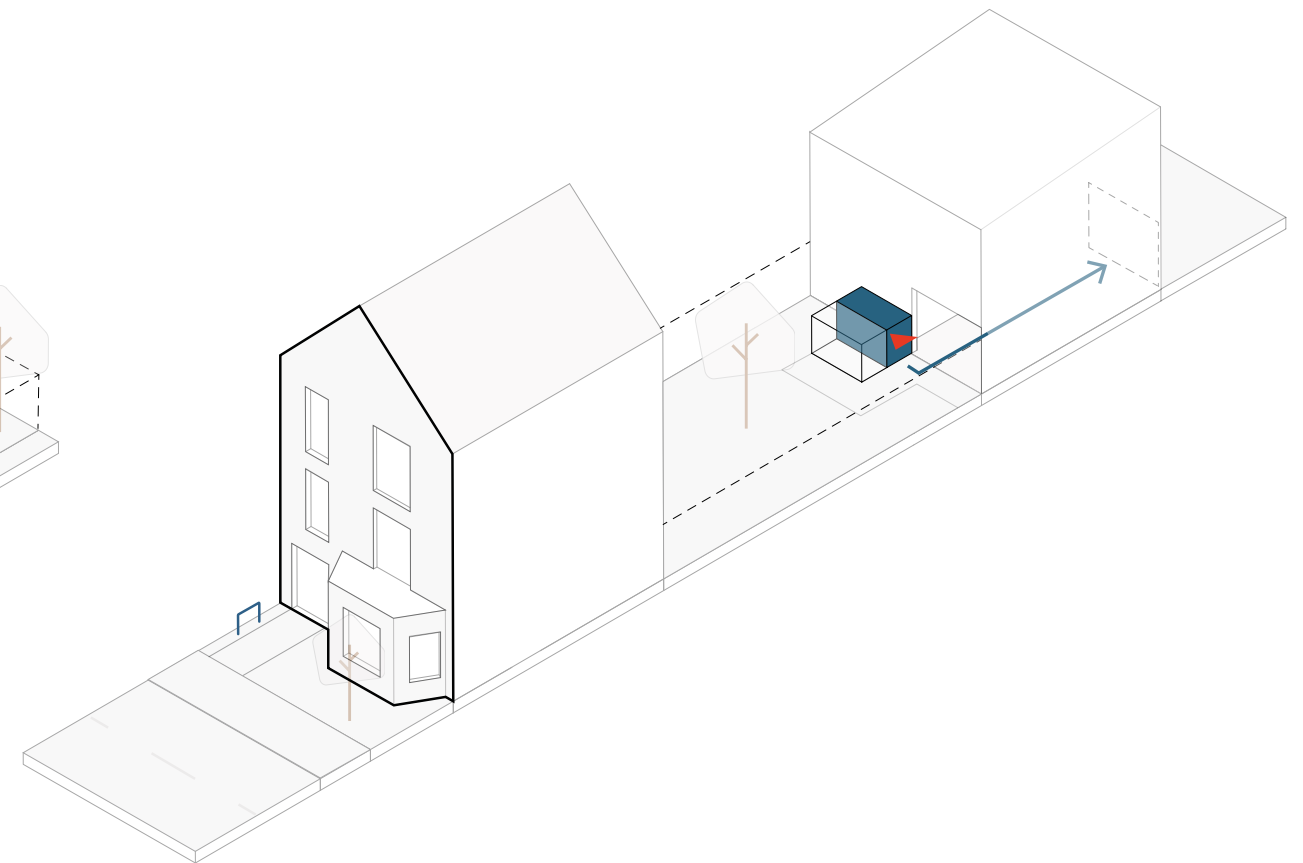
Secure transport stores  
Transport stores must be set on or behind the building line, with a secure a gate.



Threshold cycle parking  
Threshold store incorporated into front garden boundary for small home requiring 2 cycle spaces or less



Integrated cycle storage  
Cycles must be able to be removed easily without removing a car.



Secure cycle store to rear of the coach house  
Must include paved access.

### Cycle parking for houses

Cycle parking for residents must be provided for in an accessible location that is at least as convenient as the car.

Where a garage is used for cycle parking, it must allow cycles to be removed easily without first driving out any car parked within it. Where a separate store is used, this must be lockable, and must not rise above the boundary to the public realm.

### Cycle parking for flats

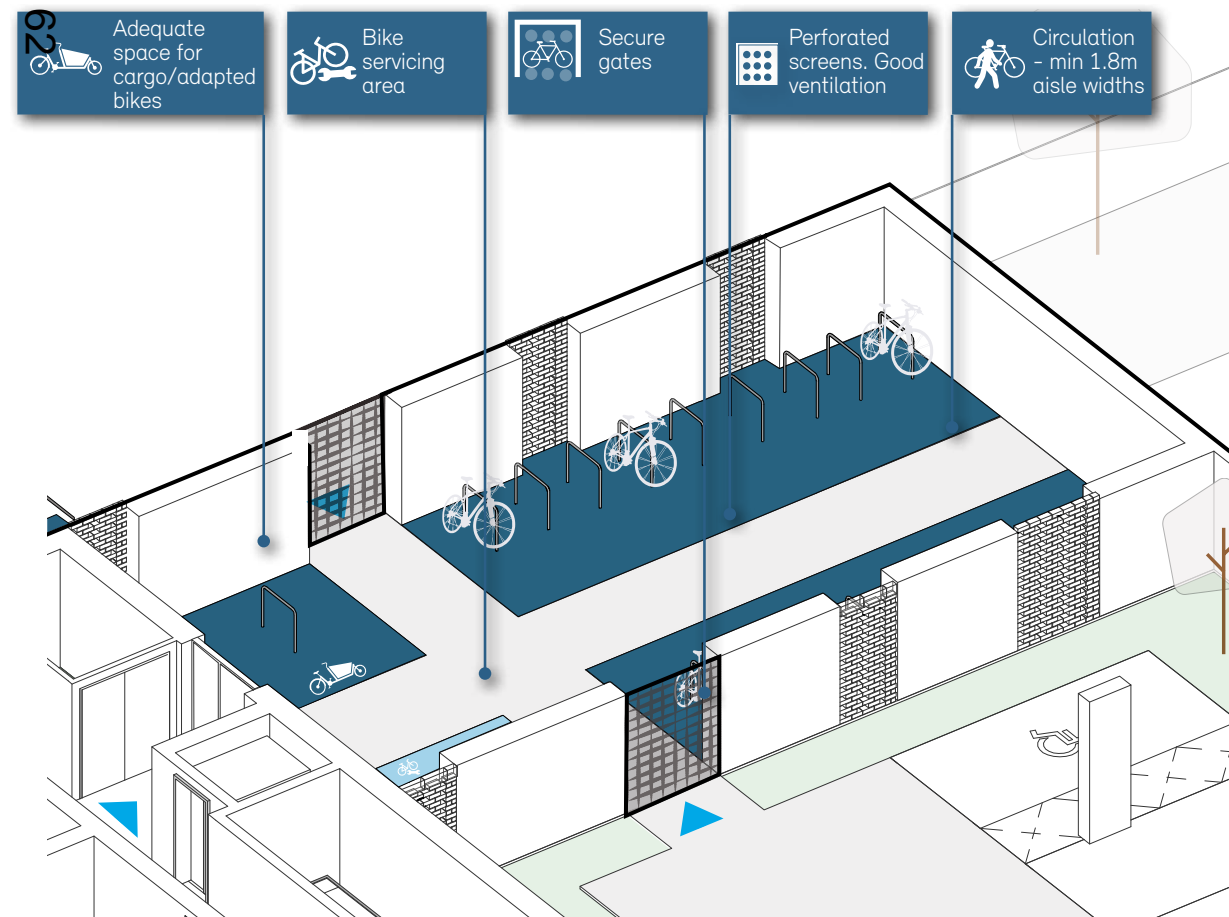
Where possible, cycle parking for flats should be incorporated into the design of the shared entrance area to improve social interaction, convenience, and perception of safety in use.

Avoid the use of basement cycle stores for flat blocks, all cycle parking should be achieved at ground floor level. If cycle parking is external to the block, it should be located within 20m of the entrance of the building, be well lit, covered, and overlooked.

### Visitor cycle parking

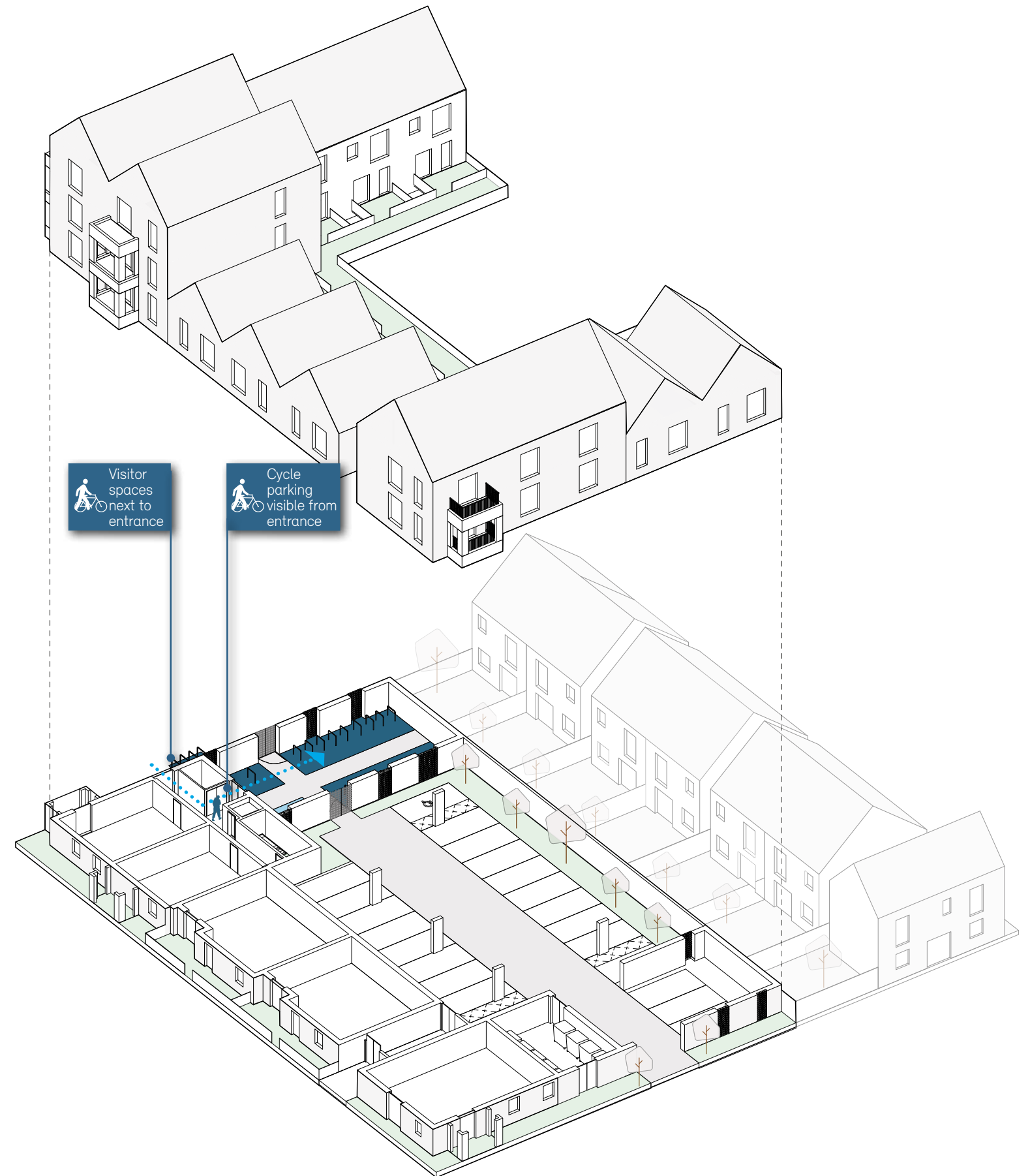
Visitor cycle parking should be conveniently provided within each open space and near entrances of flat blocks, shops and public buildings.

Visitor cycle parking must be clear of the highway and be well overlooked. All visitor cycle parking must be delivered using Sheffield stands.



Cycle parking within an apartment building

Pollard Thomas Edwards





# Car parking and car storage

Car parking must be accommodated without being visually intrusive or creating a negative impact on place-making.

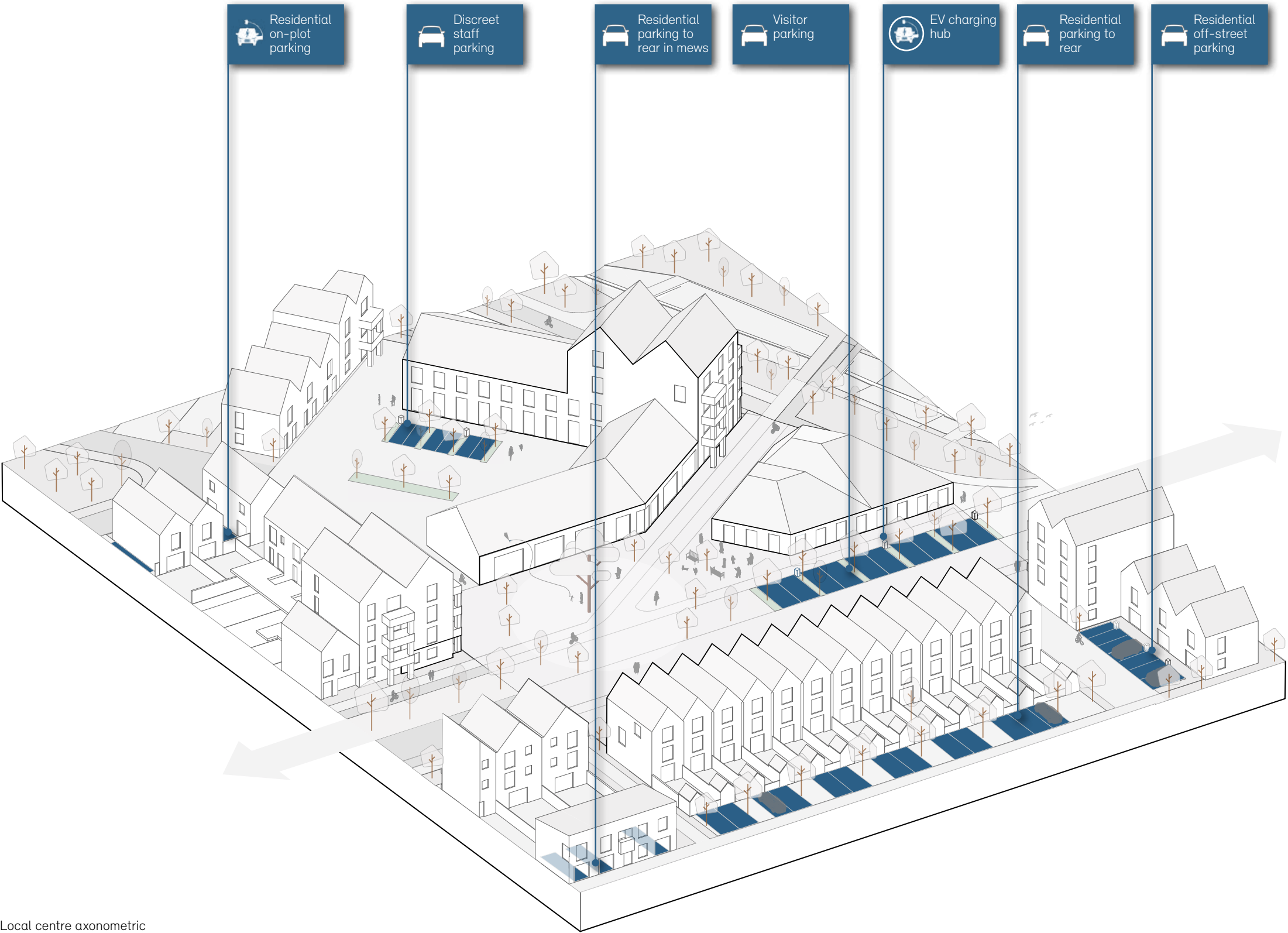
All proposals must comply with the local authority requirements for car parking. Current Cambridge residential car parking standards are as follows:

- Up to 2 bedrooms      0 - 1.5 spaces per dwelling
- 3+ bedrooms          0.5 - 2 spaces per dwelling

Frequent private car use is to be discouraged by the design of the development and the council's parking numbers per unit must be treated as a maximum.

Staff car parking provision for the non-residential uses must be based on the implementation of an active travel plan to reduce parking required.

Spaces should be discreetly located off-street to the rear of buildings.



Local centre axonometric

### Residential parking

All on-plot car parking must be designed so it prevents over-sailing of the footway and front privacy strips. In practical terms this will mean driveway parking should be no more than 10m in length to prevent “squeezing” extra cars onto driveways.

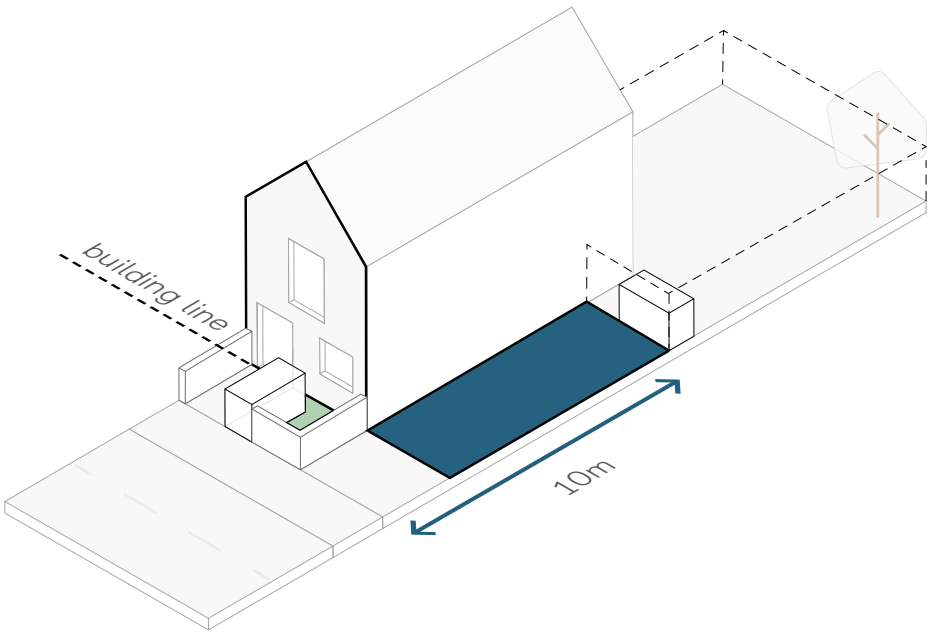
All residential car parking must be equipped with electric car charging, or with the infrastructure in place to have it fitted.

Parking for flats must be considered as an integral part of the building, landscape and placemaking design.

Residential visitor spaces should be distributed strategically across the development. This can include on-street parking.

Proposals must integrate a range of car storage solutions that support the living infrastructure and living buildings requirements of the code. Parking strategies should be clearly demonstrated from the outset.

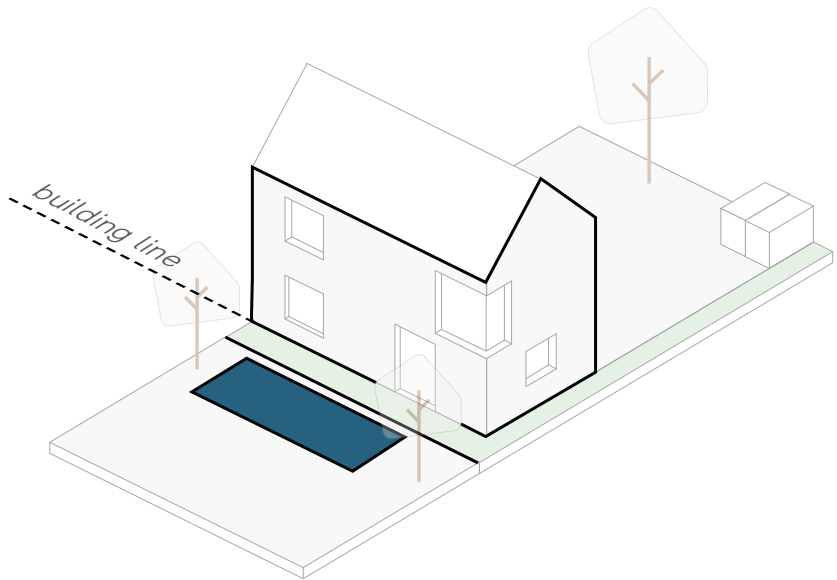
Visibility splays for parking arrangements must be kept clear or no boundary higher than 0.6m.



On Plot: side of house

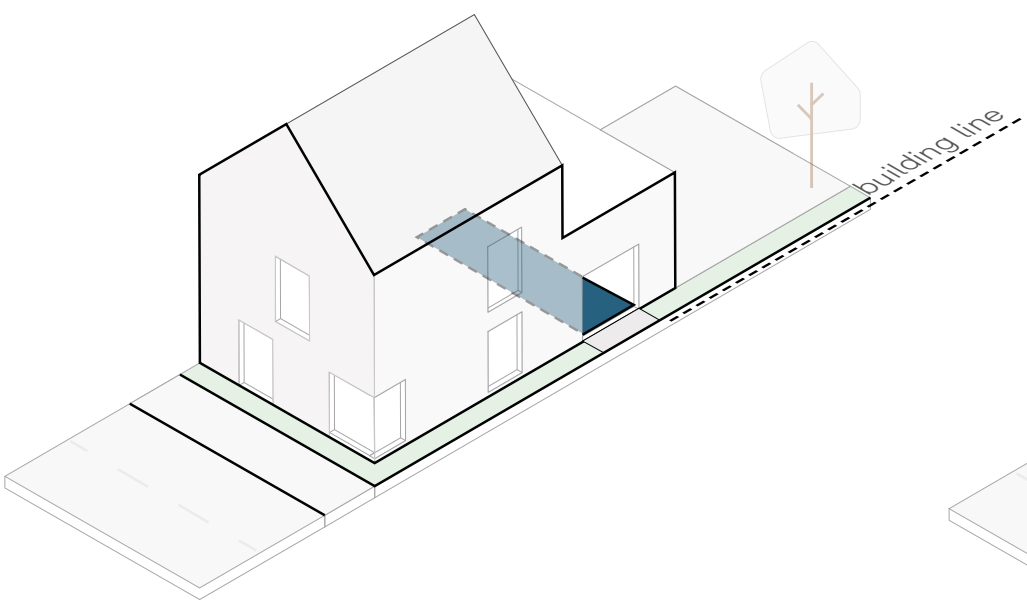
Could be in a garage, in a car port or uncovered

- Any structure or parking space must be behind the building line.
- Widths must be 3.2m min to allow circulation space past stored car



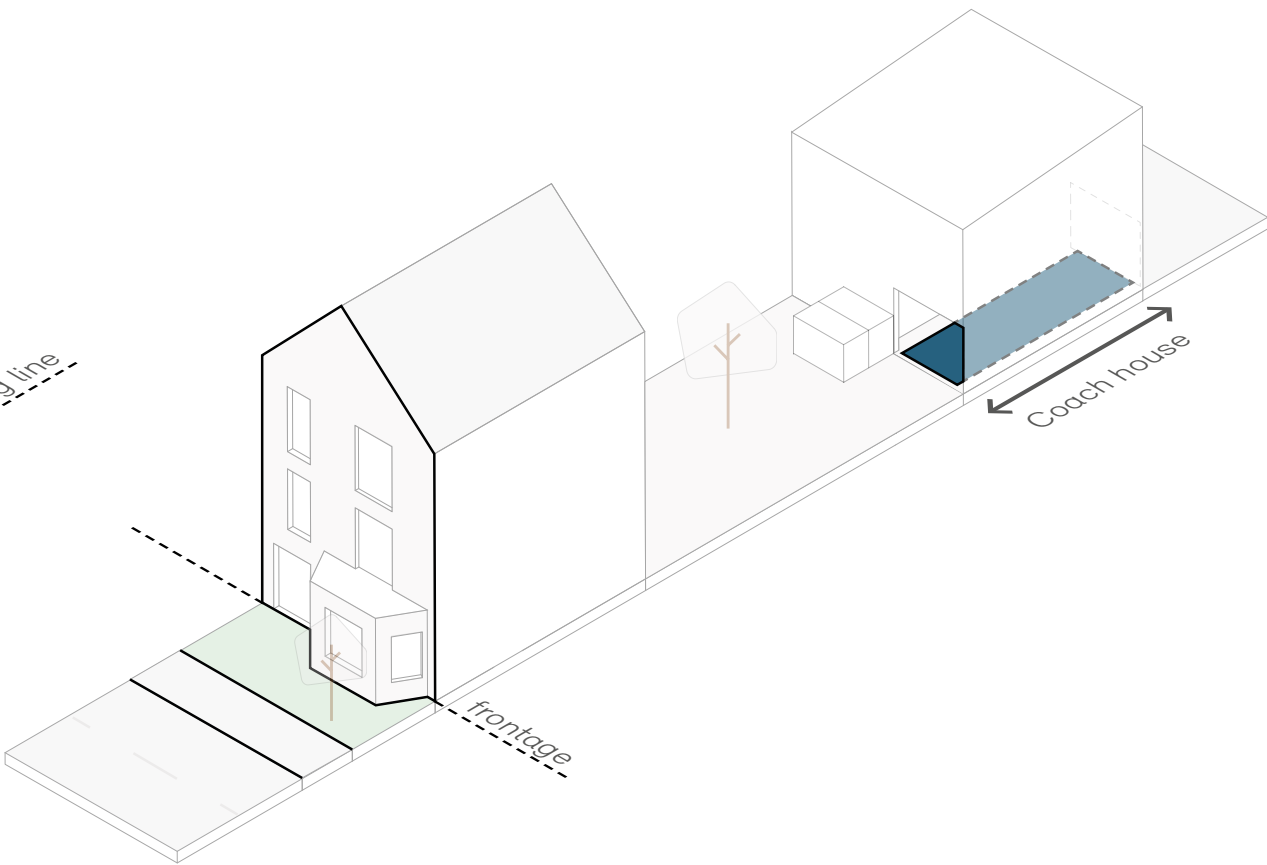
On Plot: in front of house

- Any structure or parking space must be behind the building line.



On Plot: Integrated garage parking

- Any structure or parking space must be behind the building line
- Should be used in locations where continuous building frontage is required.
- Must meet minimum garage dimensions (shown on page 22).



Parking at rear of the house

- Must be accessed from mews street to the rear of the property
- Should create continuous building frontage on the primary and secondary street network.
- Must meet minimum garage dimensions (shown on page 22).

## Parking for flats

**Parking for flats can be located at the rear on plot. This parking must be securely concealed behind active and attractive frontages. Large open rear parking courts will not be accepted.**

Parking provision for flats must not dominate or be in place of quality shared amenity space provision. This should be shown at a usable depth to accommodate both activity and planting and can be achieved:

- At ground level – acting as a buffer to parking
- On a deck over parking
- On roof terraces.

To avoid overly dominant parking areas, rear parking courts must not back on to one another.

Structural columns, where required, must not encroach into the width of the parking bays.

- Proposals must consider the implications on microclimate. Designs should seek solutions that contribute to urban cooling.

- Proposals must demonstrate how parking spaces could be adapted over time when private car ownership may fall.

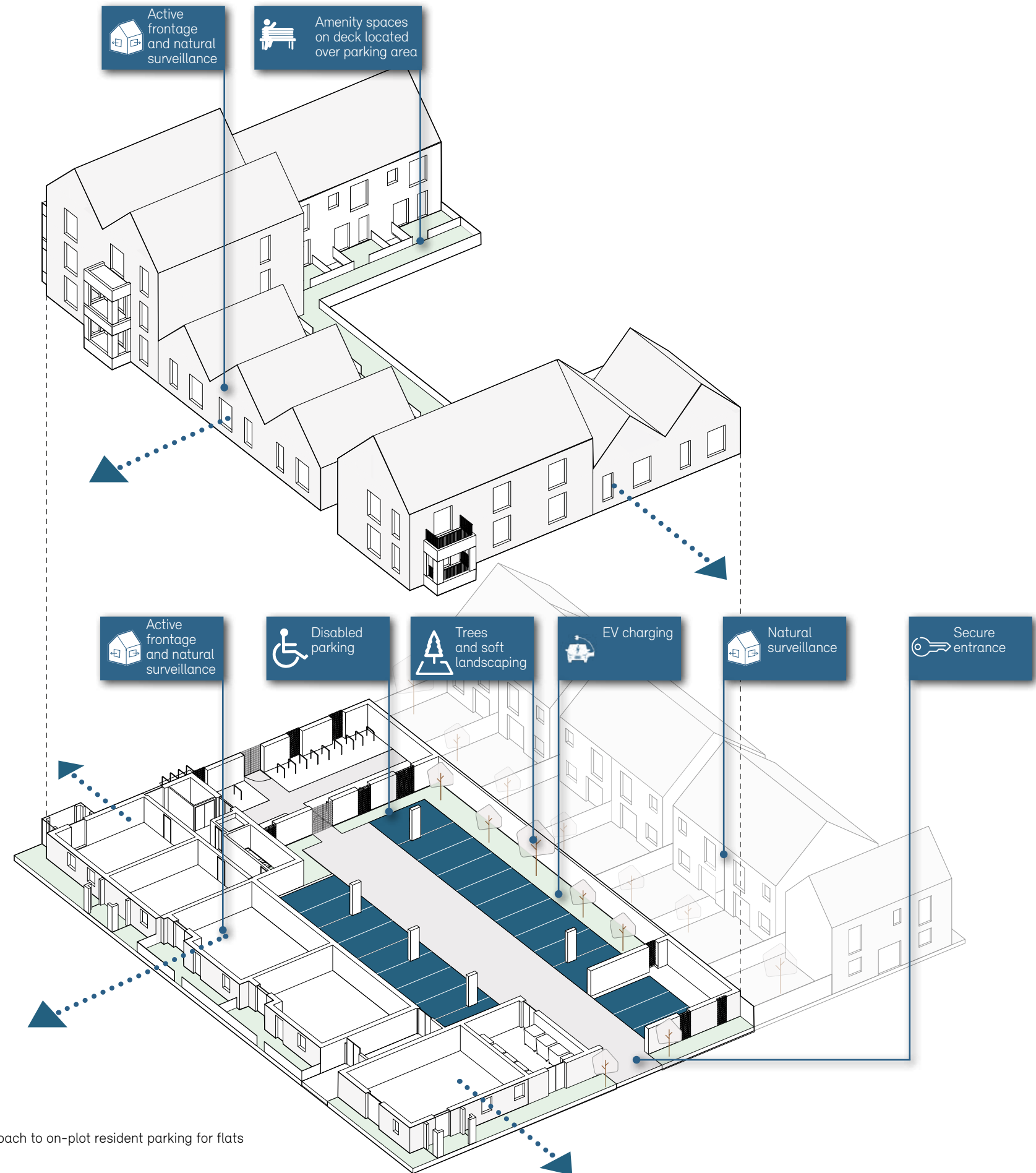


Illustration of an acceptable approach to on-plot resident parking for flats

**Mews streets**

Rear mews streets have been incorporated into the Code to provide rear parking and servicing for homes with car free frontages or restricted parking, such as terraced houses.

Where mews streets are used they must be arranged to create a well overlooked and active street. A sense of enclosure should be formed with a combination of active building frontages, a varied roofline, and high quality boundaries such as walls or hedges.

Mews garages must be interspersed with front doors and windows along the ground floor frontage. To soften the mews streets, thresholds must include planting including climbing plants.

Mews streets should have the appearance of a continuous surface. Where this cannot be achieved with a shared surface, a continuous low 20mm kerb should be used, with a matching finish used for both pavement and carriageway. Mews surfaces can use block paving or heritage asphalt finishes.



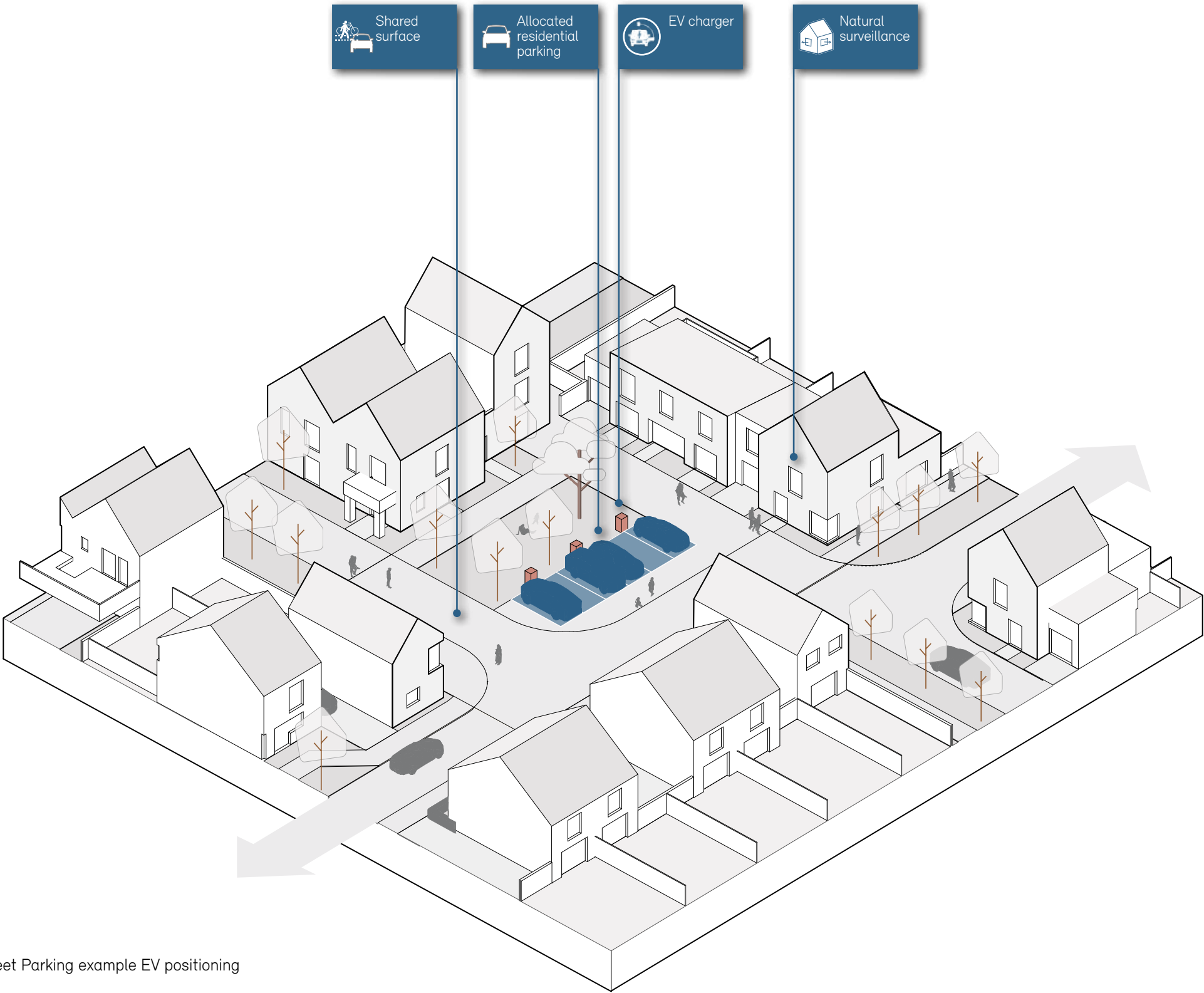


**Parking squares**  
In place of using rear parking courts, parking squares can be incorporated into the public realm.

Parking squares must have natural surveillance from surrounding building frontages. They should incorporate social spaces and landscape planting alongside the provision of parking spaces.

Locations for possible provision of car-club vehicles should be considered within parking squares.

Further guidance on creating enclosure can be found in the [Built Form](#) section of the Code.



Axo - On Street Parking example EV positioning

# Waste collection and servicing

## Waste collection vehicles and storage

The street layout must minimise the negative impacts of large waste collection vehicles on the streets, sense of enclosure, and public realm.

Waste and recycling storage and collection must be robust and be carefully integrated into the urban design to not detract from the street scene. The refuse collection route should allow vehicles to continue mainly in a forward direction and avoid vehicles reversing, except where a turning head is specifically incorporated into the street scene for this purpose.

Tracking for refuse vehicles must be provided as part of any reserved matters application. Tertiary street surfaces and radii must be minimised while being suitable for a vehicle to maintain 300mm from the kerb and to turn without oversailing the highway edge.

Refuse collection points should be within 30m of homes and a maximum of 10m from the adopted highway.

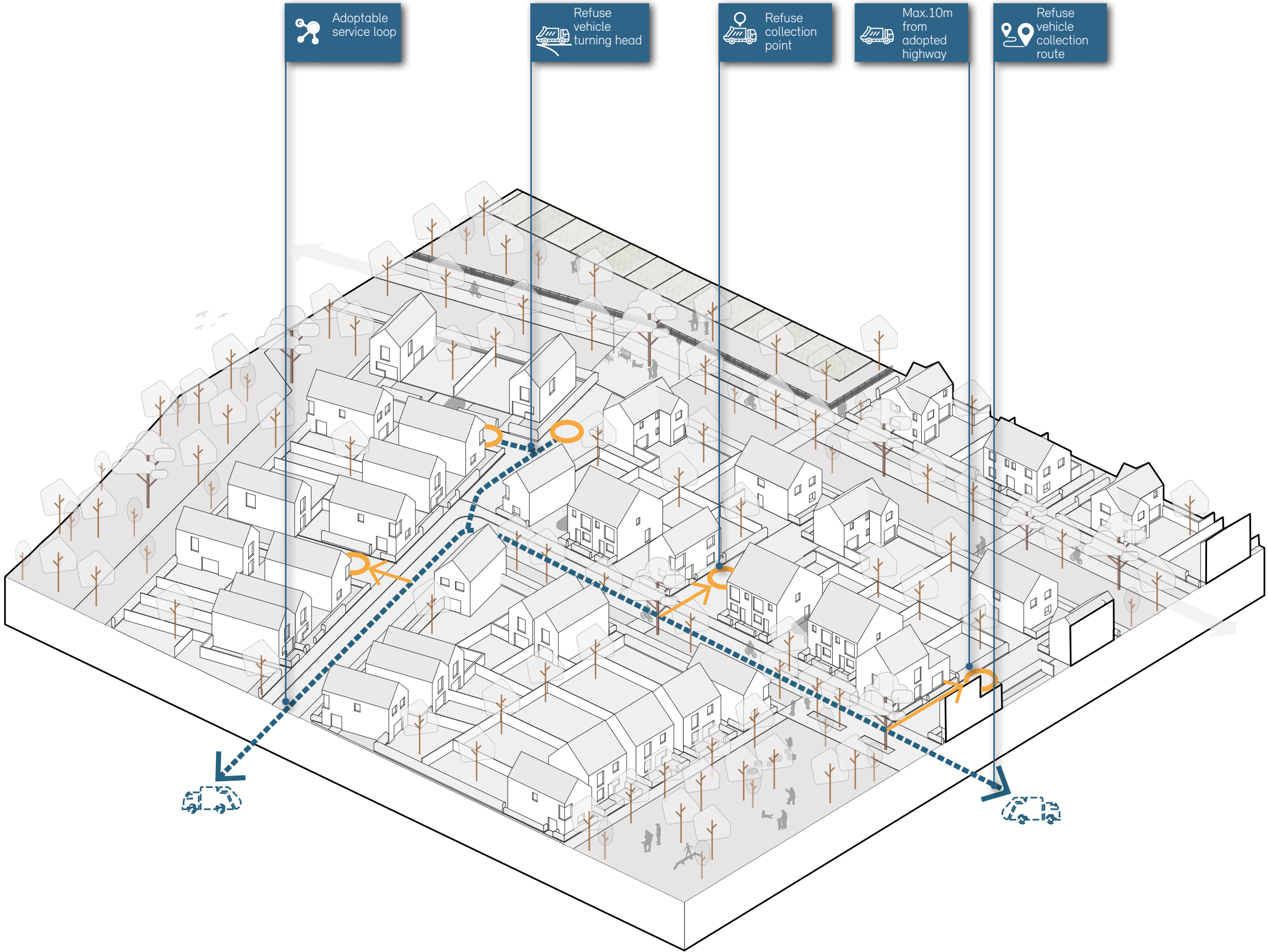
All homes and non-residential buildings must be provided with adequate internal and external storage for waste and recycling. Provision for houses is via wheelie bins. Apartments will use 'Eurobins' located within communal bin stores.

Any collection points that are required should be sized to accommodate the likely waste requirements of the homes they serve, and reflect the separate collection of different waste streams. For collection points this will typically mean providing space for 2 bins for each home on the day of collection. Collection points should be integrated into the street scene and avoid intrusion to neighbouring homes.

All proposals must comply with the local authority requirements for waste and recycling storage and collection. This is currently the RECAP Waste Management Design Guide SPD (Cambridgeshire County Council and Peterborough City Council 2012 or successor document). This guidance is expected to be updated, and design teams should engage with the waste collection team at an early design stage.

## Alternative approaches – e.g. Iceberg bin waste storage and collection

Iceberg bins (underground communal bin storage) have recently begun to be used in Cambridge, for example at the University's Eddington development. These systems have the advantage of removing unsightly and bulky bins from streets and homes, and may be used for both flats and houses. The underlying principles for waste collection set out in the Code will allow for either system to be utilised. However, currently the Local Highway Authority will not permit underground communal bin storage in adopted public highway.





Waste vehicle collection route

All refuse and recycling collections must be able to be made from the adoptable public street network. Neighbourhood street designs should incorporate small adoptable service loops off the primary infrastructure, as illustrated on the Framework Diagram opposite.

The design of these loops must promote low vehicle speeds, walking, and cycling and can incorporate shared surfaces. The design and location of access road junctions must minimise disruption and crossing points with cycling infrastructure.

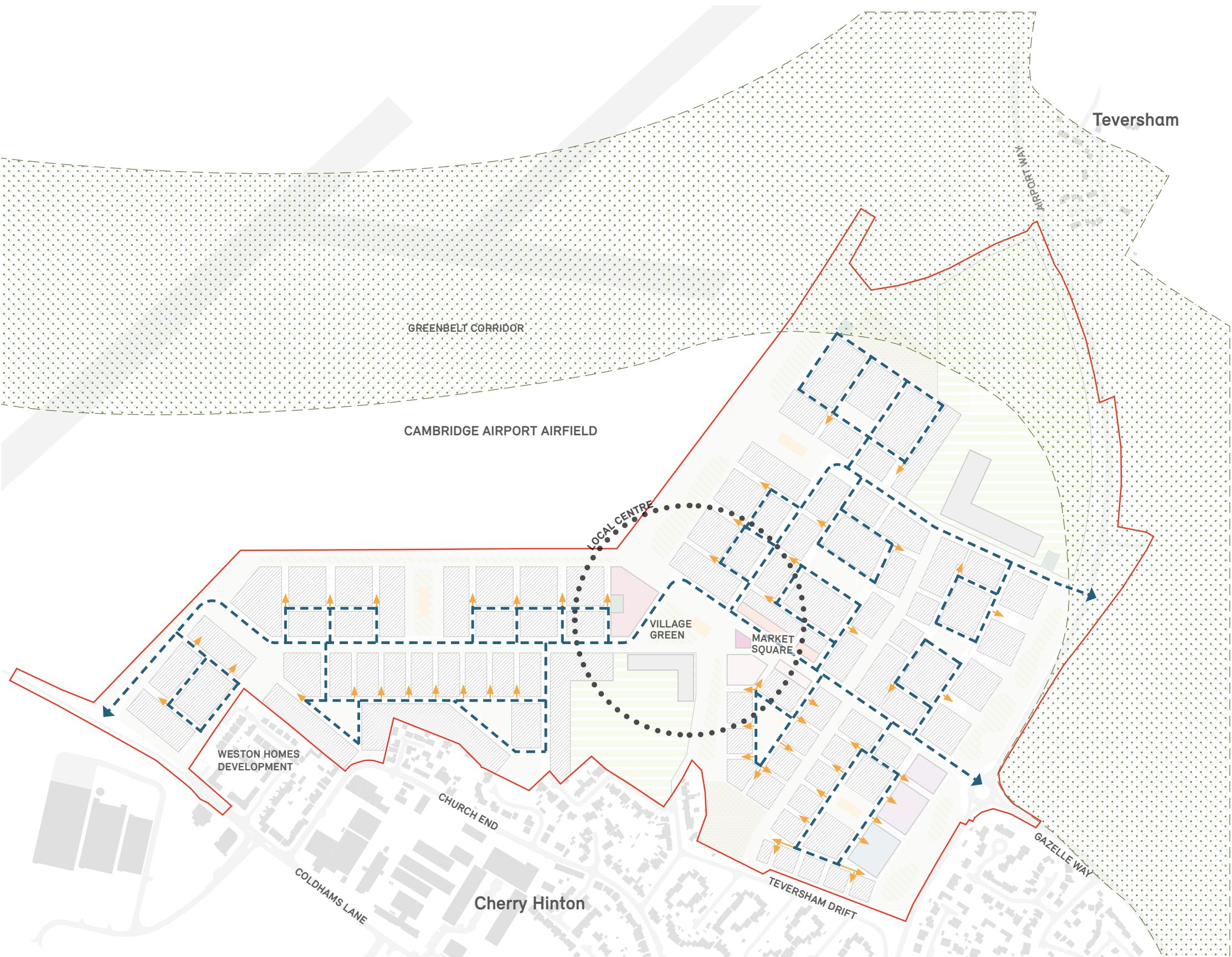
The refuse collection route should allow vehicles to continue mainly in a forward direction and avoid vehicles reversing, except where a turning head is specifically incorporated into the street scene for this purpose.

Community recycling

A site-wide community recycling point must be provided by the 800th completed dwelling. This must be accessed via the adoptable highway, and should be discreetly but conveniently located.

Further guidance on providing adoptable street designs can be found in the Public Spaces section.

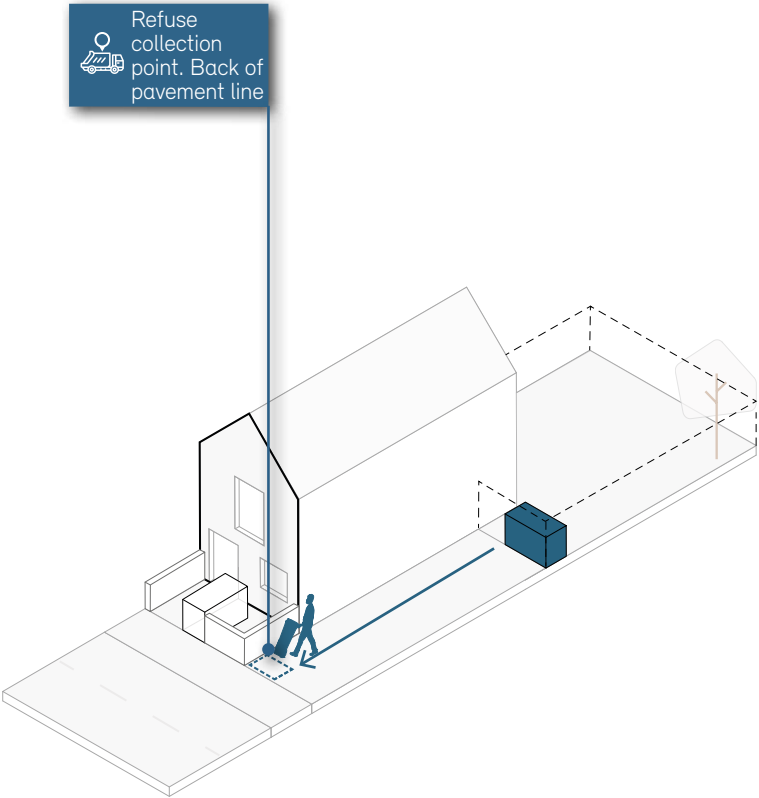
Page 69



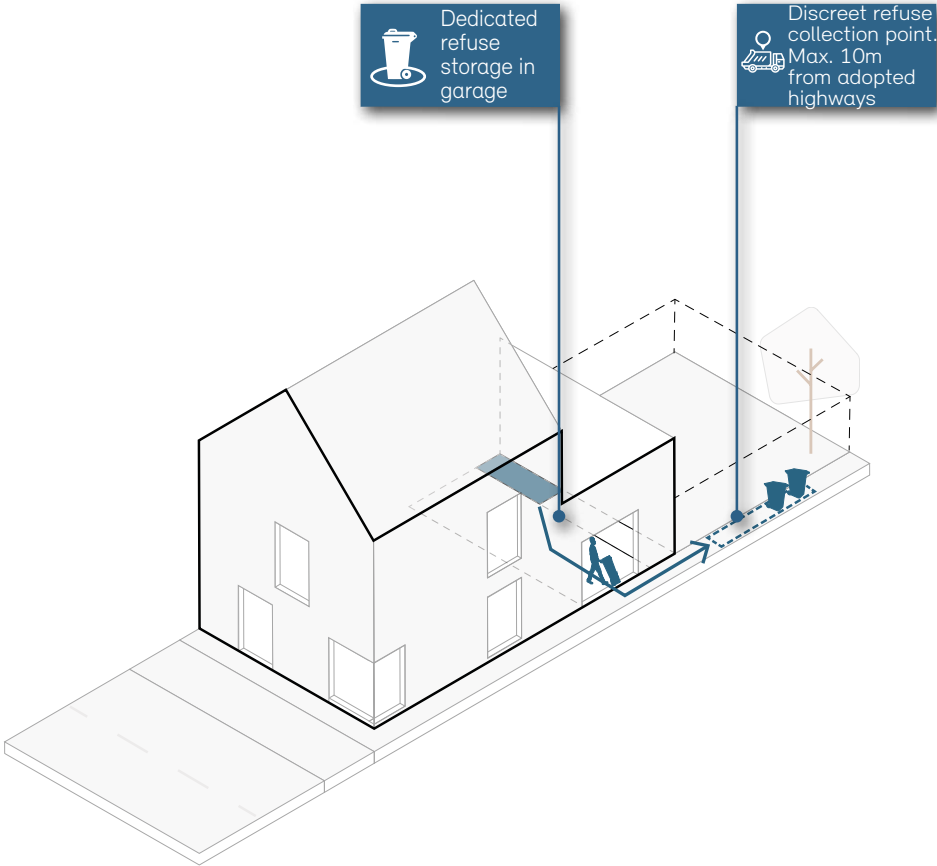
Illustrative framework diagram showing strategy for service loops and waste collection

**Examples of ways to arrange refuse storage and collection points.**

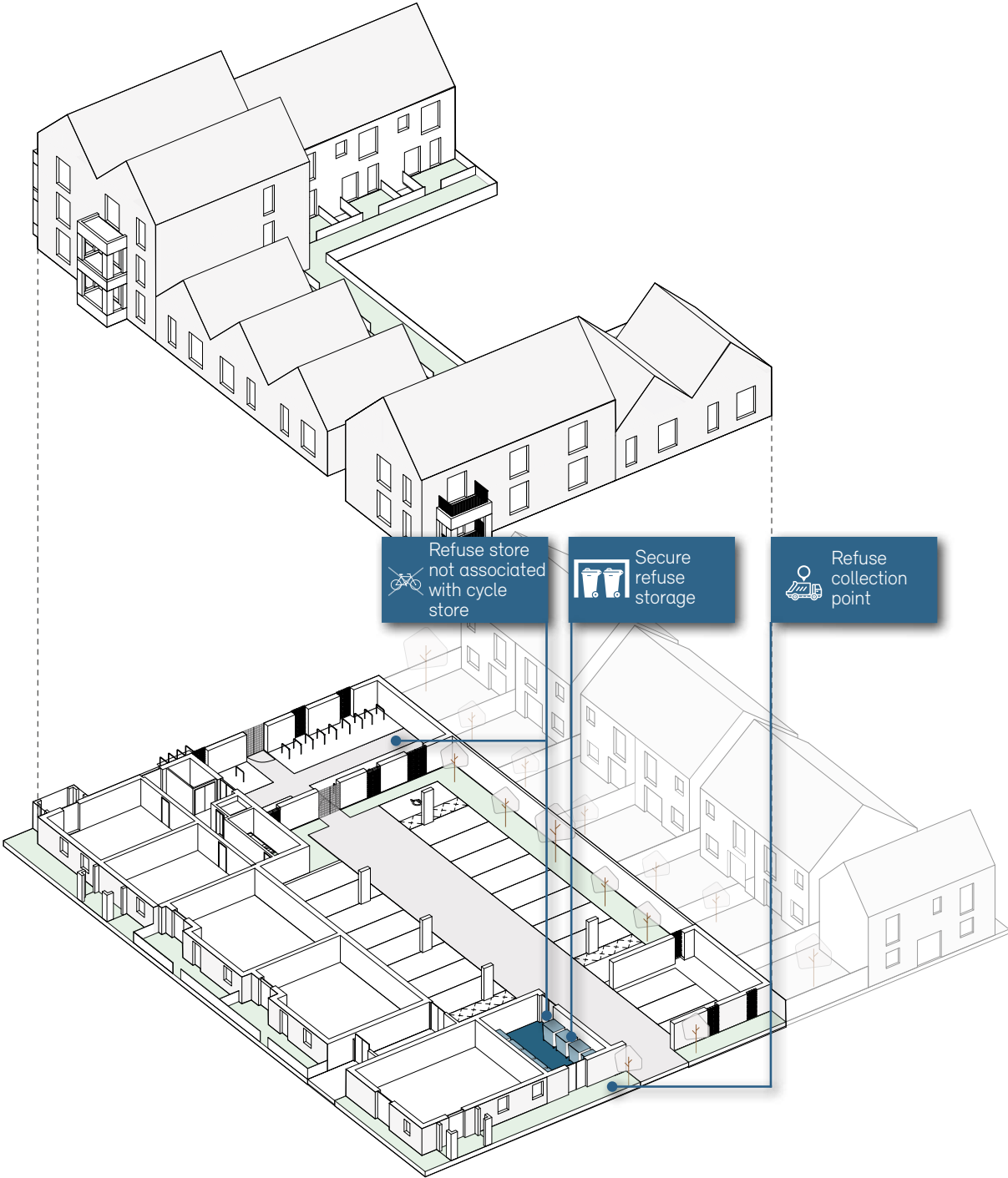
- Refuse storage for flats should not be associated with cycle stores
- Refuse for houses should be from back of pavement line
- Where refuse collection distances would otherwise exceed 10m from adopted highways, discreet collection points can be used.



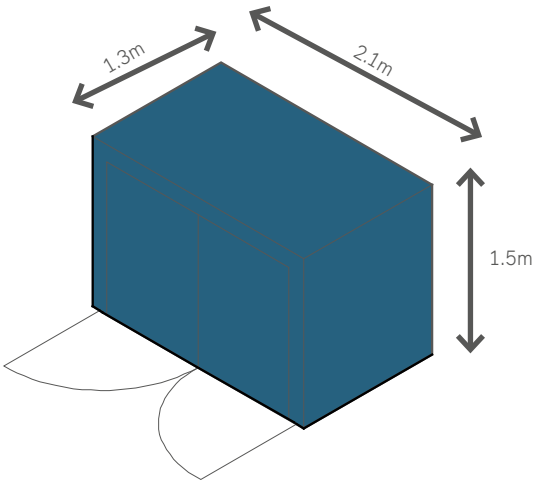
Secure refuse store behind on plot parking  
Must not rise above a side wall next to the public realm



Integrated refuse storage



Integrated bin store in an apartment building with ventilated screens



Typical bin store dimensions for a house



### 3 Nature

Nature must be incorporated into each aspect of the design, with an approach described as “Living Infrastructure”. This must create an integrated network of natural habitats, sustainable drainage, and tree planting. These are places that can deliver an increased quality of life and improved microclimate.

The nature framework diagram (right) illustrates the key nature considerations and connections that must be provided across the site. This element of the design code is broken into four subsections as follows:

#### 1. Urban greening

The urban greening framework must deliver a variety of high quality open spaces and green corridors across the site area, incorporating zoning for biodiversity habitats.

#### 2. Water responsive

The water responsive framework, connected across the site, must ensure that the blue infrastructure integrates with the landscape and helps mitigate the impact of climate change.

#### 3. Nature conservation

The comprehensive nature conservation framework must enhance existing landscape and ecological key features on the site.

#### 4. Living landscapes

The outline permission sets out a requirement for a net gain in biodiversity.

The comprehensive living landscapes framework must help deliver biodiversity and nature conservation supporting wildlife.

Building design should facilitate the integration of nature in the form of green and brown roofs, bee/swift bricks/ bat bricks as well as design of boundaries with gaps for hedgehogs.



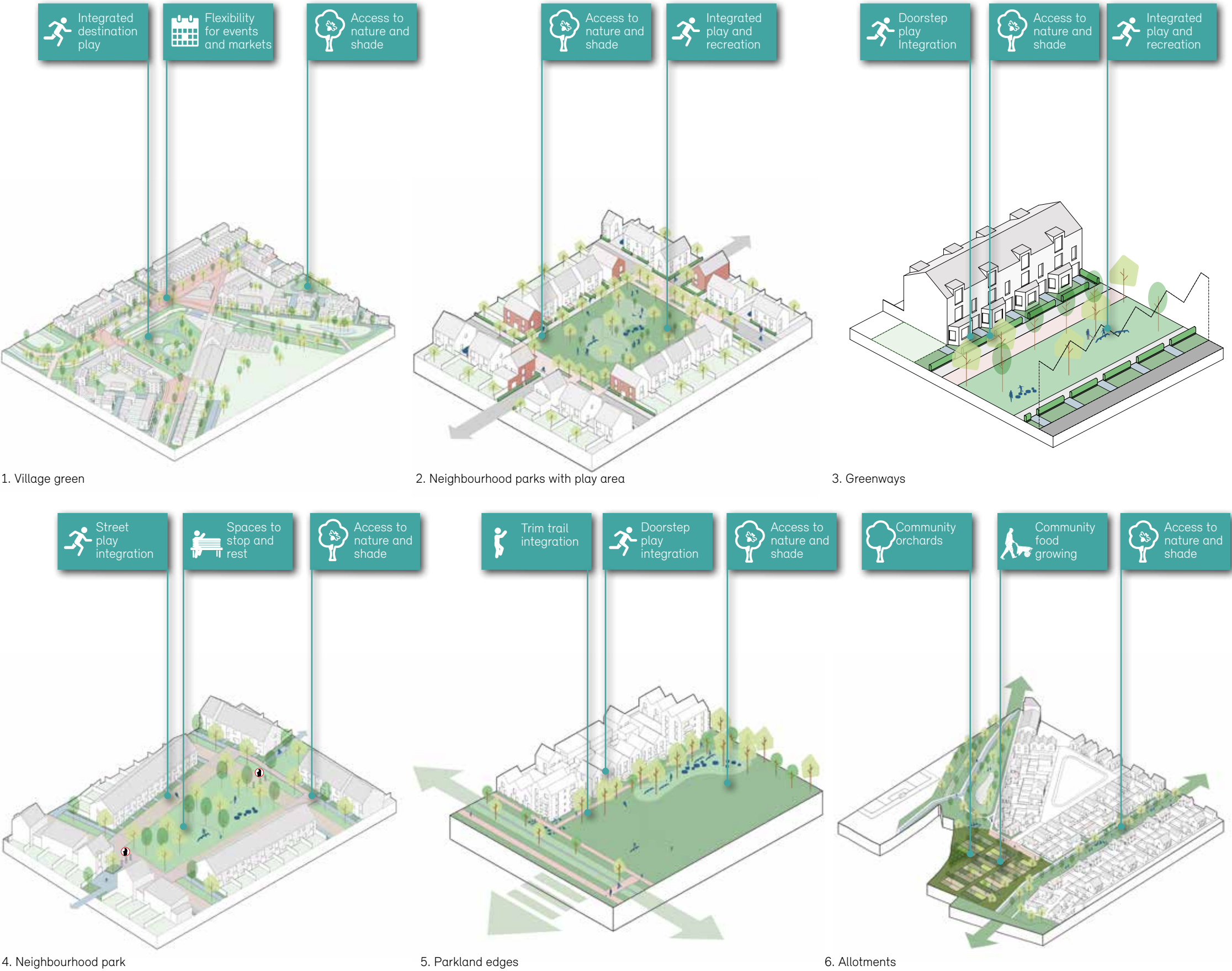


Urban greening framework

A thorough and widespread urban greening framework will deliver a variety of high quality open spaces and green corridors across the site area.

- Primary/secondary streets including The Ridgeway must act as green corridors, creating and supporting habitats and bring people closer to nature. All movement corridors must be designed to connect leisure, recreation and community facilities, as well as parks, open spaces, and allotments. Further guidance on urban greening for streets is in the **Public Spaces** section of the Code
- Tertiary streets and spaces must connect to the green corridors and make connections to the green networks surrounding the site
- Perimeter parklands must frame the edges of the site and create spaces for nature and people including footways and cycleways with rest points, exercise points and play integrated within them
- The green infrastructure must deliver a variety of high quality open spaces and wildlife habitats which will encourage sustainable lifestyles. This can include trim trails, formal and natural play trails, linear parks, pocket parks, walking and jogging routes, outdoor gyms and allotments
- The tree canopy in particular will need careful consideration to achieve a mature level of tree canopy cover within the development that complies with the strictures of airport safeguarding, yet can allow for further maturity or additional planting upon the relocation of the airport. Further guidance on airport safeguarding is included in the **Lifespan** section of the Code.

Page 72



Water responsive framework

A site-wide water responsive framework of blue infrastructure (SuDS) must control both quantity and quality of surface water runoff throughout the site. This is to help mitigate the impact of climate change within the site and surroundings and integrate with existing water and drainage courses.

The site is traversed by an existing award drain. The route of this drain adjusted by the masterplan. Designs must enhance this feature, integrating it into a naturally planted landscape which improves the biodiversity of the drain and supports the habitat requirements of water voles.

The blue infrastructure must maintain and enhance biodiversity and provide amenity and benefit to all, delivering a variety of high quality spaces for enjoyment of nature.

SuDS features must be designed to have a natural, organic form and positively contribute to green infrastructure and not appear heavily engineered.

On plot SuDS features should be encouraged within the development. On plot SuDS features are beneficial to developments as they can manage the first 5mm of rainfall, provide additional stages of surface water treatment, and act as additional attenuation volume throughout the development.







### SuDS strategy

- The site wide SuDS Strategy must be considered early in the design phase of all public realm spaces to ensure that the development is resilient to flooding and does not contribute negatively to the surrounding locality and should be in line with the Cambridge City Sustainable Urban Drainage Design Guide.
- SuDS features must not appear as heavily engineered objects within a naturalistic landscape but must respond to the design aesthetic of the space
- SuDS designs must respect and work with the existing topography of the site
- Crossings of SuDS features must be well designed and avoid heavily engineered headwall and outfall features
- Maintenance needs for the features must be embedded as part of the design.

### Multi-functional spaces

- Spaces which serve multiple functions, such as attenuation and play must be well integrated into the landscape
- Attenuation basins should enhance biodiversity and be safe but without the need for additional fencing or barriers
- Attenuation basins must allow for 1 in 100 year storm events plus 40% allowance for climate change meaning they will be primarily dry features and must not hold water beyond these events and drain away quickly
- Consideration of post event recovery and/or repair must be factored into the designs, particularly where play features may be out of use for a short period to allow for ground conditions to dry out and growth of planting or grasses to resume.

### Streets and planted swales

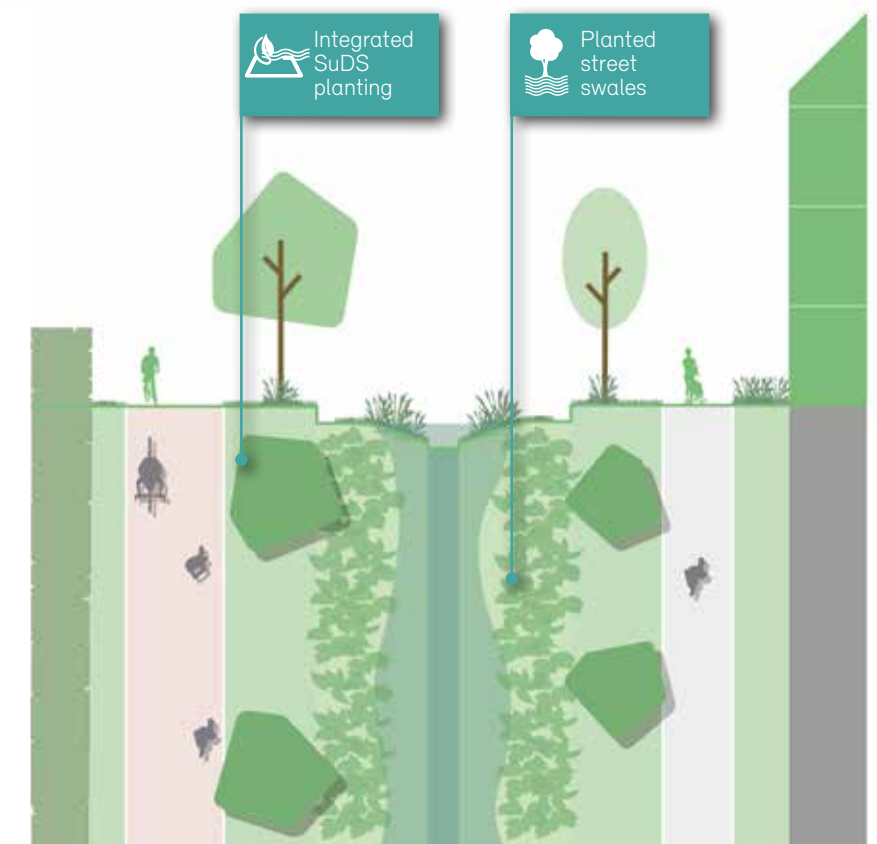
- Swales to collect Highways drainage must be provided on the Primary and Secondary streets
- The gradient of street Swales must balance a number of factors including the need to maximise activity zones as shown in the primary infrastructure cross sections, functional factors related to invert levels, topography and safety
- Swales should be designed to improve water quality of run-off
- Swales must be planted to enhance biodiversity within the site and minimise maintenance burden.



1. SuDS in the public realm - design to avoid guarding



2. Open space and attenuation



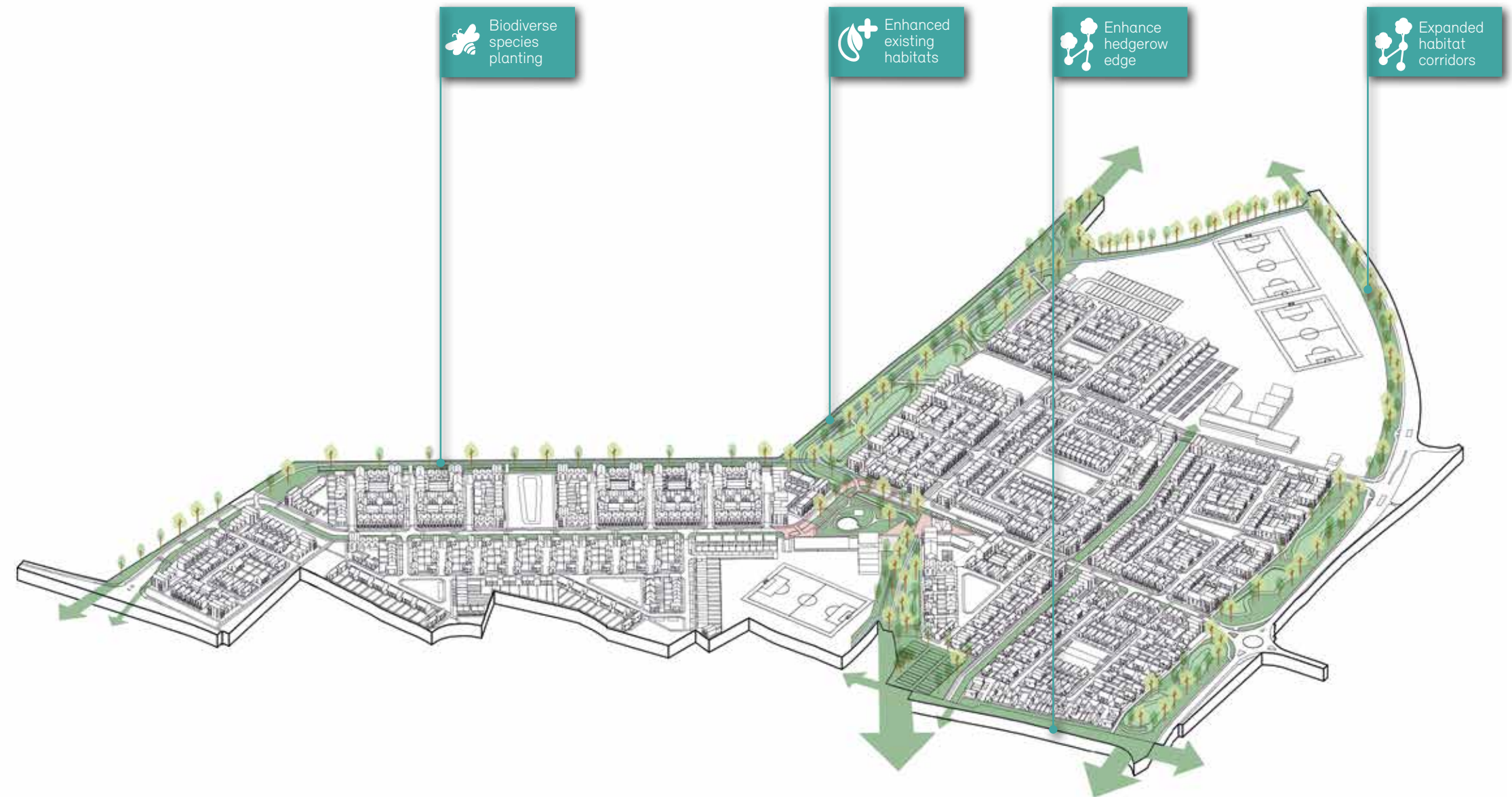
3. Streets and planted swales with street tree planting



## Biodiversity enhancement

To achieve a comprehensive nature conservation framework that enhances the key existing landscape and ecological features on site, the following requirements must be met:

- Key non-statutory sites must be enhanced and conserved. These include the Airport Way Road Side Verge (RSV), the Teversham Protected Roadside Verge (PRV) and the Teversham Drift Hedgerow City Wildlife Site (CWS)
- Key habitat enhancements must be achieved on site in accordance with the recently adopted Cambridge City Council Biodiversity Strategy (2022) and Greater Cambridge Shared Planning Service Biodiversity SPD (2021).
- Additional ecological surveys must be completed as part of each Reserved Matters application to ensure the right enhancements are being achieved in the right locations
- Designs which support an increase in biodiversity must aid in enhancing and conserving habitats for a range of protected and valued species. In the design, planning, and management of the greenspaces, a particular focus for the enhancement actions should be for water voles and their habitat along the award drain, Pipistrelle bat foraging corridors and nesting habitats for the Song Thrush. In addition, designs which enhance the incidence of calcareous grasslands, floodplain grassland, hedgerows and streams are encouraged. Refer to the recently adopted Cambridge City Council Biodiversity Strategy (2022) and Greater Cambridge Shared Planning Service Biodiversity SPD (2021) for additional information on local strategies
- Consideration of all required habitats elements within the built form and landscape (nesting / feeding / water / roosting etc) should be explored. The Outline Approval does not establish a fixed figure for biodiversity net gain. However all designs will aim to provide biodiversity enhancement.
- As part of the Outline Approval discussions when it was accepted a shortfall may occur on site in Biodiversity Net Gain (BNG). There is a component of BNG that will be delivered off-site by the Wildlife Trust at their site at Fulbourn Fen.



Wolverole nesting opportunity



Integrated swift brick example



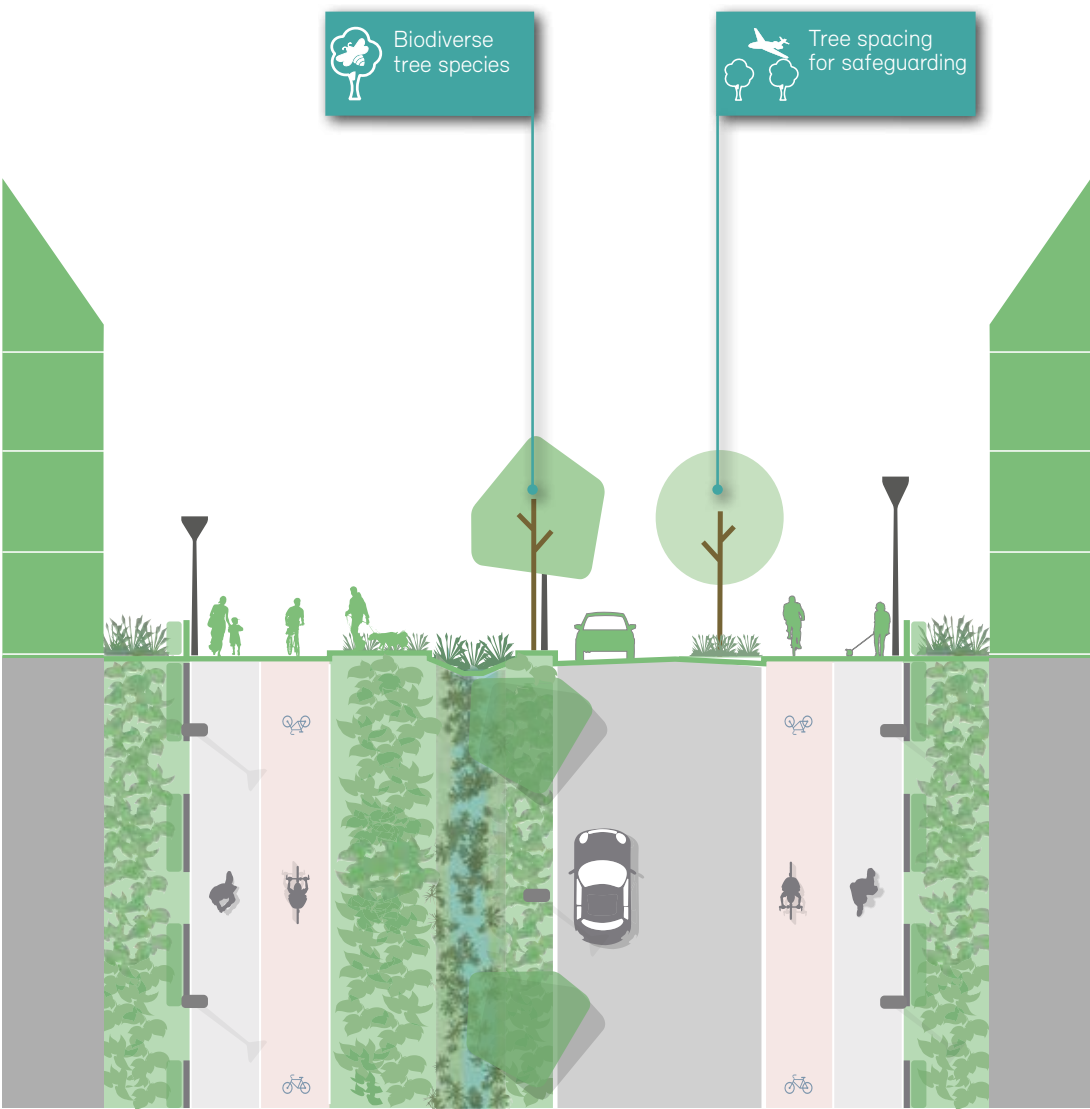
Bug hotel example



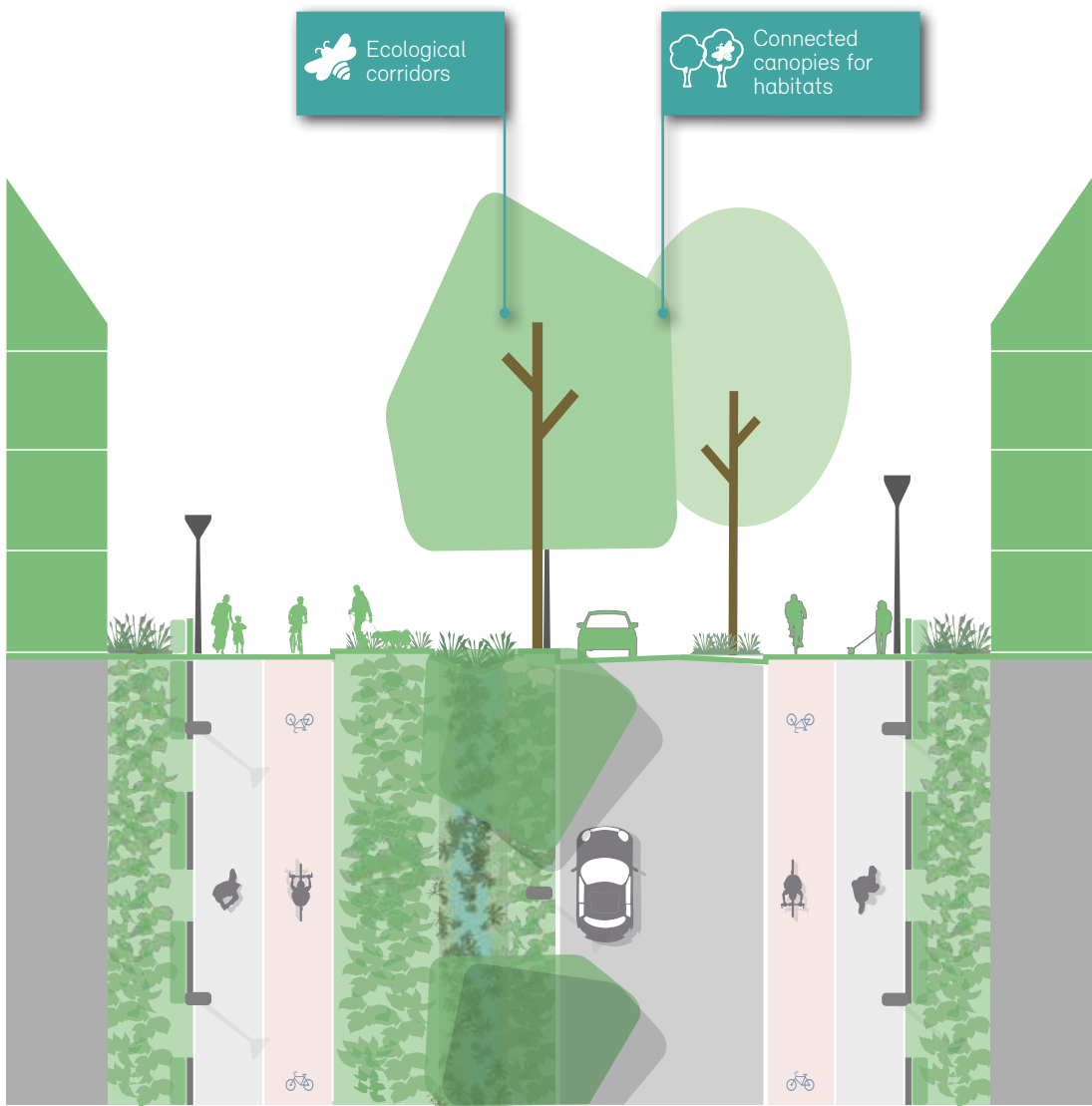
To achieve a living landscape framework which helps deliver biodiversity net gain and supports wildlife through habitat creation and conservation and access to nature for all, the following requirements must be met:

- Proposals must incorporate existing landscape features enhanced and integrated within new designs which provide a variety of high-quality open spaces which integrate, nature, play, recreation, movement, drainage and amenity.
- Creation of a transitional landscaped edge to the development which responds to the needs and context of each edge condition
- Creation of a tree canopy which responds to the current limitations of operational safety for the adjacent airport yet provides ample greening of streets, parks and other landscape areas
- Street tree spacing along the Primary street must be around 15-18 meters apart allowing for tree canopies to eventually knit together at maturity
- Application of a long term management plan which highlights the need to allow intensive management during the operational life of the airport and which can reduce in intensity should the airport relocate in the future
- Support sustainable and active lifestyles for residents and visitors
- Provision of a diverse planting palette which is resilient to climate change, suitable to the character and context of the edge of the City of Cambridge and supports the goals of enhancement, conservation and creation of wildlife habitats.
- Appropriate ecological sensitive lighting should be incorporated along boundaries of designated wildlife areas and newly created green spaces.

Page 76



1. Managed tree canopies during airport ongoing operations



2. Tree canopies allowed to connect following cease of airport operations





## Planting palette

- The Planting palette must support the creation of a biodiverse landscape
- Both native and non-native species of trees, hedges and shrubs and herbaceous plants should be used in order to achieve resilience and wildlife value within the landscape
- An area of chalk grassland/chalky subsoil exists on most of the site and offers a unique opportunity to use a wider range of species which have different nutrient and soil demands benefiting biodiversity while reducing maintenance needs.
- Recommendations within ecology assessments should be followed to enhance and increase habitat for target species such as water voles
- Requirements for the selection and management of trees, shrubs, hedges and grasslands must consider the requirements of airport safety and safeguarding.

## Trees

- The approach to trees should follow the elements above
- Both native and non-native trees should be used to enhance the developments ability to deliver a biodiverse, resilient landscape
- A hierarchy of trees for use on Primary, secondary, tertiary and other movement corridors should be included as part of the Landscape Strategy for each Reserved Matters application.

## Wetlands, water courses and SuDS features

- All elements of the site wide SuDS strategy are to comply with airport safeguarding requirements for as long as the airport is in operation
- Most features will not contain standing water and their planting and maintenance regimes must reflect this
- Some water features which do hold standing water will be densely planted to discourage flocking water fowl while the airport is in operations
- SuDS basins to do contain permanent water will only be located within the "Lower wildlife safeguarding priority area" as defined in the outline planning consent Design and Access Statement
- Management of the ponds will be monitored and altered to be more attractive to wild life should the airport relocate.

### Trees



*Alnus Glutinosa* (Common Alder)



*Acer Platanoides* "Cleveland" (Norway maple)



*Juglans Regia* (Common Walnut)



*Tilia X Euchlora* (Caucasian Lime)

### Shrubs and Hedges



*Acer Campestre* (Field Maple)



*Corylus Avellana* (Hazel)



*Crataegus Monogyna* (Hawthorn)



*Viburnum Lantana* (Wayfaring Tree)

### Marginal Aquatics



*Caltha palustris* (Marsh Marigold)



*Carex Pendula* (Pendulous Sedge)



*Iris Pseudacorus* (Yellow Flag Iris)



*Mentha Aquatica* (Water Mint)

### Plot Planting



*Choisya "Aztec Peal"* (Mexican Orange Blossom)



*Hebe "Franciscana Variegata"* (Variegated Shrubby Veronica)



*Hypericum "Hidcote"* (St John's Wort)



*Verbena Bonariensis* (Argentinian Vervain)







## 4 Public Spaces

The heart of our approach to public space will be good street design that creates space for people and nature, rather than just roads. Neighbourhood Parks will provide a leafy heart to each small neighbourhood, creating natural places to meet with the neighbours and play a short walk from every home – the largest of which will be the new village green.

The Public Spaces framework diagram opposite shows the public spaces and connections that must be provided in order to deliver the network of public spaces that are required by the code. Required outcomes include:

### Public space typologies including streets

This should create a linked series of public spaces which create a varied character for flexible use.

### 2. Play Strategy

Create a playable public realm which is socially, physically and emotionally engaging.

### 3. Cultural sociability

This should ensure the integration of the spaces for local people and community cohesion.

### 4. Active lifestyles

To ensure opportunities for play and recreation to suit all ages and disabled people are integrated with the streets and public spaces.

### 5. Coherent character of materials and elements

To ensure public spaces are brought together with consistent, considered, design.





# Public space typologies

## Linked public space network

A variety of public spaces must connect across the site, creating a linked network of different, flexible and cohesive spaces to support public use and cultural sociability.

Public spaces must include combinations of activities that help bring people together including play, social meeting, resting, and being in nature.

Public spaces must safely combine necessary movement routes with social activities without having to resort to fenced enclosures.

## Public space typologies

There is a network of public spaces located across the site. Apart from streets, these are broken down into three main categories as follows:

### Local centre/village green

The Village Green must act as a focal point to the whole development and provide key facilities for activities and sitewide interaction. The Village Green must help support and be used in conjunction with the other community infrastructure surrounding it.

### Neighbourhood parks

Neighbourhood parks must create a leafy heart to each small neighbourhood. They must provide a place to meet with the neighbours, play, and to be in nature, a short walk from every home.

Other small green pocket parks and squares should be considered where opportunities arise, e.g. where they can be combined with car parking or to provide other focal points. While potentially smaller, these should follow the sociable, play, and nature, principles of neighbourhood parks.

### Parkland edges

Parkland edges, forming the east and west perimeter of the site, must include walks, and places to rest, enjoy views, and interact with nature.

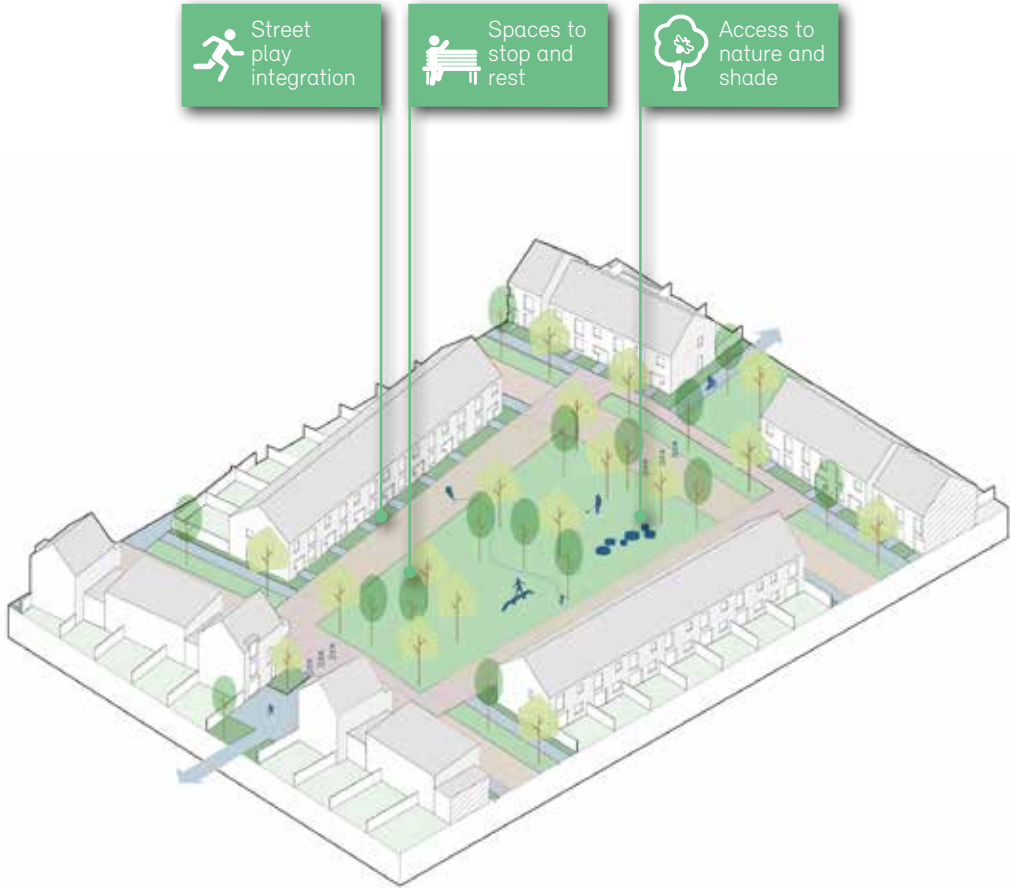
To mitigate traffic noise adjacent to Cherry Hinton Road, acoustic barriers should be integrated into parts of the landscape to help create quieter areas. These can be co-located with path meeting points, rest and activity spots.



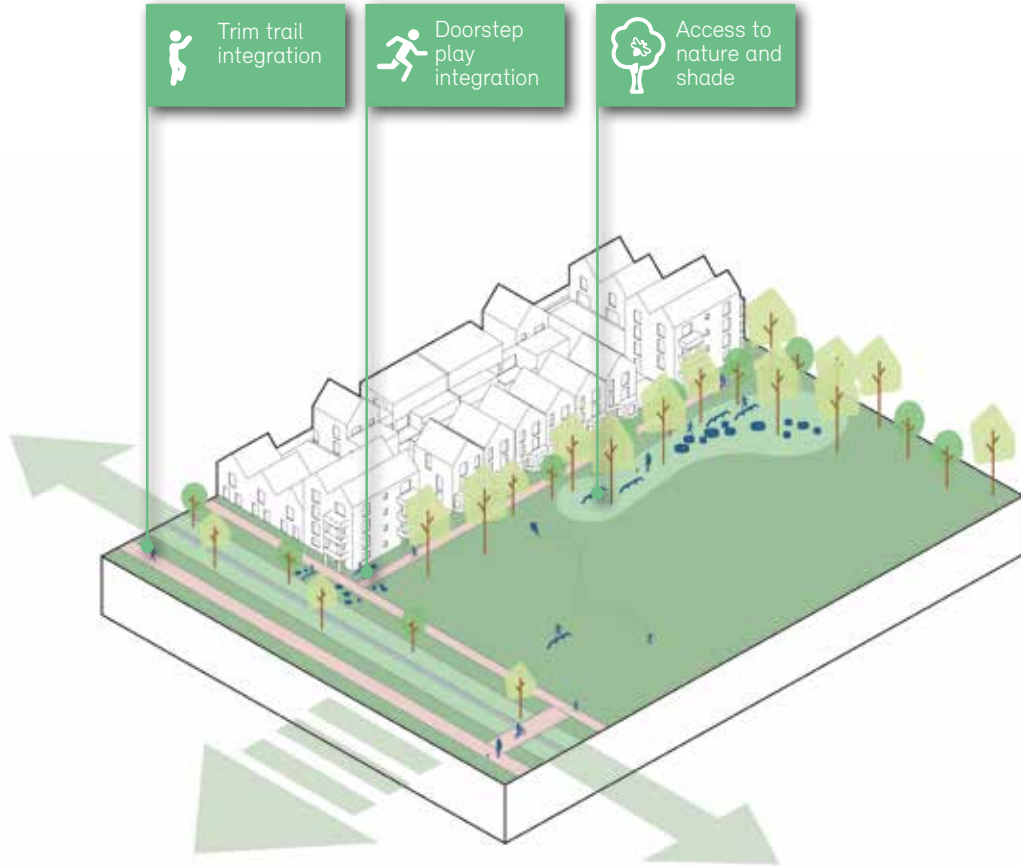
1. Local centre/village green



2. Neighbourhood parks with play area



3. Neighbourhood parks



4. Parkland edges





The Code sets out a hierarchy of streets, which must be used to contribute to the distinctive character of the development. Almost all streets are to be designed to adoptable standards.

The street hierarchy framework opposite sets out a network of interconnected primary, secondary and tertiary streets that must be created.

The location of the primary and secondary routes is fixed through the Outline Application.

The tertiary streets include small looped routes for service and other powered vehicles, accessed from the main infrastructure. The location of the tertiary streets is not fixed, but their design should follow the principles set out in the framework plan.

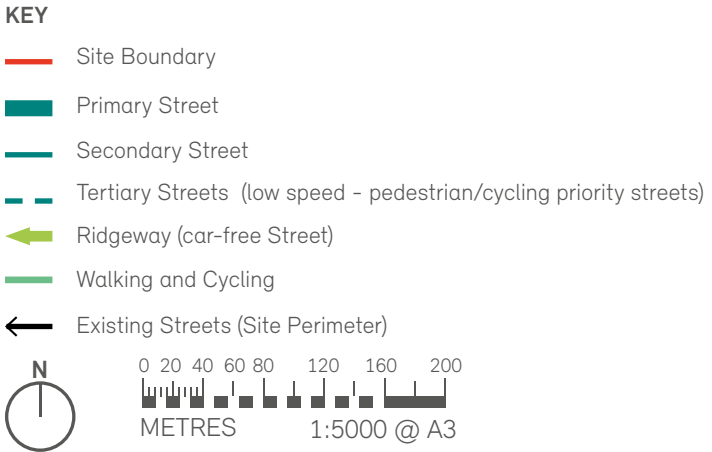
The network of tertiary streets aims to create low traffic neighbourhoods, where social interaction and play can flourish. Reserved matters designs, at the outset, should seek to restrict the movement of powered vehicles between neighbourhoods, through the use of modal filters. These breakpoints must maintain permeability for pedestrians/cyclists. The exact location of modal filters should be established through detailed masterplanning.

Street designs must include the planting, footways, cycle routes, and threshold zones as illustrated within the Code.

Junctions are a key part of delivering Living Infrastructure and must include focal points for a mix of social activities, nature and doorstep play. Further guidance on the adoption strategy for streets and other public spaces can be found within the [Lifespan](#) section of the Code.

The way buildings frame the streets must follow the guidance set out in the [Built Form](#) and [Identity](#) sections of the code.

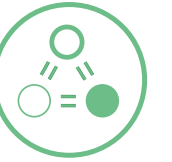
Integrated space for rest along key walking routes to be provided.



Framework masterplan showing the hierarchy of streets. Primary and Secondary routes are fixed. The tertiary routes are illustrative.



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## Street Typologies

**Streets of all classifications must encourage use of streets as social spaces. Streets are space for people, nature, and active lifestyles, rather than just roads.**

Minimum width for entire pedestrian network (accounts for footways and footpaths) must be 2m if to be adopted unless it can be justified otherwise.

### Primary street

**The primary street will form the backbone of the development, providing east-west connections between Coldhams Lane and Cherry Hinton Road. The primary street must be a distinctive urban space that combines infrastructure for nature, SuDS, walking, cycling and public transport alongside vehicle traffic.**

Below ground infrastructure must be carefully co-ordinated to avoid clashing with, or needlessly restricting, tree planting. This is a particular consideration for the gas main diversion, which requires 6m easements for tree planting.

The primary street must be designed to be adopted. It must feature a deep, planted verge which includes semi-mature, large tree planting, natural habitat and social spaces. This verge is to be adopted by Cambridge City Council.

It must also:

- Accommodate a regular bus service and include locations for bus stops
- Include dedicated cycle routes at least 2m wide
- Have a design speed no faster than 20mph
- Allow for connections to future airport development.

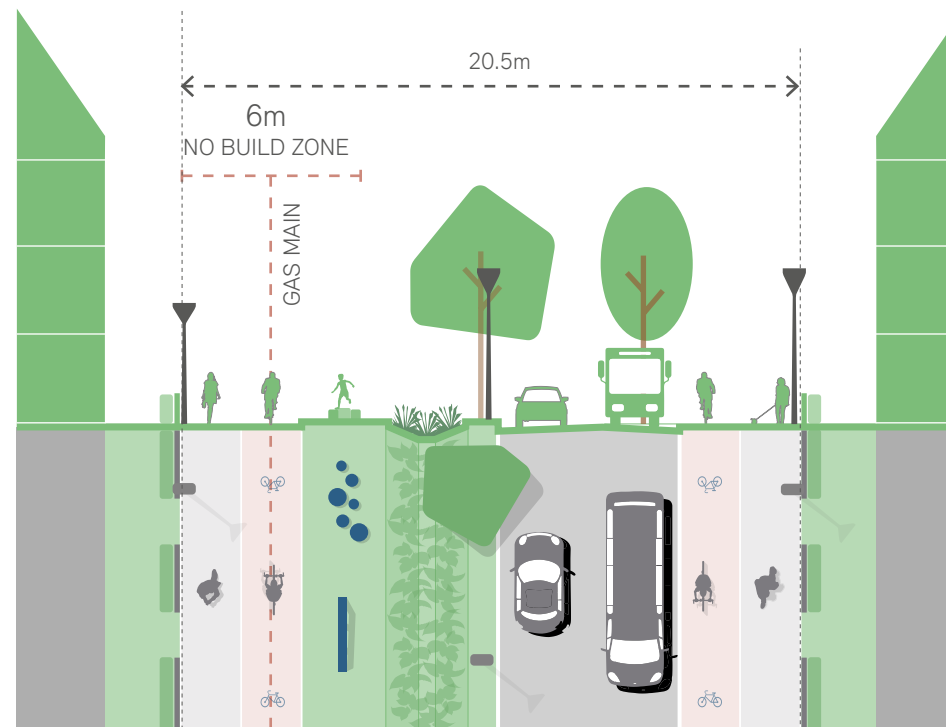
### Secondary streets

**The secondary street will provide vehicle connections between the new secondary school and the local centre. It must be designed to adoptable standards and must include street trees.**

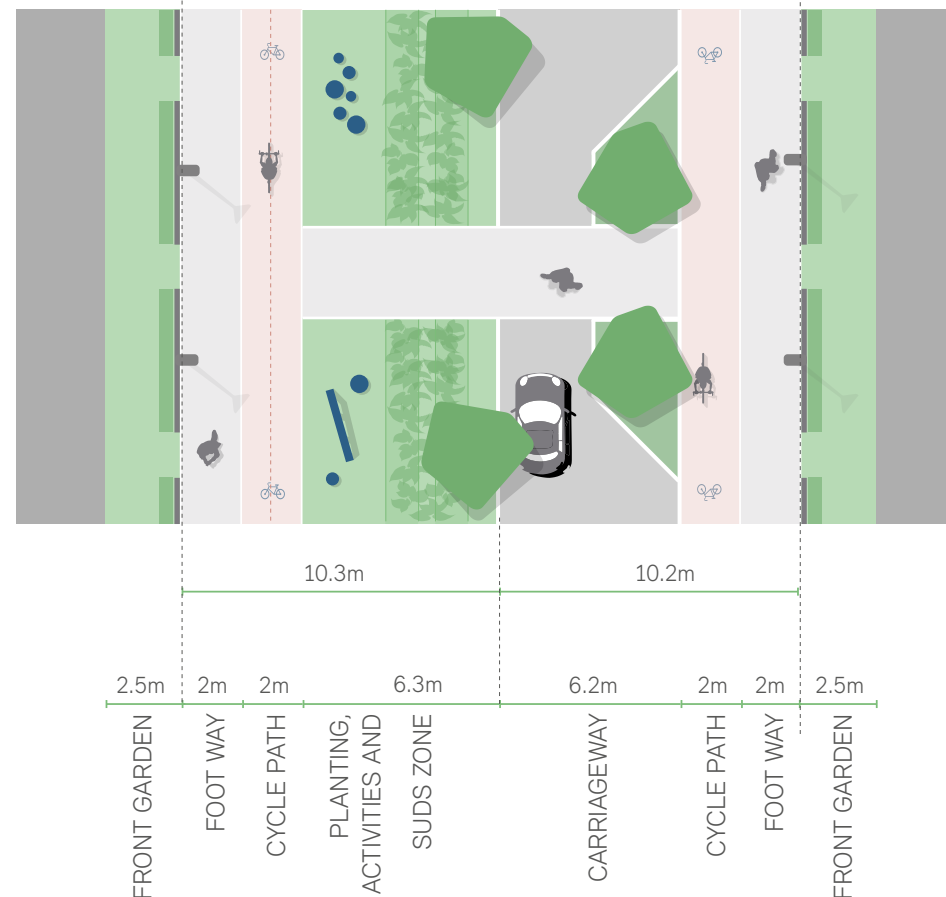
It must also:

- Include dedicated cycle routes at least 2m wide
- Have a design speed no faster than 20mph
- Accommodate possible future bus use
- Allow for connections to future airport development.

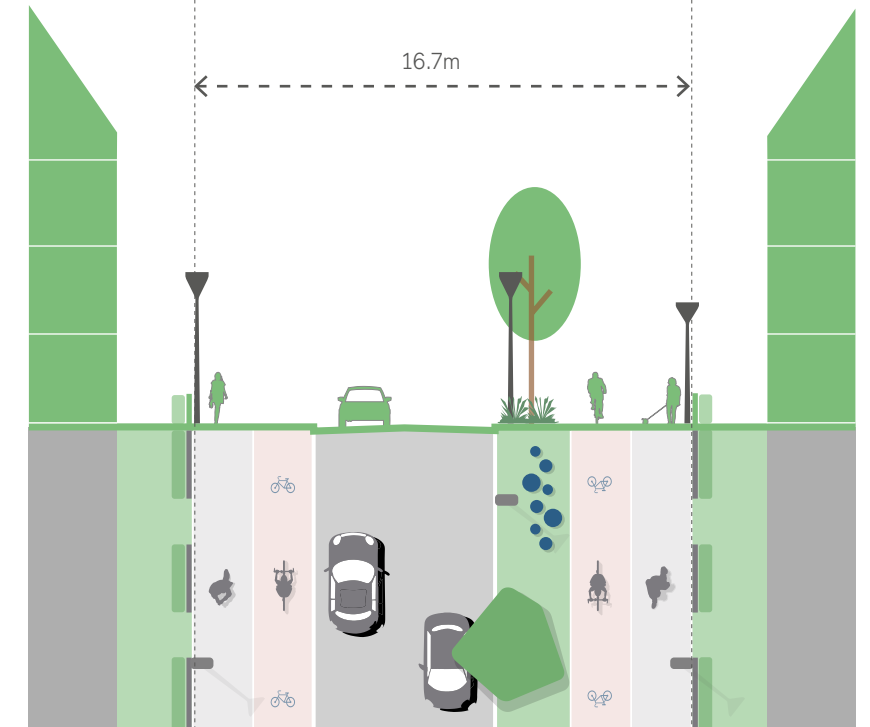
**Primary Street** - Typical section and plan



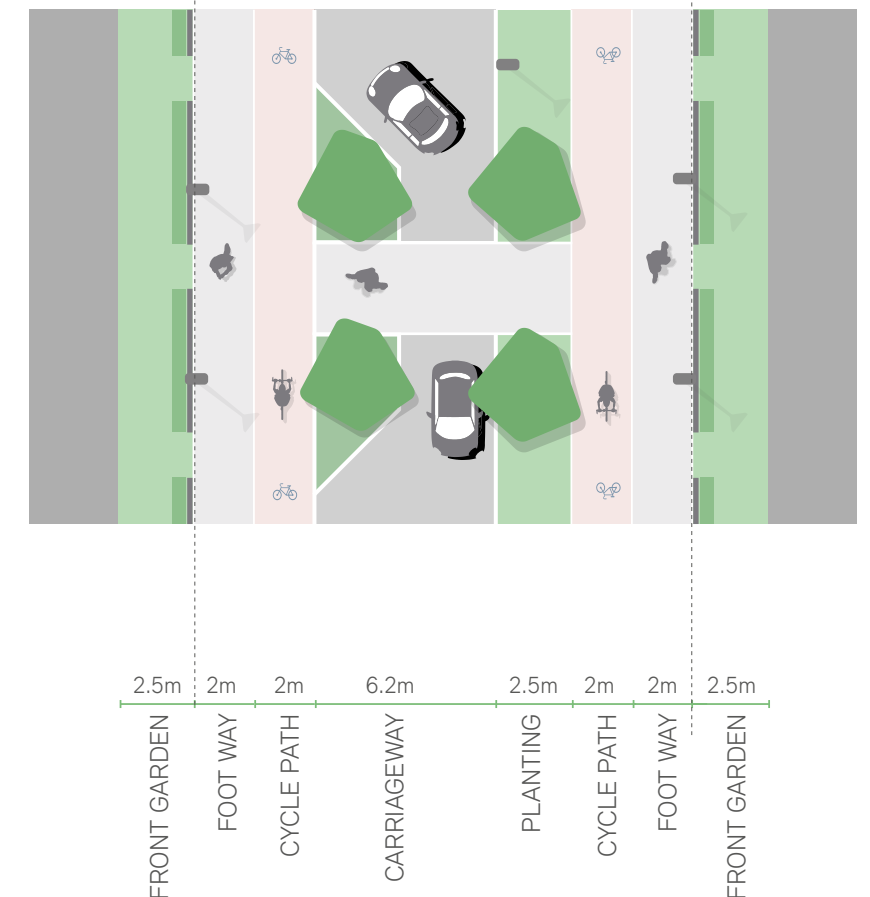
**Primary Street** - Raised table and tree pit "gateway"



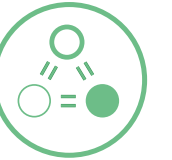
**Secondary Street** - Typical section and plan



**Secondary Street** - Raised table and tree pit "gateway"







### Tertiary streets

**Tertiary streets lead off the primary and secondary streets. These routes should form small service loops that are laid out to minimise vehicle junctions onto the major streets. This is to help reduce disruption to pedestrians, cyclists, and landscape planting.**

The carriageway of each service loop must be designed to an adoptable standard for the use of waste collection vehicles.

The design speed of all tertiary streets must no faster than 15mph. The lowest order of tertiary street should be used wherever possible – emphasising the use of shared surfaces and pinch points in the carriageway width.

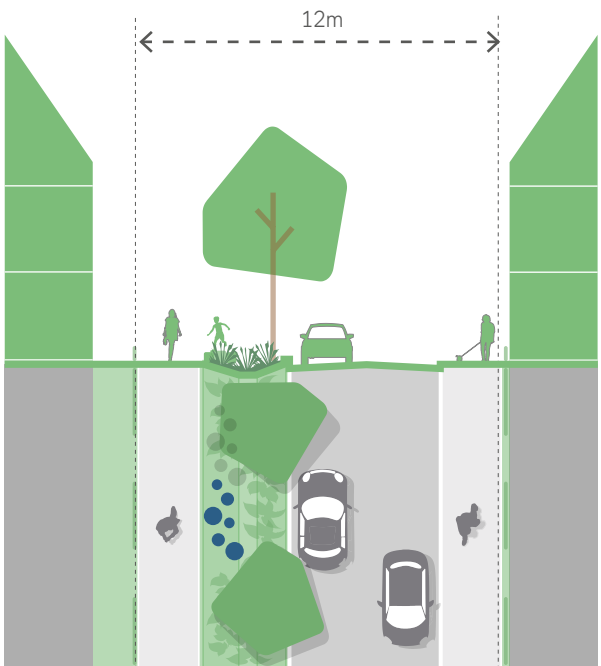
Shared surfaces should be used where streets cross or line neighbourhood parks.

Routes located off the adopted service loop should be designed to be managed and should incorporate visitor parking with charging points, natural planting and SuDS drainage.

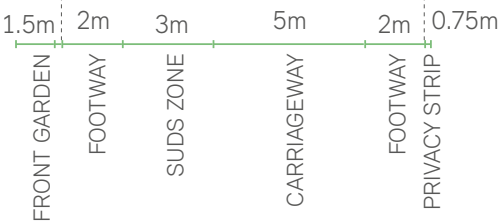
### Green and Blue Features

	Primary street	Secondary street	Tertiary street
Street trees	Yes, large species	Yes, medium species	Context driven, medium to garden species
SuDS	City adopted swale	City adopted swale	City/private managed rain gardens, swales, permeable surfaces

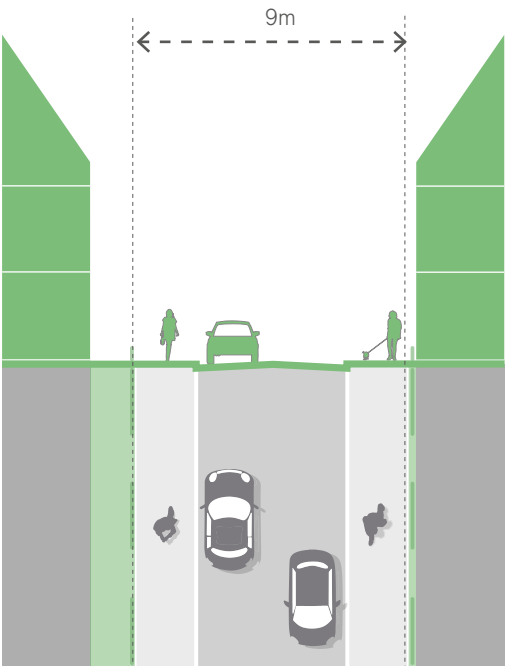
Tertiary Street 1 – Typical section and plan



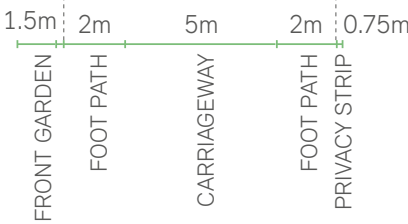
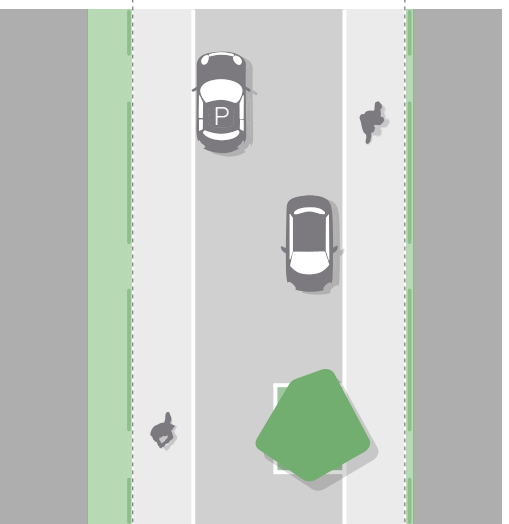
Tertiary Street 1 – Raised table and tree pit



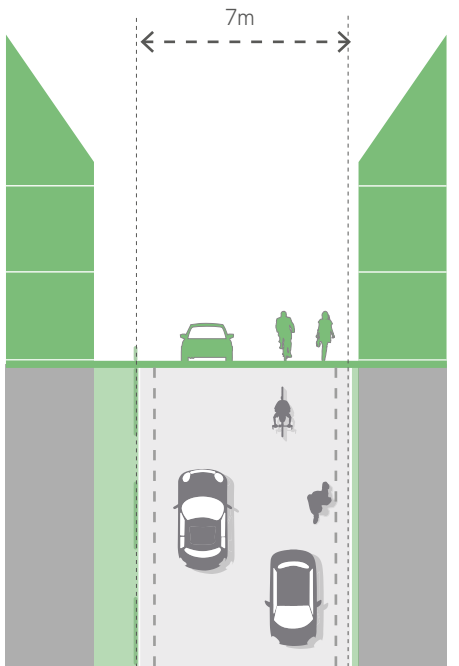
Tertiary Street 2 – Typical section and plan



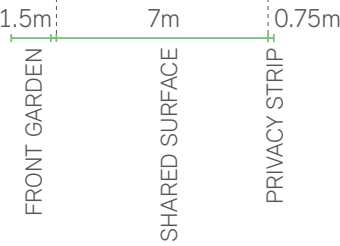
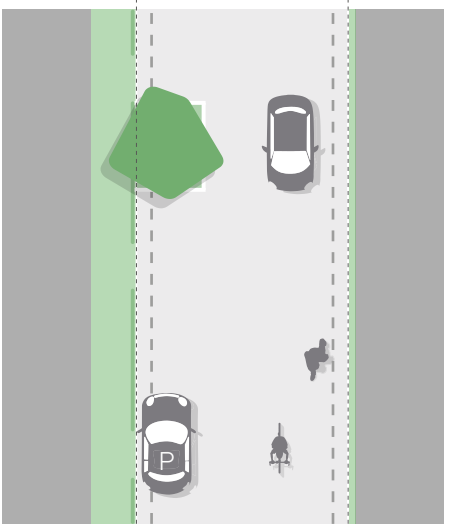
Tertiary Street 2 – Build out tree pits

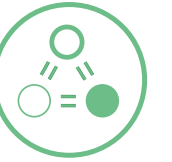


Tertiary Street 3 – Typical section and plan



Tertiary Street 3 – Build out tree pits



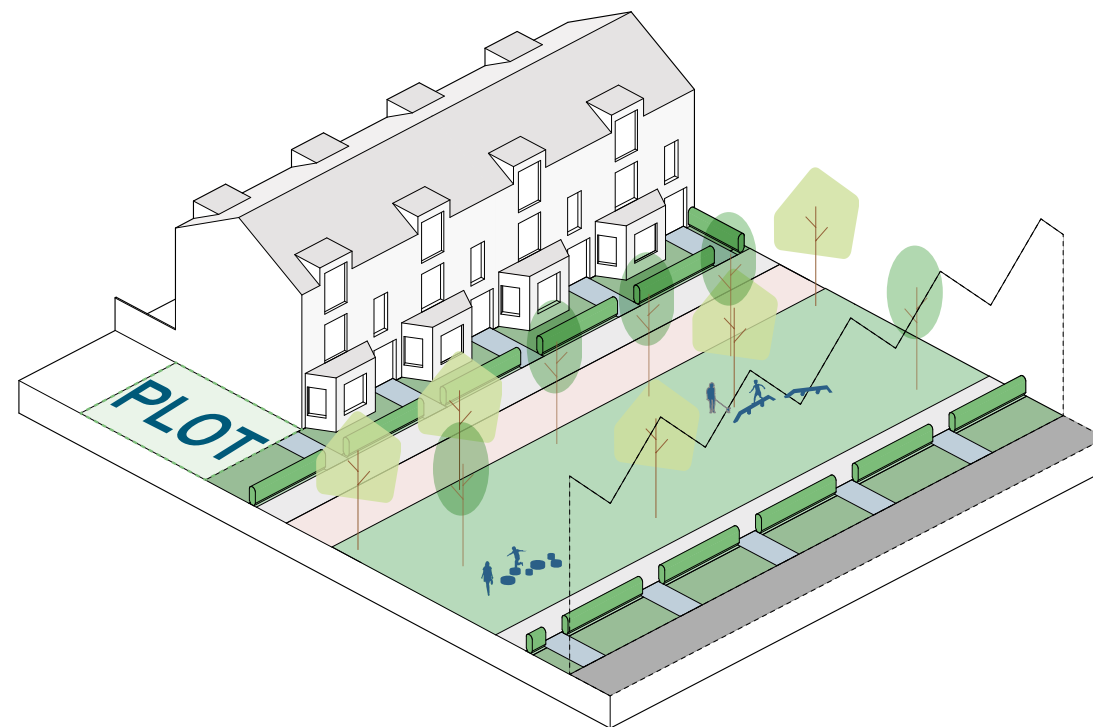
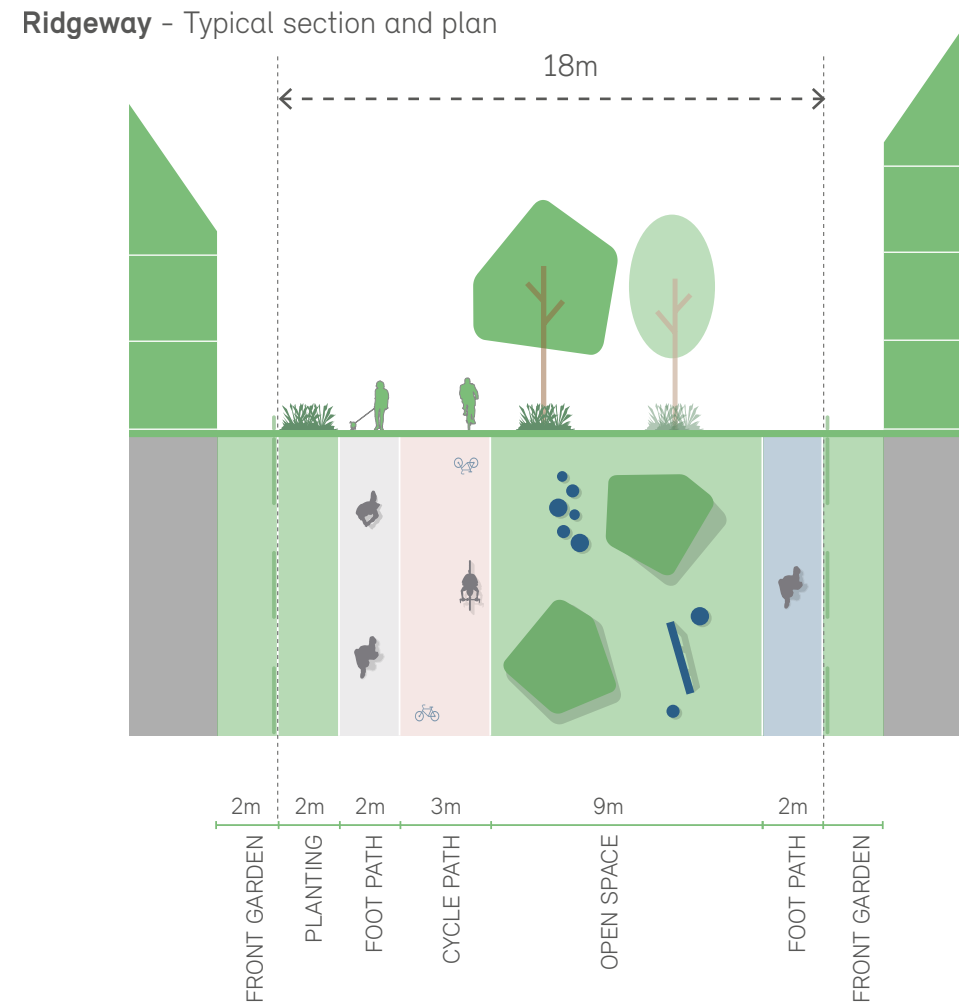


### The Ridgeway

The Ridgeway follows a natural ridgeline in the topography of the site. It is a dramatic green spine, providing a safe, traffic free landscaped street leading from Teversham Drift to the secondary school. It must provide walking and cycling infrastructure set in a landscape of semi-mature tree planting, natural habitats, and social spaces.

The Ridgeway:

- Should be aligned with the nearby church towers of Cherry Hinton and Teversham
- Secondary school entrance must terminate the northern point of The Ridgeway – and the building must act as a focal point
- Must be a traffic-free (motor vehicles), planted, and sociable street.



Abode at Great Kneighton **Proctor Matthews Architects**



The Avenue, Saffron Walden **Pollard Thomas Edwards**



Knights Park, Cambridge **Pollard Thomas Edwards and Alison Brooks Architects**



Street design matrix

A matrix has been prepared setting out the design specifications that should be used for each adopted street typology. The design intent is to create a walkable and low speed environment.

The junction radii and design speeds listed here should be treated as maximums, rather than targets.

Kerb heights should be 125mm to all primary/secondary streets, 25mm high to all tertiary streets,/ motor vehicle accesses and 6mm at pedestrian/cycle crossings.

Centre lines should not be included on any streets.

Shared surface & mews street both require a 0.5m hard paved maintenance strip on both sides if to be adopted.

Homes must be in a 400m walking distance of a bus stop, primary school or defined centre.

The first 5m of a private drive must be 5.5m wide.

The Local Highway Authority will seek to adopt a shared surface serving a maximum of 12 dwellings.

	Primary street	Secondary street	Tertiary street
Speed limit	30	30	30
Design speed	20	20	15
Width	6.2m	6.2m	Varies, refer to sections
Footway/cycleway	2m footways + 2m cycleways both sides	2m footways + 2m cycleways both sides	
Verge	Yes	Yes	
Bus access	Yes	Yes	No
On-street parking	Yes but not delineated	Yes but not delineated	Yes but not delineated
Traffic calming	Yes	Yes	Yes
Utilities	Beneath footway/cycleway	Beneath footway/cycleway	Beneath footway/cycleway
Centre line radii	30m	30m	20m
Street lighting	6m columns	6m columns	5m columns
Junction spacing			
Junction visibility	2.4 x 25m	2.4 x 25m	2.4 x 17m
Junction radii	6m	6m	To suit tracking
Direct vehicular access	No	No	Yes
Kerb height	125mm	125mm	25mm
Centre line	None	None	None
SuDS	Swale	Swale	Mixed
Shared surfaces	None	None	Mixed (serving no more than 12 homes)



Knights Park, Cambridge Pollard Thomas Edwards and Alison Brooks Architects



Tree-lined street. Clay Farm, Cambridge



Accordia, Cambridge Grant Associates and Feilden Clegg Bradley Studios



Play strategy

The Design Code aims to create a playable public realm which is socially, physically and emotionally engaging.

The formal play strategy for Cherry Hinton North must work on 3 levels:

- Street Play
- Neighbourhood Play
- Destination Play.

These should be added to by trim/play trails, allotments, and playing fields.

This strategy must form a network of play opportunities to provide play near to every home. The provision is diverse and integrated within streets and spaces with an emphasis on play for all ages, groups, and abilities.

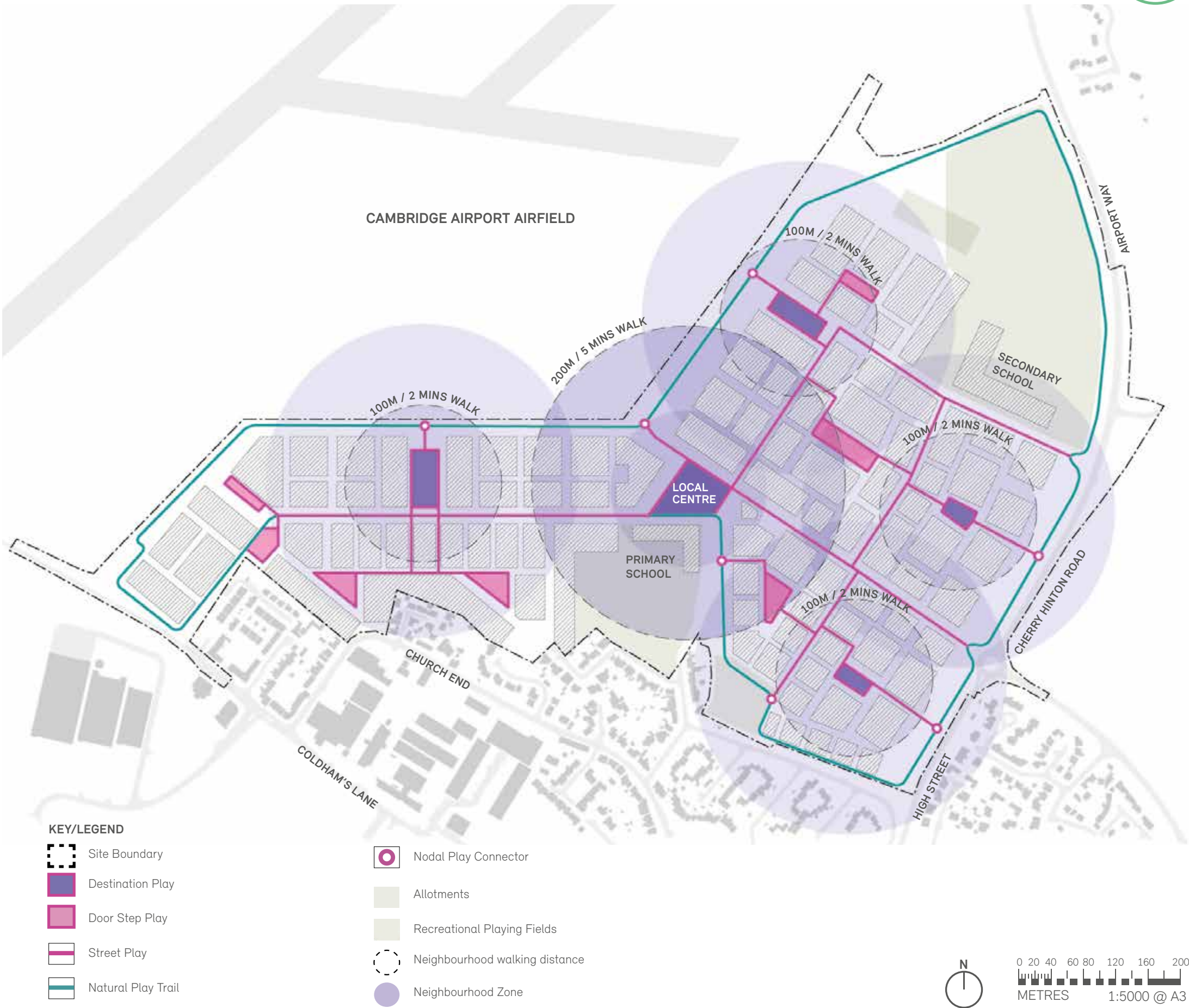
A play toolkit should be used to control the quality and character of play space and its equipment.

A youth and children’s play strategy is a requirement of the outline planning permission and must follow the principles set out above.

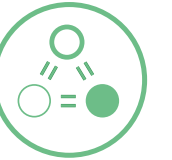
Page 87



Natural play space







### Public spaces

Public spaces should include combinations of activities that help bring people together including play, social meeting, resting, and enjoyment of nature. They should be able to safely combine necessary movement routes with social activities without having to resort to fenced enclosures.

### Street

Streets must include focal points for a mix of social activities, nature, and doorstep play. These can range from a focal tree or simple piece of seating to a combination of landscape and play features.

### Neighbourhood

Neighbourhood parks should provide a public landscape focus for each neighbourhood. The edges of each park must be defined by building frontages. Each park must follow the Living Infrastructure principles and contain activities to attract people to them including playing, meeting, resting, food growing, foraging, and being in nature.

### Destination

**The Local Centre forms the main focal point for all play and social gathering.**

Parkland edges should connect the development to the local agricultural landscape. They should be inspired by Cambridgeshire's 'fen edge chalkland' landscape traditions and must be laid out to provide SuDS landscapes integrated with natural planting and informal play.

### Design to avoid railings

**Drainage features must feel engaging and be fully integrated in the natural landscape and public realm. They must not be enclosed by railings.**

#### Street



King's Crescent **Henley Halebrown**

#### Neighbourhood



King's Crescent **Henley Halebrown**

#### Destination



Tumbling Bay Playground **LUC Landscape Architects**



South Gardens **Maccreeanor Lavington**



King's Crescent **Henley Halebrown**



Bridget Joyce Square rainpark **Robert Bray Associates**





The network of public spaces must make connections between each other and the surrounding area – including consideration for future developments. Public spaces must work alongside public buildings and the movement network to encourage and support community cohesion and foster social interaction.

### 1. Supporting new and future communities

- Neighbourhood Parks should facilitate smaller gatherings providing infrastructure for events
- Public spaces adjacent to the airfield should allow easy connections to future developments on the airfield site.

### 2. Supportive public spaces

- Public spaces which serve community facilities must provide adequate opportunity to stop, rest and enjoy social interaction. Trees/structures should be provided to shade and shelter these places
- Public spaces and places must be welcoming and accessible to all genders, ages and abilities
- Public spaces and public realm finishes must provide flexibility in use and allow for spaces for markets or community gatherings adjacent to the focal buildings, namely schools and amenity buildings.

### 3. Supporting social cohesion

- Public spaces and places must be welcoming and accessible to all
- Future community growth and emerging need should be considered e.g. by allowing flexibility for future cultural uses to be added within the local centre.

### 4. Supporting the local community

- The development must be integrated within the local area via attractive walking, cycling and bus routes.
- Planned community uses, services and activities should help support existing uses and needs within the local community, and avoid undermining current services through duplication.
- Local needs and requirements should be defined, and detailed proposals developed, through local engagement.





**The design of outdoor environments must support improved physical health and mental well-being. This includes promoting walking as the first choice for all internal trips, play and exercise, and access to nature.**

An active lifestyle framework which is connected across the site should ensure opportunities for play and recreation to suit all ages are integrated with the streets and public spaces. Designs must create socially inclusive and accessible public spaces that are welcoming and safe for everyone.

### 1. Recreation for all

- Recreation spaces should provide a variety of types, catering for a multi-generational experience.
- Play should follow inclusive play principles, including physical, creative and social play, and engage all of the senses.

### 2. Doorstep play

- Seek to provide easily accessible and overlooked space for play and social interactions immediately outside or close to the front door
- It must be considered not to create nuisance for the adjacent properties and should be natural play if possible
- These well-overlooked spaces can positively support the gradual increase in young peoples' confidence to meet others and navigate their immediate neighbourhood.

### 3. Play along the way

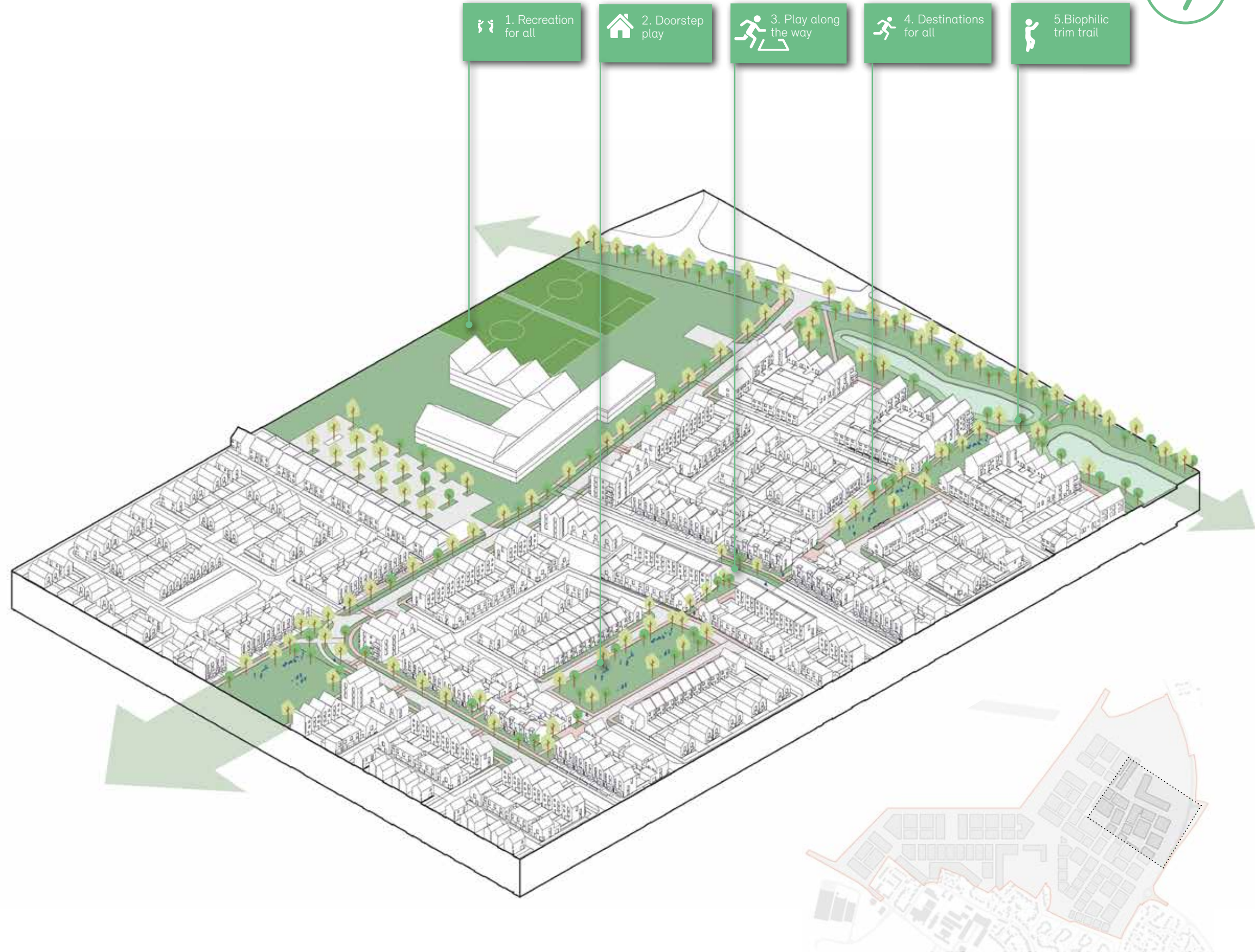
- Should ensure that a network of play weaves like a thread through the site with key focus elements creating play
- Opportunities should be explored within the streets to build in storage for playing out supporting residents to temporarily close their streets for community use.

### 4. Destinations for all

- Seek to design accessible public spaces that are welcoming, enjoyable and safe for everyone
- This should promote creative and sustainable design solutions prioritising access and inclusion for everyone who lives, works and plays in the community and local area.

### 5. Biophilic trim trails

- The trim trails which circumnavigate the site should design out any level or materiality changes that create perceived or physical barriers for individuals
- Designs must increase everyday opportunities to access and connect with nature, creating biophilic opportunity.





## Materiality and elements

### Public spaces

**The design of public spaces including street networks must be brought together using a small and coordinated palette of materials and details.**

The definition of key spaces should be supported by the use of surfaces and planting. Designs should emphasise the overall shape, sense of enclosure, and multi-use nature of the space, rather than highlighting e.g. vehicle use.

The combination of surfaces, planted landscape and signage should be coordinated with surrounding building designs to create a sense of place such as visual gateways, activity, and calm.

### Lighting

**The lighting palette for the scheme should be muted in nature, concealing itself into landscaping where possible. Lighting is a detailed subject, and as such a lighting strategy needs to be developed in the future to specify equipment and look into the specifics of lighting surfaces, avoidance of glare and other detailed issues.**

Lighting design must mitigate the effects of artificial light pollution spill. This includes glare on existing and future homes. Lighting design should refer to the Institute of Lighting – Guidance Note: The Reduction of Obtrusive Light (GN01/21)

Artificial lighting must be designed to minimise affecting wildlife habitats, features and green corridors with essential ‘task’ lighting, such as along cycleways, limited to the minimum for safe travel and either being responsive to use by people or turned off completely for part of the night.

Direct lighting of, or light spill on to, retained mature trees and hedgerows which have the potential to support bat roosts and/or bat foraging and commuting features, must be avoided.

### Street furniture

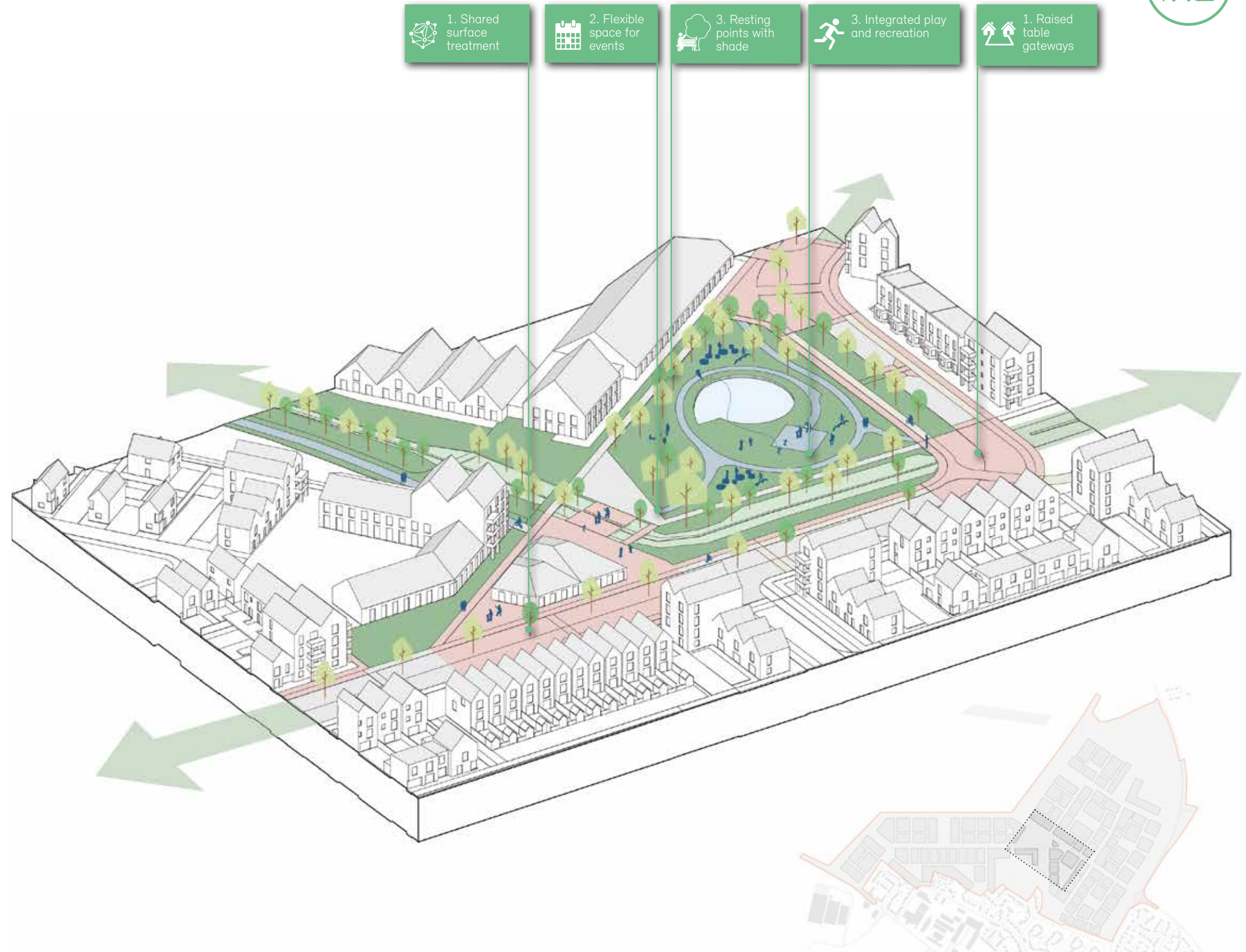
**Street furniture should have a simple but elegant aesthetic and emphasise the use of natural hard-wearing materials.**

Wooden benches should be used for seating, and should be nestled into planting beds.

### Public art

**Public art should be located at focal points and key nodal points.**

Public art can form part of the play strategy, creating special moments within the street and landscape.





Designing hard surfaces

With the exception of Market Square, large areas of hard surfaces should be minimised or avoided. Where this is not possible, trees should be included to provide summer shading and cooling.

Material palette

Hard surface materials should have natural tones, incorporating subtle variation, and reflect a walking and cycling prioritised environment:

Using the material palette:

- Materials must be used in a consistent way to avoid a patchwork appearance
- Paving colours and textures must be chosen to work harmoniously alongside surrounding building finishes. These combinations and laying patterns must be tested with sample panels
- Where paved shared/unified surface treatments occur, any required demarcation within the space should be handled by the incorporation of subtle changes in paving direction, texture or kerb levels. Significant variations in colour or tone should be avoided.

All public spaces must be designed for inclusivity including textured paving blocks, level surfaces and 50mm kerbs.

Robustness and practicality

Surfaces must be robust and accessible to all.

Within adopted streets and landscapes, the handling of materials must reflect the design principles of the Code. Detail of specific materials used are to be agreed with council and highways officers to allow for future adoption. Materials selection to be adopted by the Local Highway must conform to those within the Housing Estate Road Construction Specification

Within non-highways adopted streets and park areas, surface water runoff must be minimised and all surfaces should be capable of being permeable.

Gravels can be self binding on low trafficked areas, but must be specified to maintain water permeability. Loose gravel paths must be avoided.



Asphalt with chippings



Tinted bike lanes



Tumbled concrete paving



Resin bound gravel



Conservation kerb



Self-binding gravel



Bench recessed into natural planting



Subtle lighting in key public spaces



Subtle lighting in key public spaces



## 5 Resources

The development will be energy efficient, and designed to be gas free from the outset. Climate change resilience will be built-in, with buildings and green spaces that avoid overheating and conserve water and energy resources by design.

The development will focus on using passive principles, maximising benefit of green spaces and reducing running costs by encouraging sustainable lifestyles.

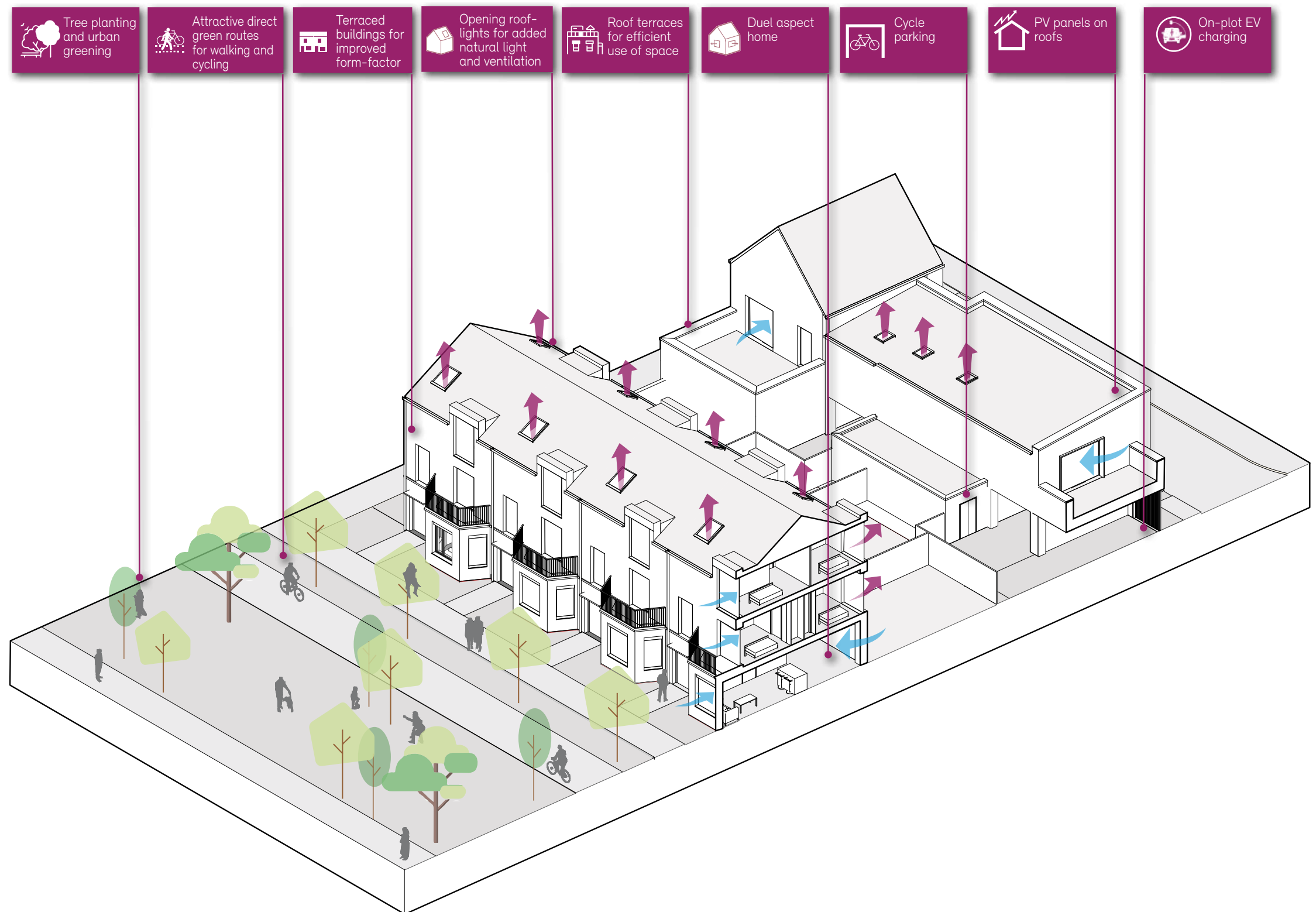
### Using the energy hierarchy

Building designs must follow the energy hierarchy. This means prioritising lowering energy demand, before looking to more technical solutions such as renewable energy generation with Photo Voltaic (PV) panels.

“Fabric First” passive principles should be used; the form of the building, its orientation, surrounding landscapes, and fabric efficiency all help contribute to reduced energy consumption. These include:

- Dual aspect homes
- Water saving fittings and appliances
- Natural light and ventilation to communal areas in flats
- Reducing hard surfaces and increasing summer shading with green spaces, water, and trees near homes
- Use simple building forms which limit thermal breaks
- Reduce embodied carbon during the manufacture, transport, and construction of building materials as well as end of life emissions
- Designing out waste of construction materials
- Consider offsite manufacture where possible.

Building typologies with an efficient form factor should be used, for example by including terraced houses and flats.



Naturally ventilated homes

# Supporting sustainable lifestyles

## Supporting sustainable lifestyles

The development must support people to have healthy, active and sustainable lifestyles. This will include:

- Street networks that promote walking and cycling to schools, community facilities and shops
- Access to buses and public transport
- Site-wide car club parking and membership strategy with the provision of car club spaces and vehicles
- Charging facilities to support the use of electric vehicles
- Spaces for home working, or to work locally
- Homes that are adaptable to changing lifestyles or circumstances
- Spaces to socialise through play, exercise, gardening, food growing and resting.

## Climate change resilience

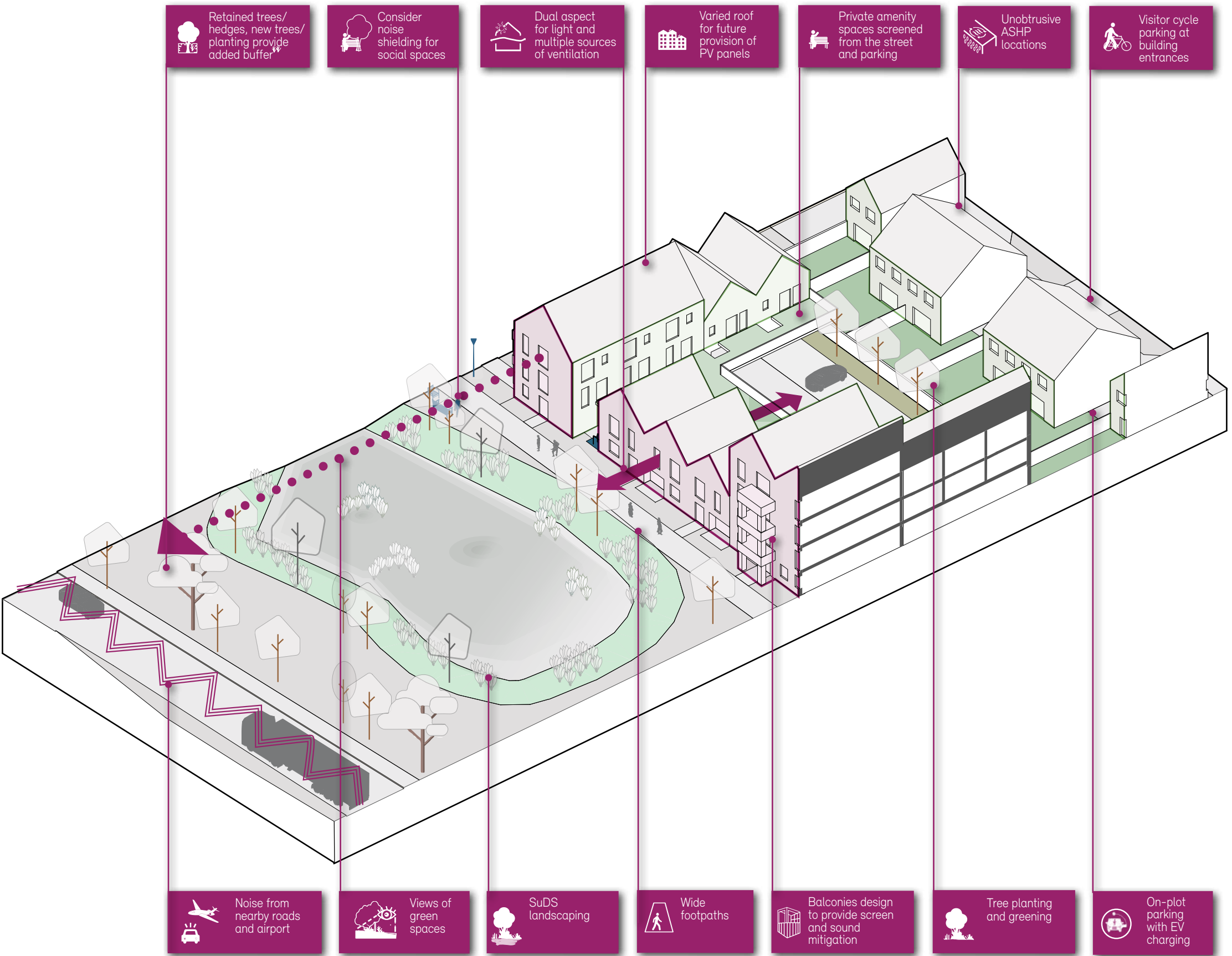
Proposals must consider climate change resilience across both buildings and landscape. This will include:

- Mitigating overheating risks for building users, prioritising passive measures e.g. dual aspects, natural ventilation strategies, and shading
- Any shading devices on proposed elevations be integrated with the window openings
- Addressing the risk of urban heat island effects and overheating in public spaces e.g. minimising hard landscaping and using cool materials, incorporating water, and including deciduous tree planting to provide shade to when it is needed
- Landscape planting selection for drought resistance
- Sustainable Drainage Systems (SuDS) to manage surface water, flood risk and designed to anticipate significant changes in rainfall.

Where there is a risk of airport or road noise, these should be addressed using passive design measures wherever possible. These include:

- Location of amenity spaces away from noise sources
- Integration of sound absorbent materials and surfaces
- Acoustic protection of balconies
- Where mechanical ventilation is unavoidable, any vents must be unobtrusively integrated into the elevation design.

Further guidance on integrating sustainable building design can be found within the [Homes and Buildings](#) section.





## Integration of services

### Storage

Utility service boxes, air source heat pumps, cables, wires, flues, satellite dishes must be kept off frontage elevations and be discretely incorporated.

Vents must be carried out to match the surrounding wall finishes and be carefully coordinated with openings.

All buildings must provide sufficient internal storage to allow for the segregation of recyclable materials and food waste. Design of waste storage must not detract from the street scene.

Bin storage for waste must be screened from the public realm, and to help with this the stores should be located behind the building line.

### Energy generation

Where air source heat pumps or similar are used, these should be located in rear gardens, or screened from the street frontage.

Any potential noise from pumps or similar plant / equipment must / will need to be assessed during the design stage and mitigated if required.

Where possible, roofs should be designed to optimise solar orientation to allow for future PV generation. Where PV panels are placed on sloping roofs these must be carefully coordinated with the building design and mounted in line with the roof finish.

Enclosure and location of service buildings such as substations must follow the Design Code.

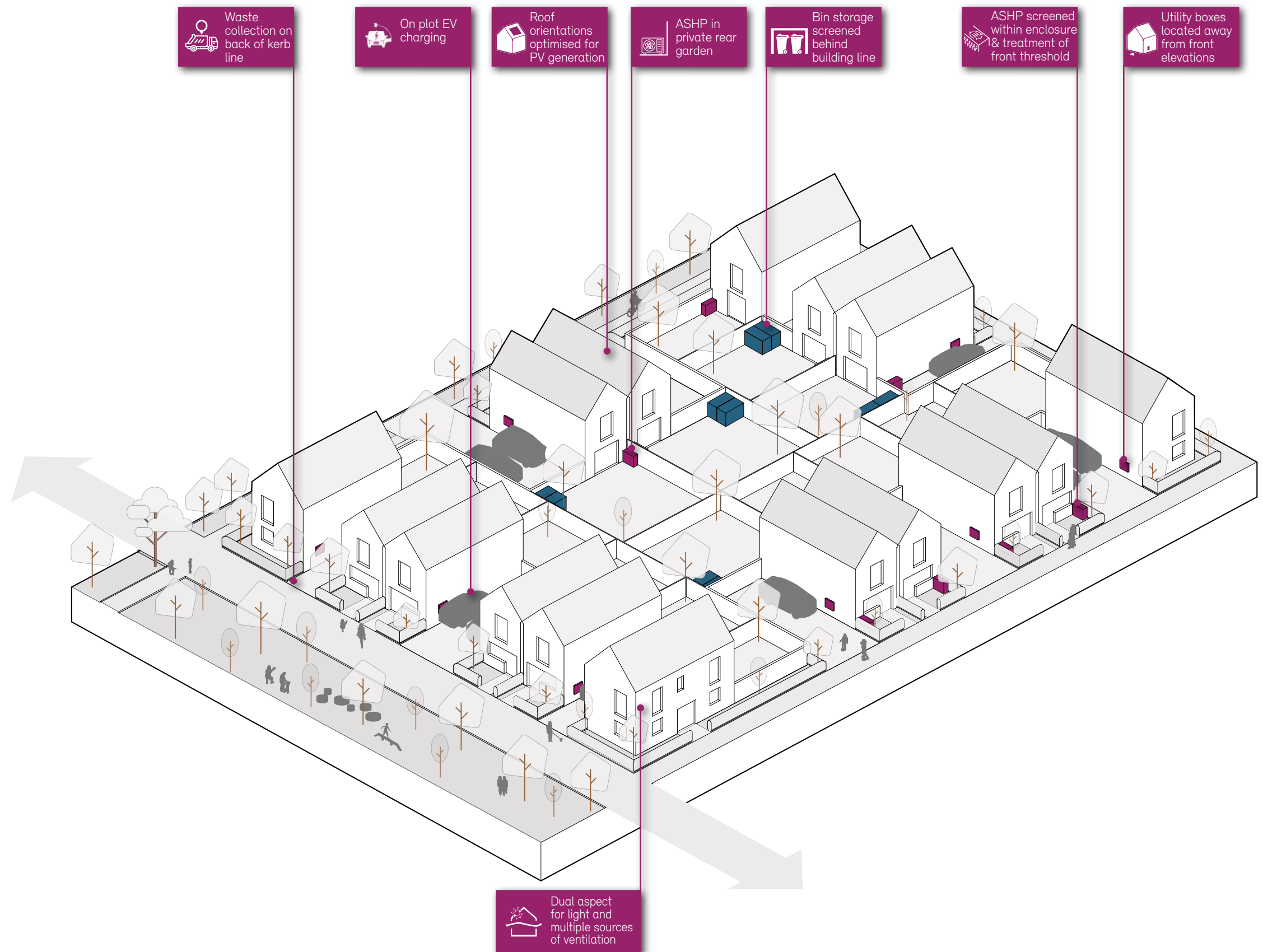
### Noise

Where there is a risk of airport or road noise, these should be addressed using passive design measures wherever possible.

These should include:

- Location of amenity spaces away from noise sources
- Integration of sound absorbent materials and surfaces
- Acoustic protection of balconies
- Where mechanical ventilation is unavoidable, any vents must be unobtrusively integrated into the elevation design.

Further guidance on integrating [Homes and Buildings](#) design can be found within the Homes and Buildings section of the Code.

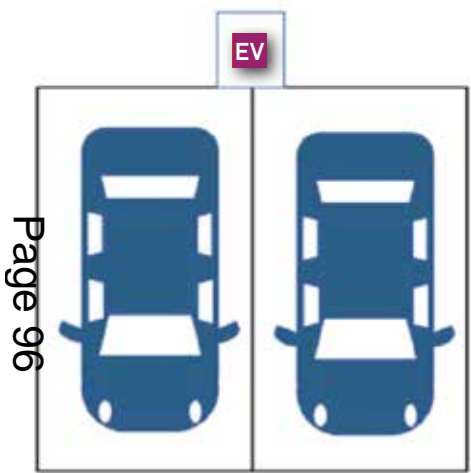


**Electric Vehicle (EV) strategy**  
**Every home must include provision for charging of Electric Vehicles.**

All dwellings with a dedicated on plot parking space must have active EV charging facilities.

For dwellings with communal or courtyard parking arrangements, 50% of homes must have active EV chargers. The remainder of dwellings must be provided with adequate electrical capacity & ducting for future installation of EV chargers.

Rapid charging hubs must be provided at strategic locations for the use of both residents and non-residents. A central rapid car charging hub can be provided within the market square, while other smaller hubs can be located within surrounding neighbourhoods parks.

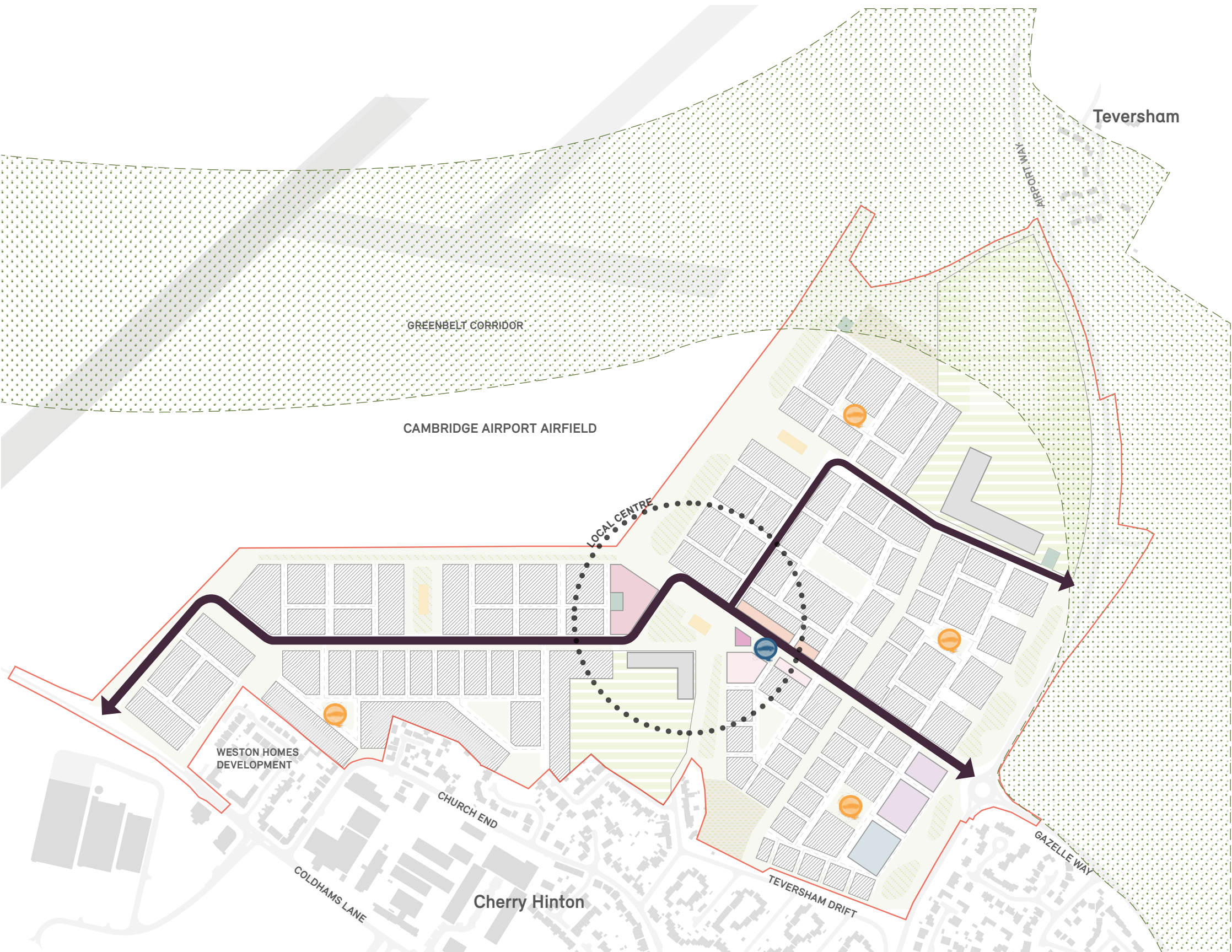


Page 96

Typical EV charging arrangement

**KEY**

- Application Boundary
- Primary Street short stay parking (unmarked bays)
- Secondary Street short stay parking (unmarked bays)
- Visitors Parking - 2 Chargers each (Rapid Charging Hub)  
= 8 EV Chargers (Total)
- Village Centre - 6 Chargers (Rapid Charging Hub)



Recommended locations for strategic Rapid Charging Hubs

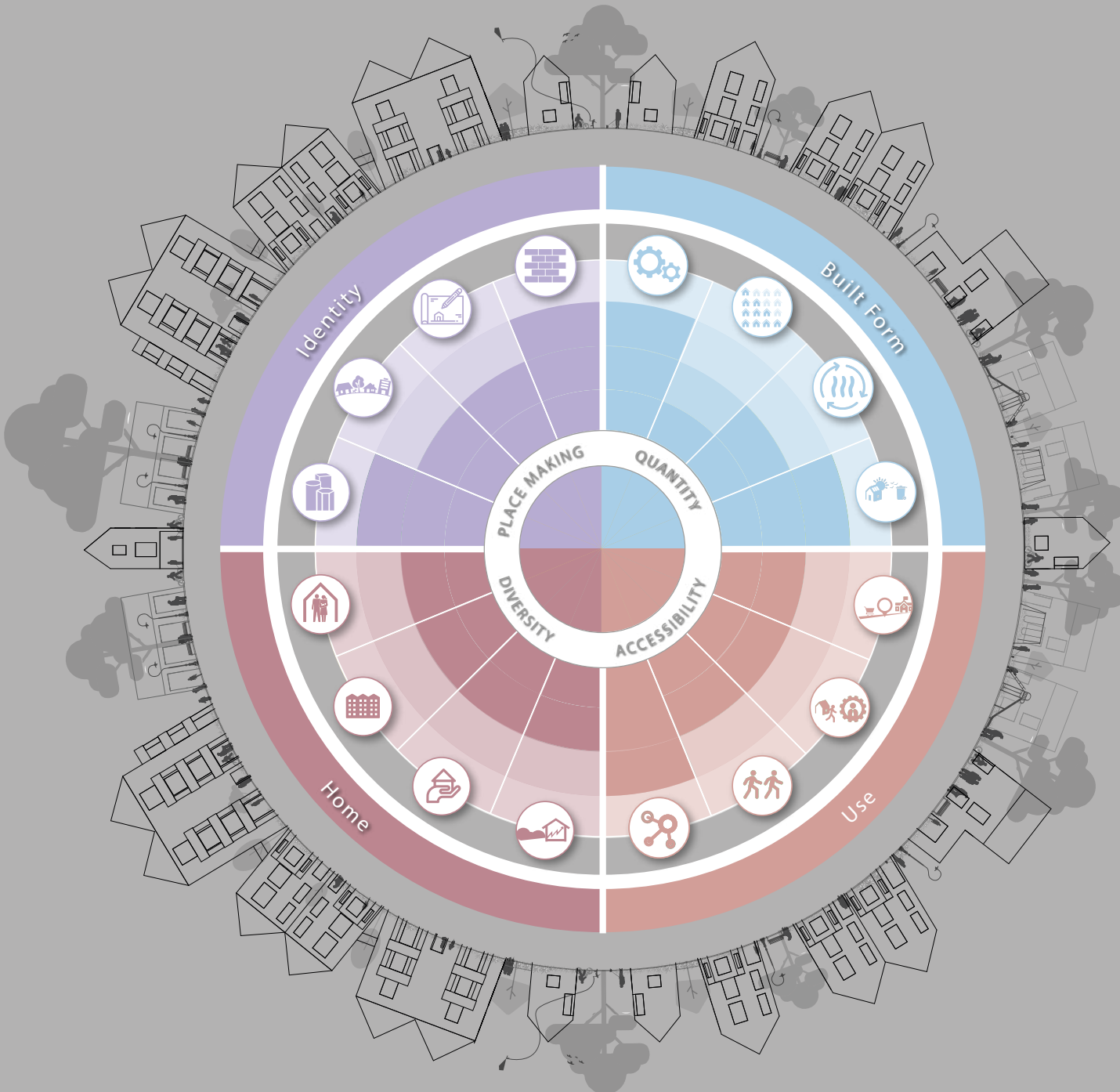


# Living Communities

We have grouped the four characteristics of Identity, Built Form, Uses and Homes and Buildings under a shared heading of Living Communities.

This is to emphasise the importance to the Code of taking an integrated design approach to all aspects of building design. Buildings must be understood in the groups they form, explaining their practical and aesthetic coordination, and the streets that they create, in an integrated and coordinated way.

- Materiality**  
Materials will help integrate the proposal into the surrounding area by complementing the existing materials, while also reducing embodied carbon.
- Neighbourhood**  
Creating a design-led development, providing spaces to excite and spark local interactions and help build a strong community.
- Building design**  
Buildings will contribute to both the sense of identity of the individual home, and how it belongs in the street.
- Detailing**  
How buildings and neighborhoods are detailed, and the clarity and consistency of that detailing, is a key contributor to their character.
- Sustainable homes**  
Taking a design led approach to delivering high quality, low/zero carbon, affordable, adaptable, family homes fit for the future.
- Tenure blind**  
Providing a tenure-blind, sustainable and vibrant community that knits into the surrounding neighborhoods.
- Choice**  
Providing a choice of high quality homes.
- Fabric First**  
Fabric First design for both climate change mitigation and resilience.



- Street design**  
Streets and spaces will be recognisable and defined at their edges by buildings and landscape to make them easy to navigate with priority given to sustainable transport modes.
- Density**  
A variety of scales, and forms of development will be used as part of the distinctiveness between different low-rise urban, suburban, and rural inspired areas.
- Resource management**  
Renewable/circular resource management including heat, energy and water.
- Environmental sustainability**  
Environmental sustainability and reducing environmental impact at the heart of every design decision, including innovative technologies for energy and waste to create a sustainable community.
- Social sustainability**  
Create an active center with shops, schools and other 'social infrastructure'.
- Home working**  
Homes and neighborhoods designed for the post pandemic world with space and infrastructure to support home working.
- Accessible**  
Providing high quality infrastructure to connect residents with the world beyond. Prioritising sustainable transport modes.
- Amenity**  
Providing spaces for local interactions and help build a strong community.

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Character Area & Neighbourhood Detailed Framework

Page 99

KEY

Application Boundary

Village Green

Allotments meeting point

Focal points

Pinch point building location

Large specimen tree for wayfinding

Entrance to Neighbourhood

Village Centre EV Chargers  
(Rapid Charging Hub)

Neighbourhood Visitor Parking EV  
Chargers (Rapid Charging Hub)

Key frontage

Wayfinding building group

Key corners

Back to Back Relationship

Frontage responding to Greenbelt

Key nodal spaces

Crossings

School vehicular access/egress

Pedestrian and Cycle routes

Green corridors

Minimum 15m boundary garden

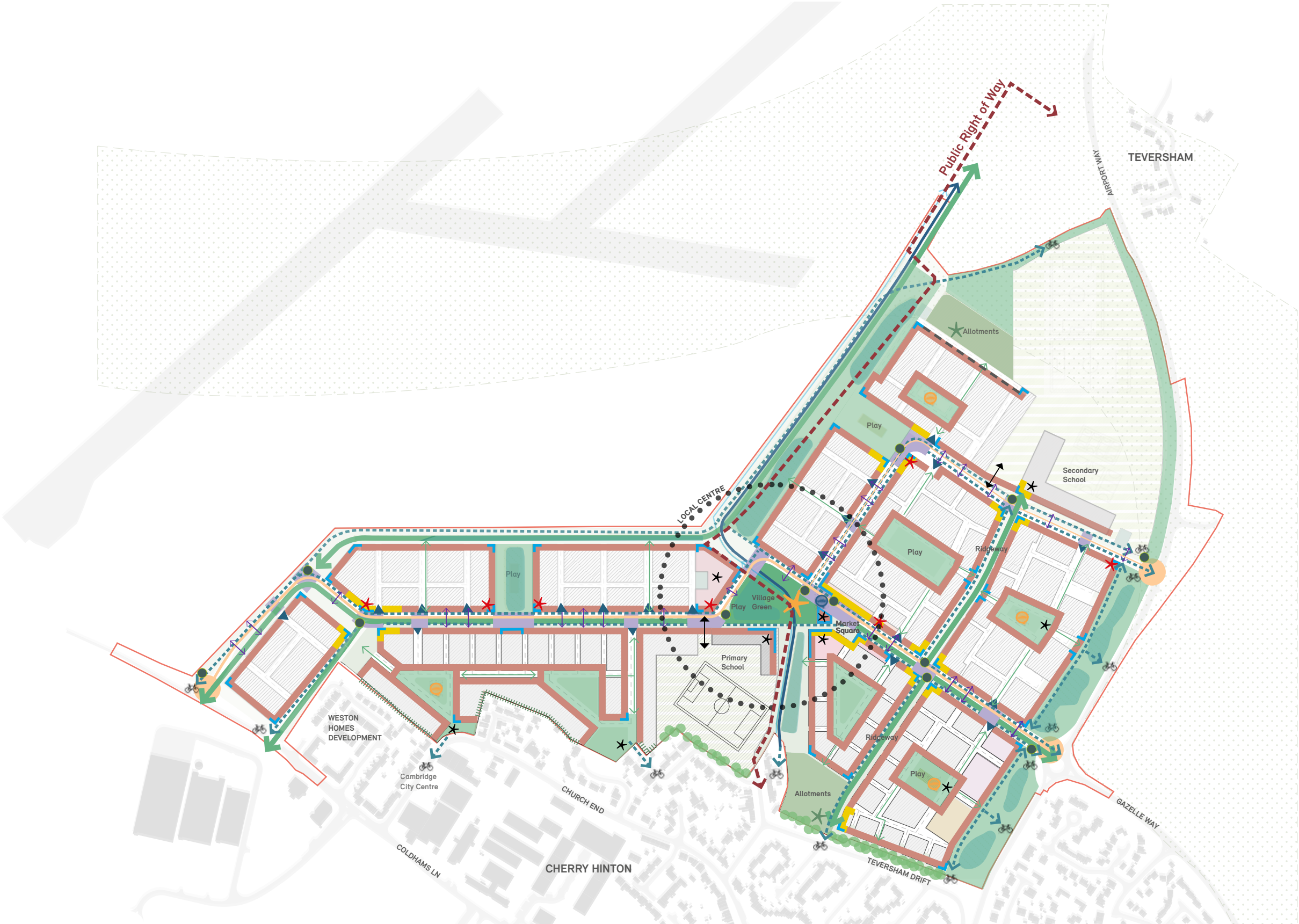
Vehicular access  
points

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Framework masterplan



## 6 Identity

LNCH will be visibly rooted in the surrounding area, bringing homes together into small neighbourhoods, each with their own character and with a village green and market square at their heart. Both building and landscape designs will have a locally inspired, refined, and contemporary details using a traditional and lasting material palette.



Marmalade Lane, Cambridge **Mole Architects**

Local character precedent, Cambridge

Accordia, Cambridge **Maccleanor Lavington**

Accordia, Cambridge **Grant Associates and FeildenCleggBradleyStudios**

Local character precedent, Cambridge

Knights Park, Eddington, North West Cambridge **Pollard Thomas Edwards and Alison Brooks Architects**

Accordia, Cambridge **Grant Associates and FeildenCleggBradleyStudios**

Abode, Cambridge **Proctor Matthews Architects**

Marmalade Lane, Cambridge **Mole Architects**

Abode, Cambridge **Proctor Matthews Architects**

Trumpington Meadows **Allies and Morrison**



# Palette of materials

## Bricks

The development should reflect the mixed use of materials in the local area. The dominant material should be brick.

Gault brick, the yellow-grey-white Cambridge brick, is highly distinctive but nonetheless includes within it an attractive variety of shades, from almost white, to pale buff and darker grey buffs.

A mixture of bricks should be used to help provide variation across the development. The brick palette opposite illustrates a range of yellow-grey-white shades, including light and dark tones – alongside soft reds. It also shows the importance of mortar choices.

## Accent materials

The brick selection should be combined and composed with the other accent materials on the palette. Accent materials and decorative techniques should be used generously and with consistency – creating families of accent buildings and focal points, rather than isolated decorative flourishes.

- Bricks can be contrasted to create decorative patterns.
- Weatherboarding, reflecting its use in rural and agricultural buildings in the area. Boarding finishes should have dark or natural tones.
- Tile/shingle hanging can also be used. Where openings appear within areas of tile/shingle hanging the window opening must be consistently lined to provide a crisp edge detail.
- Render can only be used on small low-rise buildings, and must be carefully detailed with lined openings.
- Where cast masonry stone is used, for example around window openings, this must be contemporary in detail.

## Roofs

Roof materials must be selected to harmonise or provide an attractive contrast with the host building.

Roof finishes should generally be varied to give a variety of textures and tones across the development, including the use of plain and pan tiles.

Standing seam roofing reflects agricultural precedents, providing a versatile finish that can be laid at varying roof pitches, as well as used as a wall finish. It should be used with the Village character area, for example on focal point buildings.

Roof verges and eaves must all be detailed to be consistent, unfussy and contemporary.

Rainwater goods and other metalwork must be simple and contemporary in character and colour-matched or otherwise harmonised.

## Other materials

The material palette opposite is not intended to be exhaustive. The palette can be added to with other quality materials where these support the character of the development.

## Dominant material



Light buff brick with light mortar



Light buff brick with matching mortar



Mid buff brick with matching mortar



Gault brick - Light

## Accent materials



Soft light red brick



Dark grey brick



Decorative brick bonds



Masonry surround



Dark painted boarding/painted weatherboard



Shingles



Mortared roof verge



Dark tiles

## Roof materials



Mottled red pan tiles



Dark grey roof tiles



Folded standing seam roof and walls



Tiles across roof and walls

Selection of materials should consider the sustainable sourcing, longevity, and potential re-usability of materials.



## Using materials

### Accent materials

**Decoration and accent materials should be used to help emphasise important frontages where they appear at key moments in the masterplan, such as when enclosing neighbourhood squares, at focal points and at street corners.**

The use of materials, and changes in materials and decoration, should be used to create a plot-based rhythm, and to help explain the structure of the underlining form such as its roof, or how it meets the ground, or to give prominence to entrances or other important architectural openings.

Materials and decoration should be used coherently to create visual interest, richness, and texture, and create a degree of complexity to create attractive facades from both near and far.

### Detailing

**Detailing should be contemporary and unfussy. This will be a key contributor to building character, and should be consistent through all details.**

Examples of the detail quality expected by the code are illustrated opposite.

In order to ensure development quality, critical details and a materials must be provided as part of reserved matters applications, including:

- Window reveals, sills and heads
- Roof eaves and verges
- Decorative features
- Materials.

This should form a materials and details strategy, and can act as a 'details handbook' to guide the specification of materials and details during the discharge of condition stage.

Details should be provided at 1:5 unless agreed otherwise.

A varied brick palette used to emphasise a plot based, finer grain rhythm. Generous window reveals framed with accent material create modelling and depth.  
Marmalade Lane, Cambridge **Mole Architects**

**Pollard Thomas Edwards**





Windows

Windows at Cherry Hinton North must be simple, elegant and contemporary with slim profiles using a minimum number of mullions and transoms to be functional.

The location and design of window openings must be composed as part of the street design – creating animated street frontages, well overlooked public spaces, and a clear hierarchy of openings.

Window design must optimise daylight, sunlight and natural ventilation within the building.

Stuck-on glazing bars, fake sash windows, and ad-hoc combinations of varying or fat profile depths must not be used.

All openings should be recessed a minimum of 90mm from the face of the building elevation (with the exception or timber-clad or tile-hung buildings with lined openings). Larger apartments and forms should consider deeper reveals to increase façade modelling and depth.

As part of climate change resilience, window design must consider overheating risks, prioritising well integrated passive design measures for openings such as:

- Orientation and dual aspect to achieve effective cross ventilation
- Landscape planting, street design as well as
- Building modelling, including deep reveals
- Burglar resistance, for example secure night ventilation.

Mechanical ventilation would be provided within habitable rooms where internal noise levels considered unacceptable.

Roofs must be designed at the planning stage to maximise solar generation potential and to avoid unsightly and contorted flashing details and intrusive untidy rainwater goods.



Thoughtfully composed entrance on a mews. Knights Park, Eddington **Pollard Thomas Edwards and Alison Brooks Architects**



Simple window openings and feature entrances. Knights Park **Pollard Thomas Edwards and Alison Brooks Architects**



Special corner window. The Avenue, Saffron Walden **Pollard Thomas Edwards**



Window with integrated ventilation screen. Future Homes, Passivhaus, Southwark **Maccleanor Lavington**



Recessed lined entrance. Marmalade Lane, Cambridge **Mole Architects**



Patterned brickwork highlighting individual homes. Abode, Cambridge **Proctor Matthews Architects**



X Pastiche building components



X Pastiche building components



X Pastiche building components



X Pastiche building components



## Entrances

**Entrances must be simple, elegant and contemporary and focus on natural and hard-wearing finishes.**

Door finishes should be painted, natural timber or metal. The material chosen for the front door is an important consideration, as it is something we come close to and touch, not just look at.

Where they are used, porches, canopies and surrounding glazing must be thoughtfully integrated within the surrounding architectural treatment.

The location and design of entrance features and doors must be composed as part of the street design. Consistent door designs can be a key part of the identity of groups of homes.

Entrances must be safe and feel well overlooked. They should be visible from the street and have natural surveillance either from windows within the home itself, windows from homes nearby, or both.

Opportunities to integrate seating into entrances should be considered to increase the sociability of front thresholds.





## Building design and elevations

### Frontages

**Building frontages must address with entrances and/or significant openings onto all the public spaces they face.**

Prominent side elevations are as important as the main entrance frontage.

### Thresholds

**Threshold treatments at the front of each home must define the edges of the private and public realm. The threshold treatment should reflect the character of the street, and can be through a combination of planting, hedges, railings, or walls. The private footpath to the home should be subtly contrasting with the surrounding surfaces. Shallow thresholds, such as on mews streets, should be expressed through a combination of subtle changes in paving and climbing plants. Thresholds around ground floor apartments must provide a degree of privacy for rooms and private amenity spaces, but privacy should be balanced to retain high levels of natural surveillance from the homes onto streets and other public spaces.**

Where low walls or railings are proposed as part of a threshold treatment, consideration must be given to the design of footings or foundations to avoid encroaching under the adopted highway. Consideration should also be given to railing design where adjacent to the adopted public highway to avoid risk of injury for

### Form

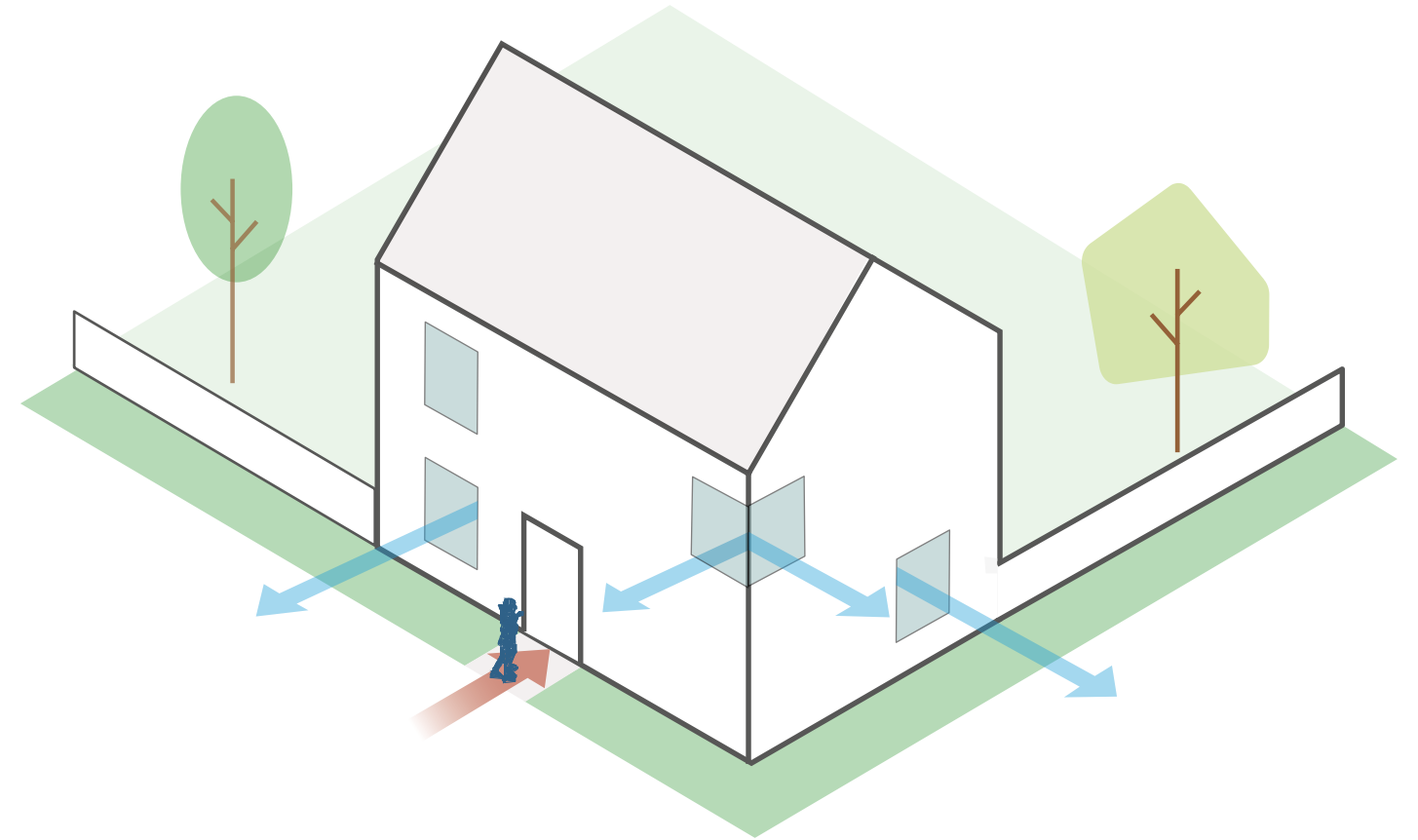
**Building forms should contribute to both the sense of identity of the individual home, and how it belongs in the street. Building forms should contribute to creating diverse, fine grain and human scale streetscapes.**

The roofscape of buildings and building groups must be considered as part of the urban design and character.

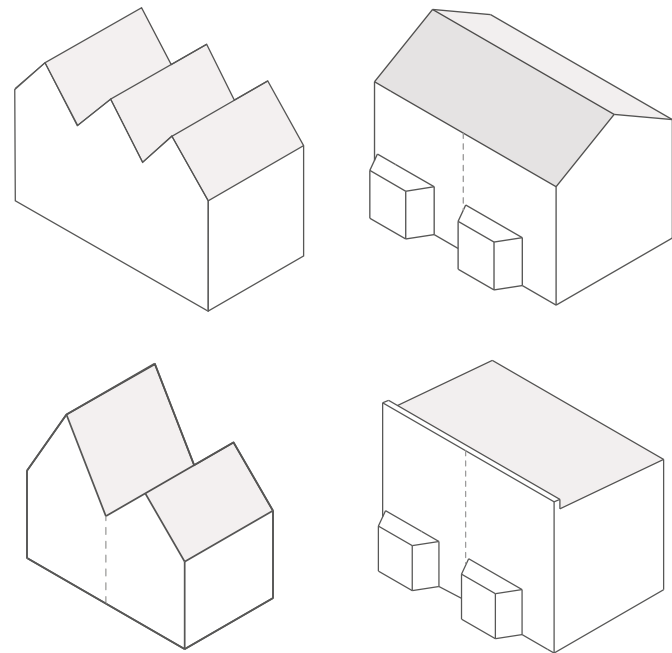
Varied roof forms and volumes, building modelling and bays should be used to break down larger footprint buildings to mitigate their bulk, contribute to the identity of homes and integrate apartment buildings into streets with houses.

Roof of drainage must be considered at the planning stage to avoid unsightly and contorted flashing details and intrusive untidy rainwater goods.

Further guidance on how buildings are required to come together in groups can be found in the [Built Form](#) section of the Code.



Activate façades on key locations and engage with the public realm on all sides to help provide natural surveillance



Terraced houses with variation, end terraced dwellings and roof scape



Corner window can be used to activate two elevations



Corner buildings must engage with both street frontages



Apartment building depth broken down into 2 gables. Prominent side elevations are as important as the main frontage



Character Areas

The Design Code includes three Character Areas.

- 1. The Village**  
A lower density area of village edge agricultural inspired buildings, including the local centre.
- 2. The Gateway**  
An ordered network of urban inspired mid-rise terraced houses, mews homes, and apartments.
- 3. Parkside**  
Semi-formal villas overlooking parkland edges, with mews and terraced homes behind.

Each Character Area includes special material, spatial, architectural and density characteristics to create sense of place.

These special characteristics work alongside the sitewide requirements of the Design Code, which apply in all Character Areas. The illustrations in this guidance are generated from the framework masterplan. They are intended to help design teams to understand and respond to the specific requirements and challenges of the different parts of the development, and how coding can be applied to create unique neighbourhoods.

The three Character Areas must be incorporated as part of delivering harmonious variety and distinctive neighbourhoods.

The key characteristics set out for each Character Area should be followed.

Where character areas join, along the main infrastructure routes, transitions between character areas should be gradual. To enable this, the heights parameters of buildings lining the main routes allow for both sides of these streets to be 3+ storeys.



Three character areas are proposed: The Village, The Gateway, and Parkside

**KEY**

	Application Boundary
	Village
	Village Green
	Gateway
	Parkside
	Primary School
	Secondary School



**1. The Village** - Contemporary multi-purpose community building provides social amenity in Crystal Palace Park, **Chris Dyson Architects**



**2. The Gateway** - Rhythm of townhouses overlooking onto a green frontage, Knights Park **Pollard Thomas Edwards and Alison Brooks Architects**



**3. Parkside** - Rhythm of gables overlooking green frontage, Mosaics (Barton Park), Oxford **Pollard Thomas Edwards**



Village Character Area

The Village Character Area is a low-mid density area of agricultural and rural inspired buildings. It includes most of the local centre.

The Village is located on the south side of the development where it joins onto the northern edge of Cherry Hinton. It must be a good neighbour, connecting with the local community using low-rise homes and gardens to create secure back-to-back relationships with existing residential gardens. Design teams must undertake detailed early analysis of existing properties to identify any potential overlooking amenity issues.

The Village Character Area will form the bulk of the mixed-use local centre, alongside two residential neighbourhoods; East Village and West Village. The edges of these neighbourhoods are defined by the surrounding infrastructure of streets and green spaces.

Reflecting the lower density and agricultural character, The Village should generally feel loose and informal, transitioning to some formality along its northern boundary where it lines the south side of the Primary Street.

The scale of the Village is largely up to 2 storeys, with taller buildings only permitted in the area of the local centre and along the primary street boundaries. Where this additional height is available, it should celebrate significant points within the streetscape, as a tool to help generate focal points, and as a transition to higher density homes in the neighbouring character areas.

East Village

East Village is a network of informal residential lanes bounded by Teversham Drift, East Park, Primary Street and The Village Green. It is crossed by The Ridgeway (a car free route) and includes two neighbourhood parks and an area of allotments.

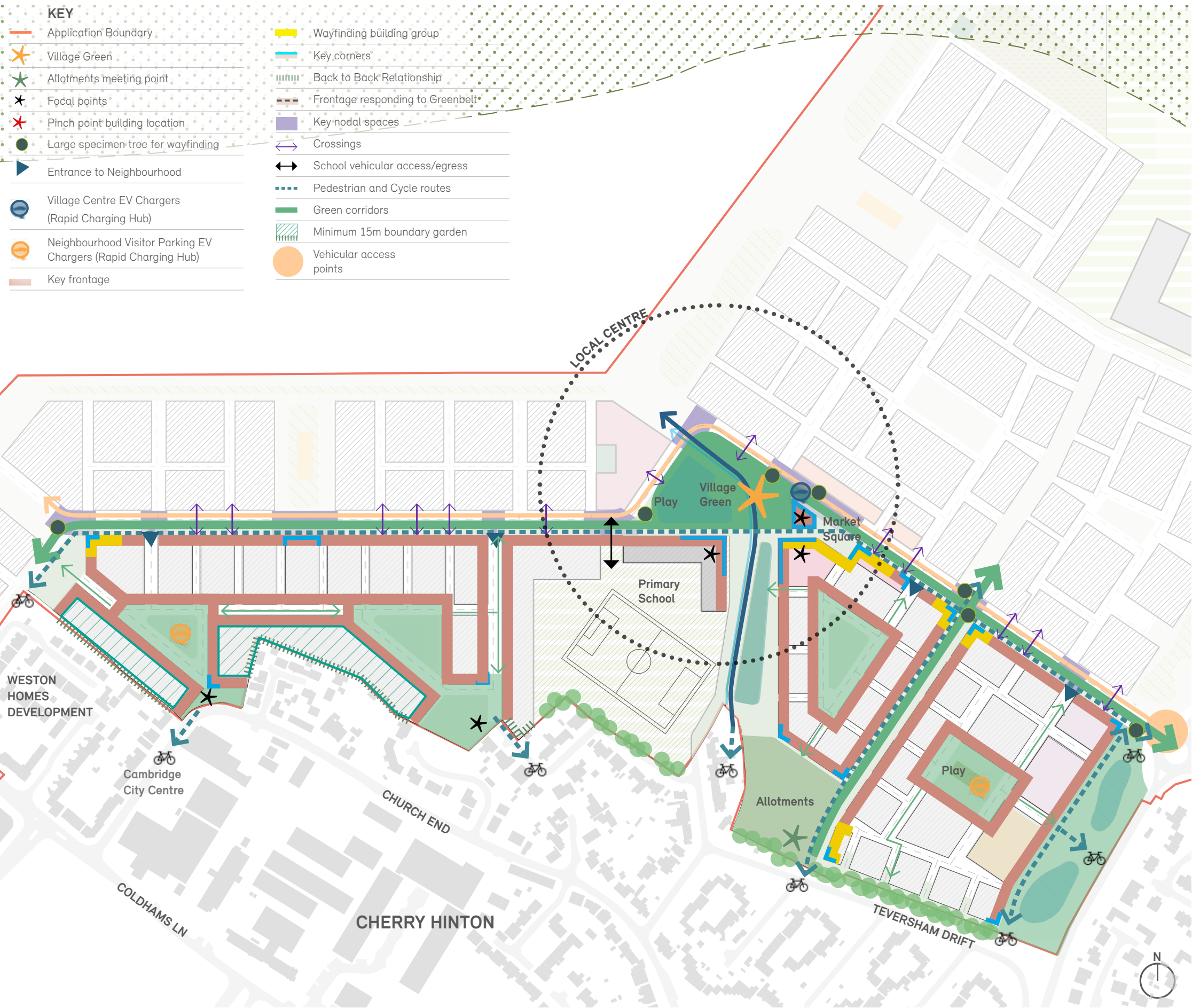
Noise risks to homes and amenity spaces from Cherry Hinton Road must be carefully considered.

West Village

West Village lies to the West of the primary school. Rear gardens of new homes must back on to and enclose the school playing fields boundary.

In contrast to East Village, West Village is potentially more formal, or semi-formal. It will be a low-rise residential area of streets and avenues, bounded to the north by the primary street, and to the south by the rear gardens of existing homes off Church End and recent development at Kings Meadow.

At its heart are two areas of linked green spaces, with frequent connections to the Primary Street. Well landscaped and overlooked walking and non-dedicated cycle links must be established to the south of the Village via modal filters, to connect to the existing street network.



The Village framework



**Built form and layout**

**Buildings in The Village should reflect rural building forms; barns, cottages, and other agricultural working buildings.**

Roofs should typically be steeply pitched and work with building footprints to create simple, legible, building volumes.

Where different building footprints are combined, the forms and roofs should be composed to create a cluster of distinct but related rural structures.

**Materials**

**Material use should reflect the increased use of accent and rural materials within the site wide palette, such as the use of painted boarding. Patterned brickwork should be used to add texture and variation.**

As important as the materials themselves, is the care in which they are used. The rural and agricultural buildings that inspire The Village are refined but also practical and unfussy structures.

**Openings**

**Openings should reflect the tradition of agricultural structures and generally be large and simple.**

As well as the size of openings themselves, this can be helped by the thoughtful use of carefully detailed cladding, shutters, shading and canopies.

**Creating secure boundaries**

**Designs must maintain secure perimeter block principles combining frontages and high quality boundary treatments.**

To maintain a softened, rural and agricultural feel, threshold boundaries must be traditional estate rail fences, hedges or informal natural planting. Exposed rear garden boundaries must be walls, with hedges or planting to front.

The building line can vary in a composed way with typically up to +/- 2m variation. This variation is to allow for smaller, more rural, groupings to be formed. Variation can be increased in key locations e.g. to help create pinch points. Suggested locations for these are identified on the framework plan.



Added height and a simple brick gable capture the corner of a street The Avenue, Saffron Walden **Pollard Thomas Edwards**



Gable fronted homes with decorative brickwork, Abode **Proctor and Matthews**



Threshold combining hedges and estate rail fencing The Avenue, Saffron Walden **Pollard Thomas Edwards**



Car free link overlooked by homes and defined by walls layered with hedges, Abode **Proctor and Matthews**

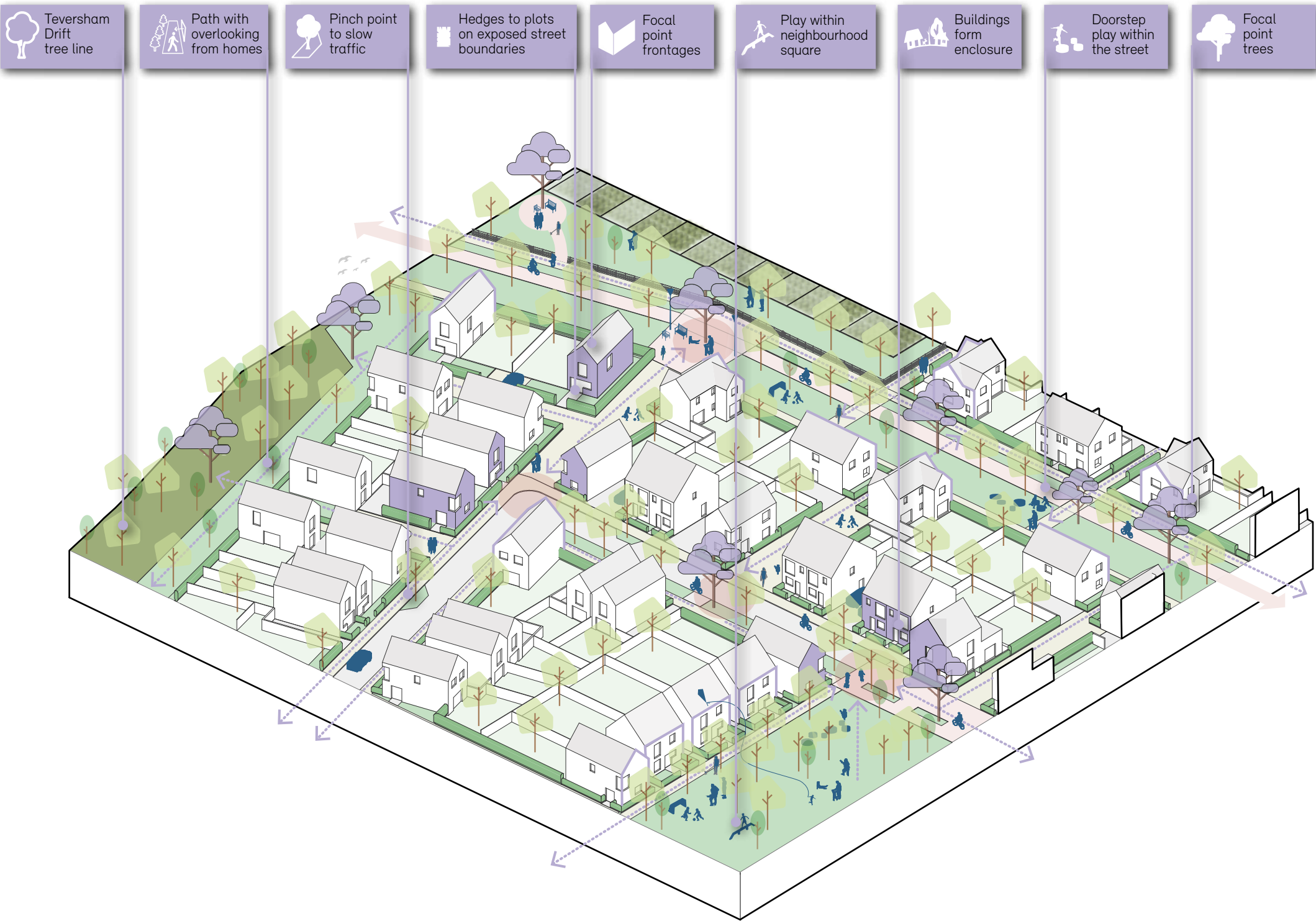


Contemporary multi-purpose cafe/community building provides key social amenity in the heart of Crystal Palace Park, **Chris Dyson Architects**



This diagram illustrates how an example area of The Village character area can be developed following the principles set out within the Code.

- Individual low-rise buildings are arranged together with hedge-lined lanes to form enclosure
- Clusters of buildings with focal point frontages are arranged at junctions
- Trees are positioned as focal points at the end of lanes.



## Local Centre

### Market Square

The Market Square is a multi-use space framed by flexible community, retail, and mixed use residential uses. Together with the Village Green and primary school it creates the Local Centre, the most significant group of buildings and spaces within the development.

The co-location of these different uses within a small area is intentional. We want people to stay in these areas after shopping or school drop off pick up to support businesses and encourage social interaction.

When balancing priorities, the placemaking, social, and economic functions of the Local Centre are vital. A place-led design approach should be followed to prioritise its function by mitigating vehicle movement and reducing design speeds through e.g. changing surface treatments and emphasising a unified surface.

### Building Design

**The Market Square must be lined with special buildings and mixed-use frontages to create a family of agricultural and rural inspired structures that give an architectural and social focus to the development.**

This family of buildings should be inspired by agricultural precedents with contrasts of texture, varied building heights, aisled frontages with wide openings, and distinctive silhouettes.

The community building must be a distinctive structure, located at a prominent focal point to act as a highly memorable building. It should be designed in the round and address both the Market Square and Village Green - acting as a hinge between the two spaces.

The local centre can provide up to 1850m<sup>2</sup> of flexible mixed-use space including

Flexible community space with a hall up to 250m<sup>2</sup>

500m<sup>2</sup> for a single retail food store, with its primary frontage facing the Market Square

To help ensure the Market Square is a focus of activity, all buildings that face onto the Square should provide flexible-use active frontages on the ground floor.

### Market Square surface

**The Market Square must have a unified surface treatment, extending to meet all the surrounding frontages and incorporating both the carriageway of the primary street and footways.**

Demarcation of space will be required. Emphasis should be placed on the use of varying texture and low kerbs. Primary cycle routes should be red asphalt inkeeping with Local Highway Authority requirements.

The Market Square must be capable of hosting pop-up uses and provide spill out space for surrounding non-residential buildings. Frontages should generally be pulled back at least 7m from the carriageway.

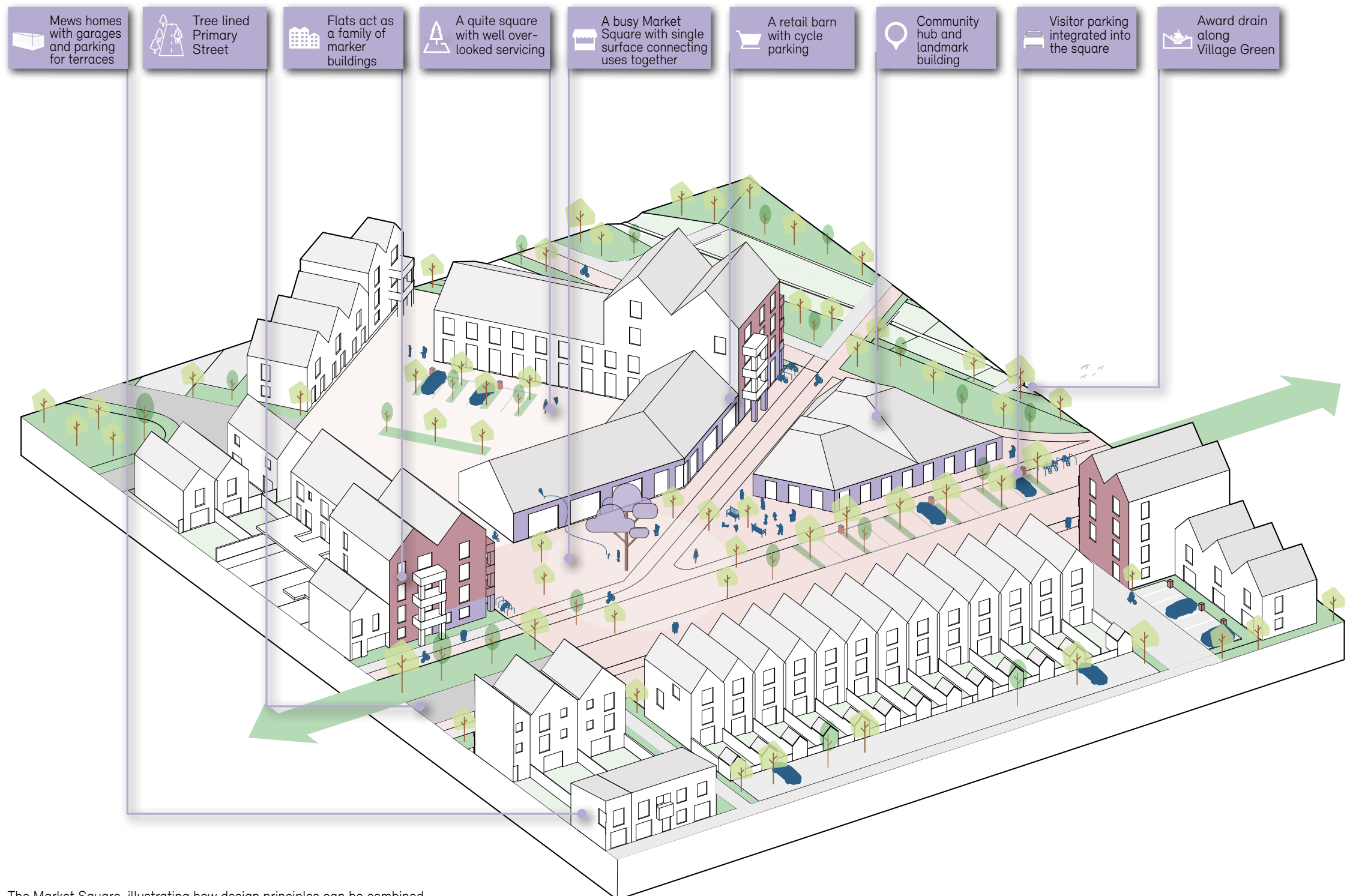
Pollard Thomas Edwards

### Parking

The square should include a small amount of visitor parking, intended to act as an EV-charging hub, alongside car club provision, convenient cycle, e-cycle and e-scooter parking should be clustered to form a mobility hub.

Visitor and staff car parking provision should be minimised. Any parking spaces located within the market square must be shared by all market square users.

For further details of car and cycle parking provision refer to the [Movement](#) section of the Code.



The Market Square, illustrating how design principles can be combined



Village Green

Where the Market Square provides a largely hard landscape with a focus for shopping and community events, the Village Green must provide a focus for play, natural space and SuDS landscape.

The Village Green incorporates the award drain and SuDS attenuation.

The Village Green must include formal play. Principle play structures should reflect the Village Character Area and can act as a focal point.

For further details of the design for the Village Green refer to the Public Spaces section of the Code.

The Primary School

The primary school must be given a green, natural, and play focussed setting by the Village Green. The school forms an important frontage onto the green and the entrance should be located near to the play space, and be given prominence to act a focal point.

The Primary School should follow the Village character area. As a large footprint building, its roofscape should be broken down into smaller elements inspired by agricultural buildings.

Staff parking and servicing for the primary school must be located away from the village green frontage and be hidden behind the building line. The layout of the local centre discourages typical parental preferences for car drop off and collection. Instead, the school is well connected to the proposed walking and cycle network, and nearby bus stop for the proposed bus route. This modal shift is intentional, and is a fundamental principle of promoting health and wellbeing through active lifestyles and sociability through the code.

As part of the travel plan to promote active travel, adequate short stay and wheelchair parking requirements and management for specific safeguarding should be established at detailed design stage - where needs will be better known, and can be incorporated into the on-plot school servicing strategy.

Entrances and windows must create active frontages along the Village Green frontage and at the key corner, which terminates views down the secondary street.

A generous arrival space should be created to the east of the Primary School, set back from pedestrian and cycle and route.

Design and Layout should ensure that key school facilities (ie. School hall, playing field etc) can be used, independently outside of school hours.

School boundaries should be secure, but the design of the eastern edge should allow for the character of the green corridor to permeate into the site, so that the school is set within landscape creating a soft edge that is sensitive its surroundings.

The school should incorporate a canopy over the entrance to encourage social interaction.

Future uses

Future additional non-residential and community uses should be focussed within the Local Centre to promote the benefits co-location.

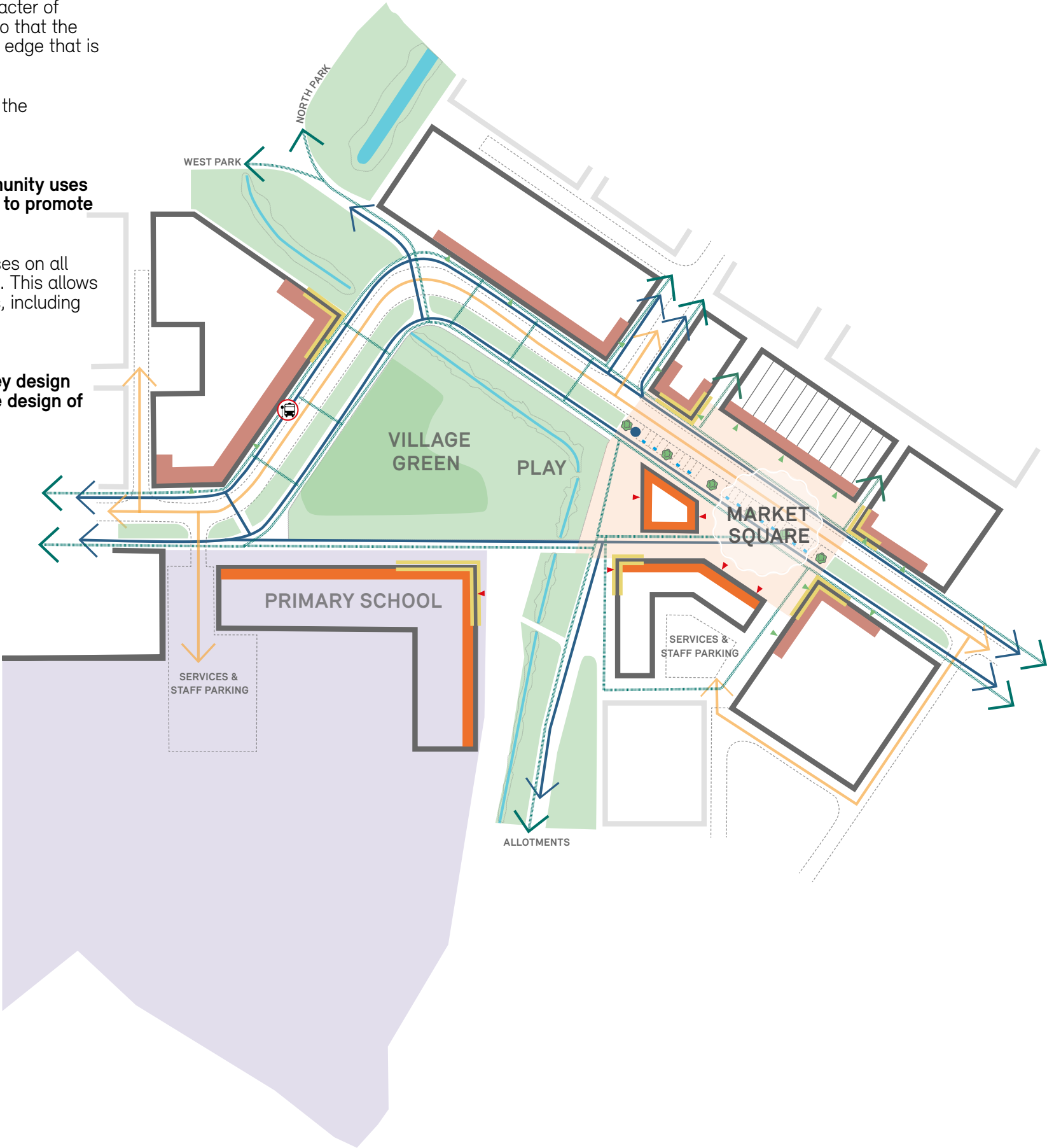
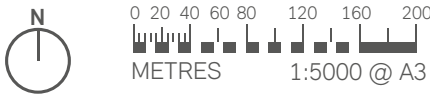
The parameter plans show potential mixed uses on all frontages extending around the Village Green. This allows space for future multiple non-residential uses, including possible health uses.

Local Centre framework

The plan opposite illustrates some of the key design considerations that must be reflected in the design of the Local Centre.

KEY

- Market Square
- Primary School Area
- Roads and Parking Bays
- Cycle Routes
- Pedestrian Key Routes
- Vehicle Route
- Mix Use Frontage
- Non Residential Frontage
- Key Corners
- Mixed Use Frontage Entrance
- Non Residential Frontage Entrance
- Charging Hub
- Bus Stop
- Mobility Hub



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The Gateway

The Gateway draws its inspiration from historic and contemporary residential areas of central Cambridge, with a network of ordered streets and mid-rise terraced houses and apartments.

The Gateway forms the central and eastern parts of the site and connects the local centre to the secondary school via The Ridgeway, which splits The Gateway into two neighbourhoods.

The edges of these neighbourhoods are defined by the surrounding infrastructure of streets and green spaces, all of which must be treated as key frontages.

The more formal streets that line key frontages lead on to less formal squares and small scale mews lanes.

Residential densities in The Gateway should range from 35-50dph.

The Gateway, Secondary School

The main entrance should relate to the Ridgeway and create an arrival space that is welcoming, inclusive and responds positively to the streetscape.

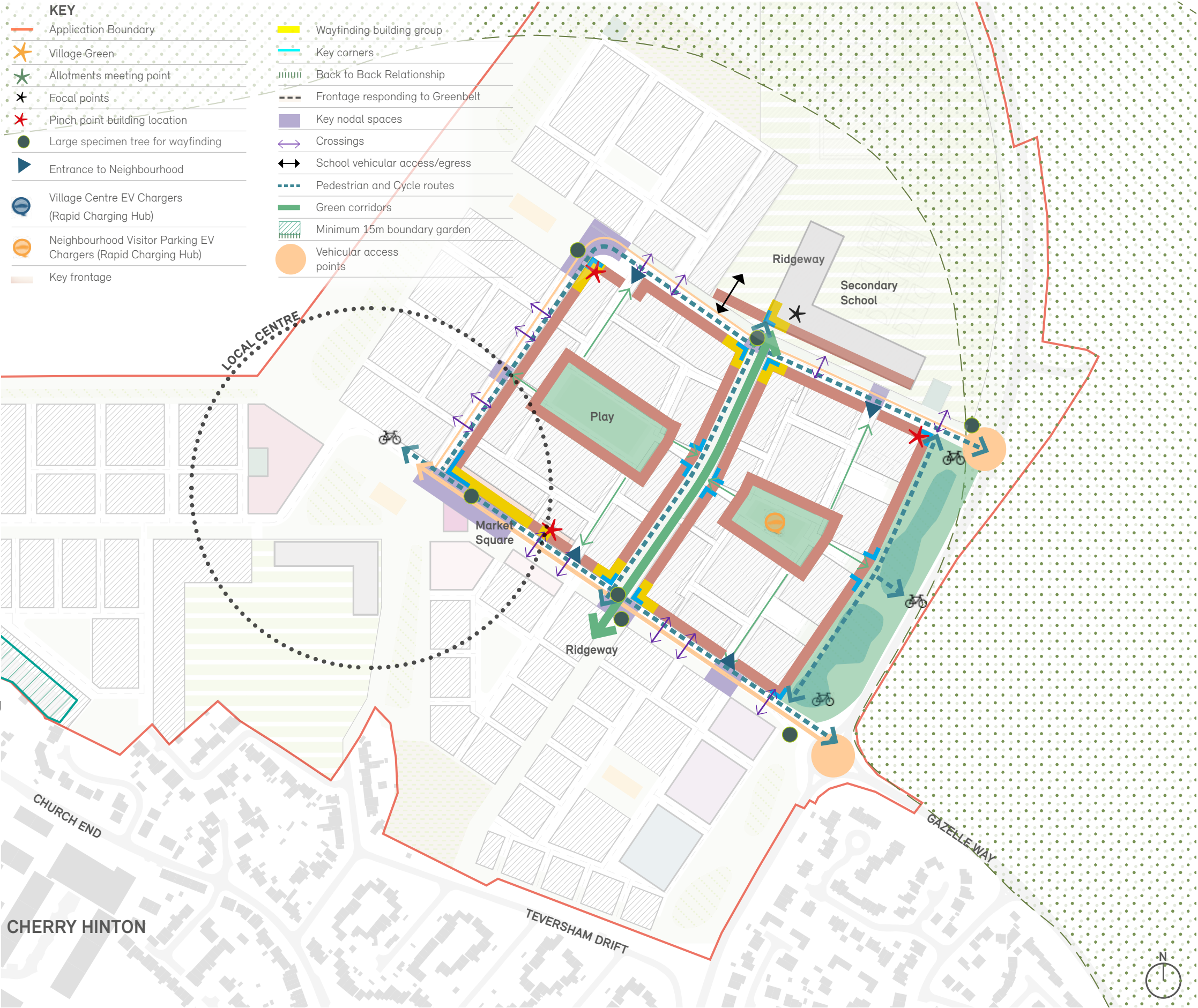
The school must reflect its important social and civic status, acting as a key focal point within the development.

The scale and massing of the building should be broken down into a series of volumes, which contribute positively to the wider wayfinding building group.

Parking and servicing must be set back from the key frontage, designed to minimise visual intrusion, and mitigated through landscape design.

The school boundaries should be secure, but the northern boundary should allow for the green belt to permeate into the site, so that the school is set within landscape creating a soft and layered green edge that is sensitive to longer views towards the site.

Design and Layout should ensure that key school facilities (i.e., School hall, playing field etc) can be used, independently outside of school hours.



The Gateway Framework



### Built form and layout

**Buildings in The Gateway should reflect residential town building forms and generally be arranged in terraces.**

Roofs should be pitched or concealed behind a parapet.

Buildings should be composed to maintain slow knit streets and buildings, with minimal deviation in the building line.

### Materials

**Materials should largely be Gault brick, dressed with metal and/or stone details.**

Important façades and focal point buildings should be highlighted with the coherent and elegant use of accent materials e.g. contrasting bricks such as red brick patterning.

As important as the materials themselves, is the care in which they are used. Terraced streets do not need to be identical but must be composed into groups. Decorative materials and textures must be used to help explain the buildings, provide focal points, and give homes identity, for example highlighting the ground floor and entrance.

### Openings

**There should be a hierarchy of openings, using scale and details to highlight ground floor entrances and defining windows.**

Building façades should incorporate depth and modelling, including features such as bays and recessed entrances, particularly on important frontages.

### Boundaries

**Gaps between buildings and exposed residential boundaries that front onto public open space should be enclosed with walls.**

### Building line and thresholds

**The building lines should be maintained with no more than +/- 0.5m variation.**

Front thresholds on key frontages should be a low wall and hedge.

Thresholds on mews streets should be softened with a combination of low and climbing planting.



Terraced house with projecting bay and parapet, South Gardens, Elephant Park, Southwark Maccreeanor Lavington



Terraced house with projecting bay Accordia, Cambridge Maccreeanor Lavington



Formal street of villas with regular spaces between buildings, Knights Park Pollard Thomas Edwards and Alison Brooks Architects



Mews street with upper floor terraces, Knights Park Pollard Thomas Edwards and Alison Brooks Architects  
Design Code, 01 September 2022



Pitched roofs and changing brick tones identifying individual homes. Marmalade Lane, Cambridge Mole Architects

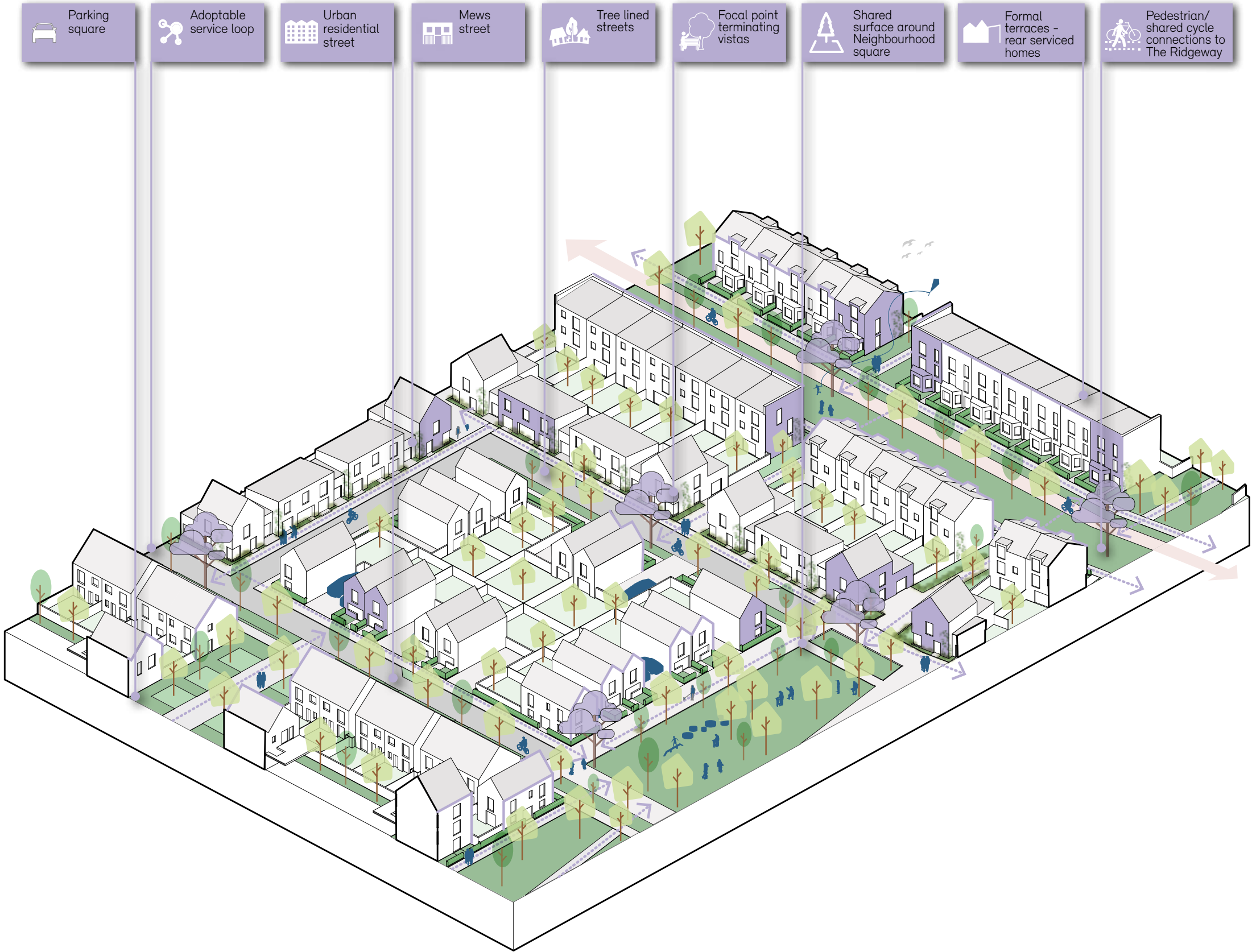


School facing on to public space, Burntwood School, Wandsworth AHMM



This diagram illustrates how an example area of The Gateway Character Area can be developed following the principles set out within the Code.

- Terraces of buildings line the key frontages
- Mews homes and squares provide parking for terraced houses
- Development becomes less formal behind the key frontages.
- Variety of roof forms



Gateway Perimeter Block





A car free link between streets with a 2.5 storey maisonette typology with individual front doors to homes addressing the corner. Goldsmith Street, Norwich **Mikhail Riches**



Parkside Quarter

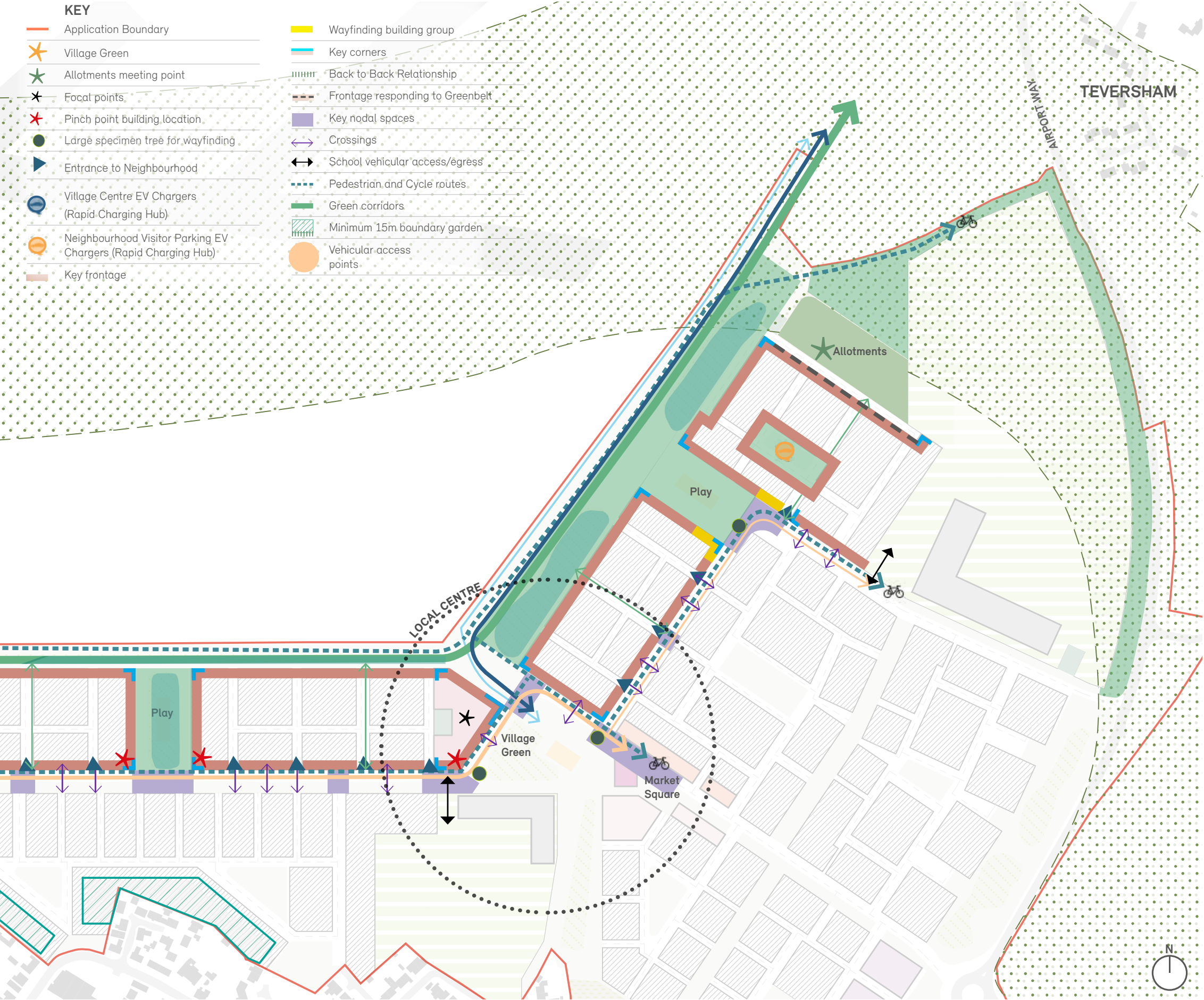
Parkside Quarter draws its inspiration from the established and leafy inner suburbs of Cambridge, with villas and apartment buildings looking onto a natural SuDS landscape.

Park frontage buildings are served to the rear by networks of mews streets and terraces.

Parkside Quarter follows the northern boundary of the site, lining the southern edges of the airfield. It responds to the current aviation use, while also anticipating how it might address future redevelopment.

The north street elevation overlooking the greenbelt must be tested from long views towards the site. This is in order to test the visual impact and ensure an attractive silhouette.

Residential densities in Parkside Quarter should range from 50-65dph.





**Built Form and Layout**

**Buildings in Parkside Quarter should reflect the established leafy inner suburbs of Cambridge.**

Roofs should give a regular spacing of gables onto park edges.

Bays and other projecting features should be included to create modelling with a sense of rhythm and order.

**Materials**

**Materials should focus on a masonry palette.**

Accent materials should include stone and patterned brickwork.

**Openings**

**Openings should emphasise views onto the park edges and should be large and simple.**

There should be a hierarchy of openings, using scale and details to highlight ground floor entrances and defining windows.

**Boundaries**

**Gaps between buildings and exposed residential boundaries that front onto public open space must be enclosed with walls, with hedges or planting to the front.**

**Building Line and Thresholds**

**The building lines should be maintained with no more than +/- 0.5m variation.**

Front thresholds on key frontages should be a low wall and hedge.

Thresholds on mew streets should be softened with a combination of low and climbing planting.

**Noise**

**While the airfield is still in operation, noise must be mitigated to allow the comfortable ventilation of buildings and use of amenity spaces.**

Noise control should be achieved with an emphasis on the use of passive design principles.

**Height**

**Taller buildings of 3-4 storeys should be used to line the Parkside edge.**

This can be achieved through a mix of apartments and villa houses.



Rhythm of gables overlooking green frontage, Mosaics (Barton Park), Oxford **Pollard Thomas Edwards**



Focal point gables, Woodside Square, London **Pollard Thomas Edwards**



Contemporary gable detailing

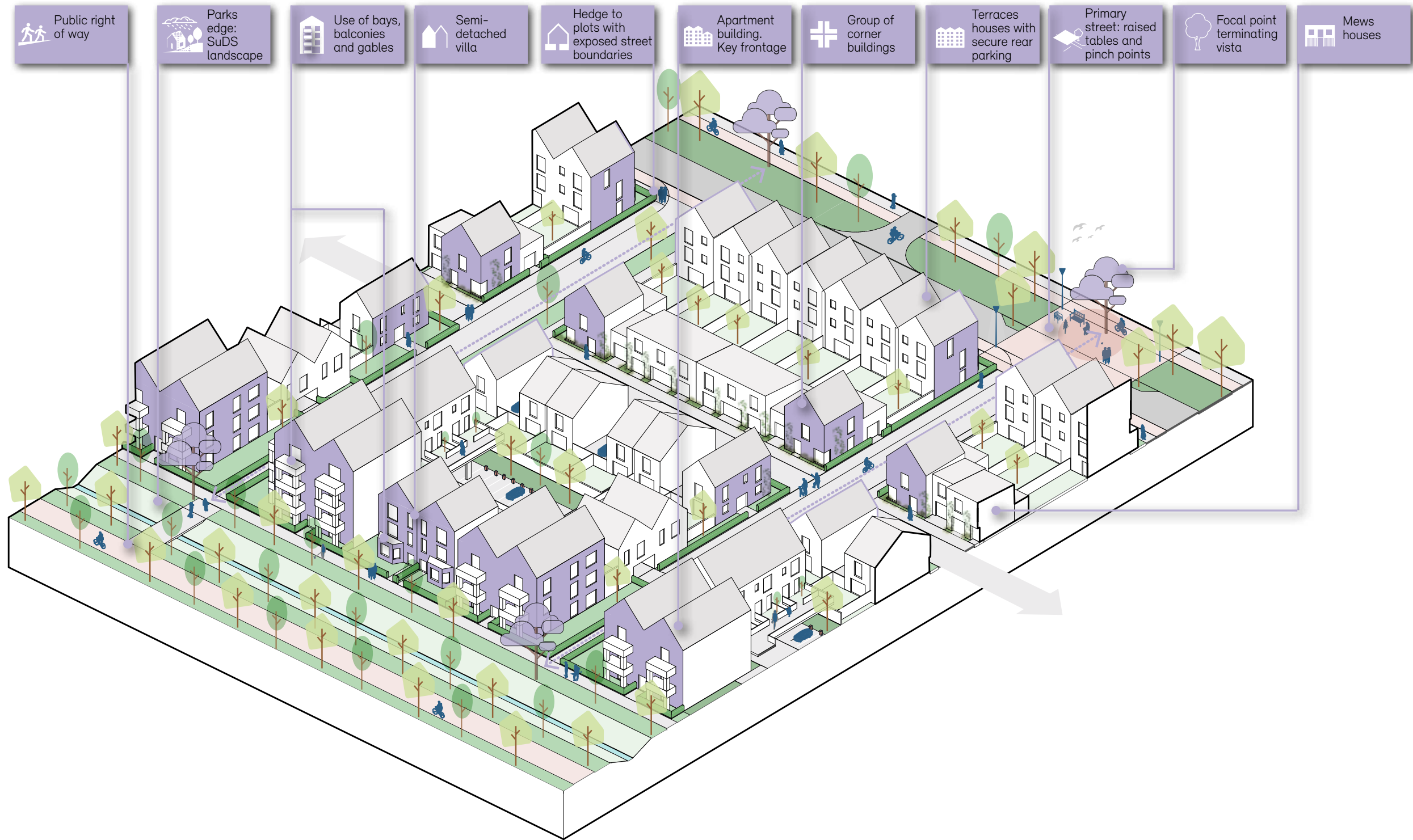


Historic Cambridge terrace of gabled villas



This diagram illustrates how an example area of The Parkside Quarter can be developed following the principles set out within the Code.

- Gables and bays on frontages overlooking park edges
- Mews streets behind main frontages
- Development becomes less formal behind the key frontages.
- Apartments integrated into wider perimeter blocks.
- Villas and apartments create varied but strong compositions along key frontages.



Parkside Perimeter Block



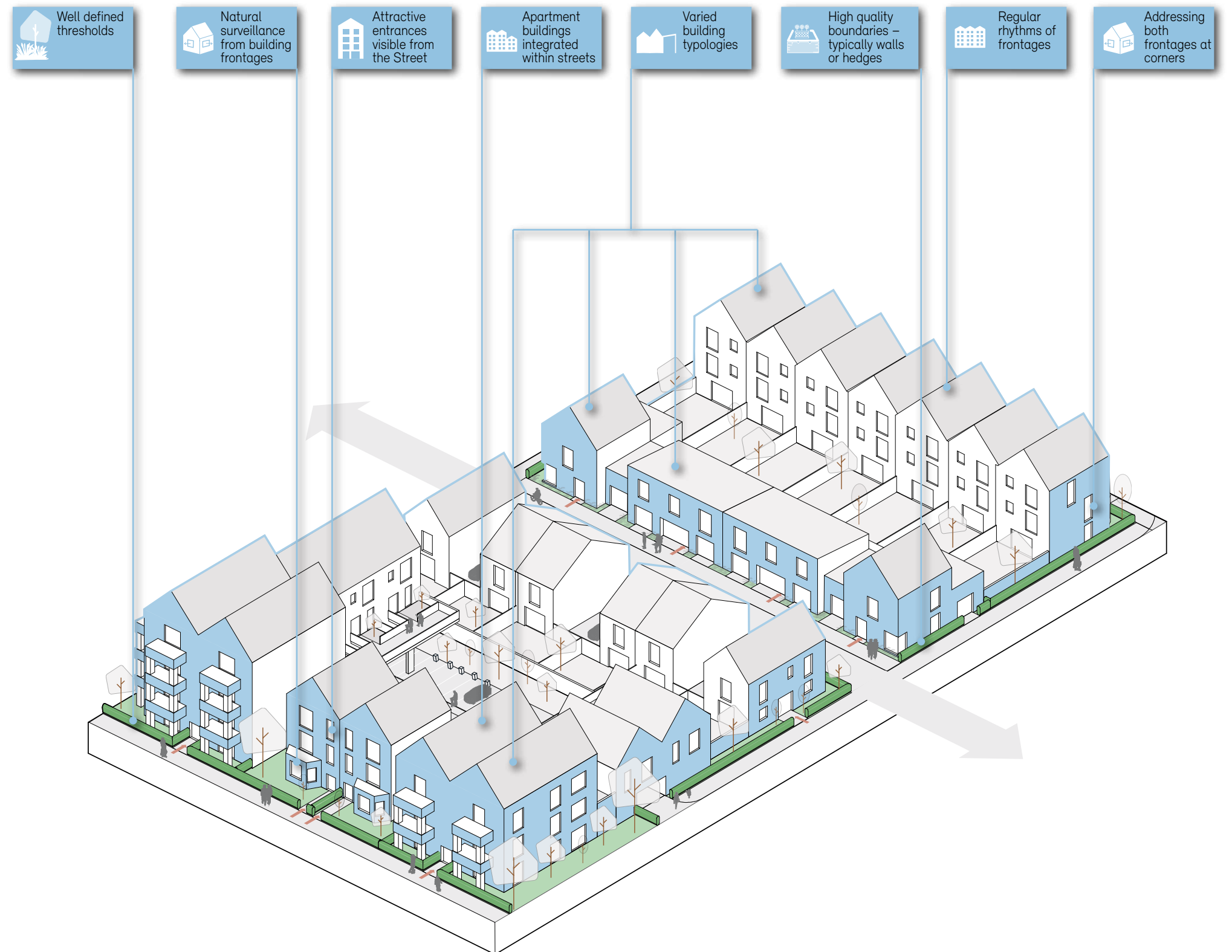


Gable fronted villas overlooking a mixed use SuDS landscape  
Mosaics (Barton Park), Oxford **Pollard Thomas Edwards and Alison Brooks Architects**



## 7 Built Form

Land for development is precious, and design will need to use space thoughtfully. The use of compact and coherent, designs, based on traditional close-knit networks of streets, will help reduce land lost to development and keep walking distances short, sociable, and memorable.



A typical residential perimeter block, with varied typologies and street frontages on all sides



## Compact development and density

Compact development makes efficient use of resources and supports services to be provided within walking or short cycling distances that encourage active lifestyles and reduce car dependency. The location of the local centre means that everyone has the potential to walk to the shops, primary school and community facilities within 10 minutes. To ensure the principle of the walkable neighbourhood is maintained, proposals must assemble the site wide structuring elements as set out in the code. Compact and sustainable densities must only be delivered using high quality development that conforms to the Design Code.

### Perimeter block design

To promote walking and social connections, neighbourhoods must be formed using small perimeter blocks with frequently spaced and well overlooked streets and lanes.

Perimeter blocks must be lined with coherent building frontages, joined together by walls or hedges to give active frontage, enclosure and natural surveillance.

On two storey dwellings there should be a minimum 1m back-to-back distance between the windows of rear habitable rooms. This distance must be greater on three storeys or more. To promote good street design, this distance may be reduced in places, but this must be justified through careful building design, for example with windows arranged to avoid direct overlooking.

There should be a minimum 18m back-to-back distance between the windows of rear habitable rooms. To promote good street design, this distance may be reduced in places, but this must be justified through careful building design, for example with windows arranged to avoid direct overlooking.

### Streets

Street designs must bring together landscape (including sustainable drainage systems), movement and buildings into one design.

Streets must be defined at their edges by buildings and landscapes to make them easy to navigate, with memorable features and vistas to make them recognisable.

Street vistas should be terminated by focal points e.g. special building frontages or trees.

Building typologies and heights may vary within a single block or on either side of the street, to respond to adjacent streets and public spaces. Their proportions,

scale, and rhythm should be composed in groups to show how buildings on either side of the street successfully relate to each other.

Apartment buildings should be integrated into the street scene. The overall massing must be manipulated to moderate the bulk. Volumes and compositions should aim to mitigate massing. Apartment buildings should focus on prominent frontages and street corners, where their additional height can help provide focal points.

Corner buildings must treat both elevations as principle frontages. When brought together these will create a cluster of corner designs at the junctions and intersections of the masterplan. The relationship between these corner buildings will need to be carefully considered, with entrances and windows arranged to animate each street.

Further guidance on street design and technical requirements can be found in the [Public Spaces](#) section.

### Building lines

Building lines are an important part of street character. Building lines should generally be consistent but may be varied in conjunction with landscape and highways design to compose street designs e.g. creating pinch points, focal points and wayfinding building groups.

Further guidance on building lines can be found within the [Identity](#) section.

### Height and Massing

The parameter plans provide a broad starting point for building height. However these heights should be regarded as maximums, not targets.

Height and massing must respond to framework principles including primary frontages, street corners, open spaces, and wayfinding with opportunities for focal points.

Variation in heights should emphasise individual homes, buildings, or uses. Continuity of heights should be used to emphasise an important building group – such as a terrace of houses.

Tall apartment blocks and other buildings with large footprints should be modelled to create a varied roofline and avoid a bulky silhouette on the skyline.

Further guidance on Height and Massing can be found within the [Identity](#) section.

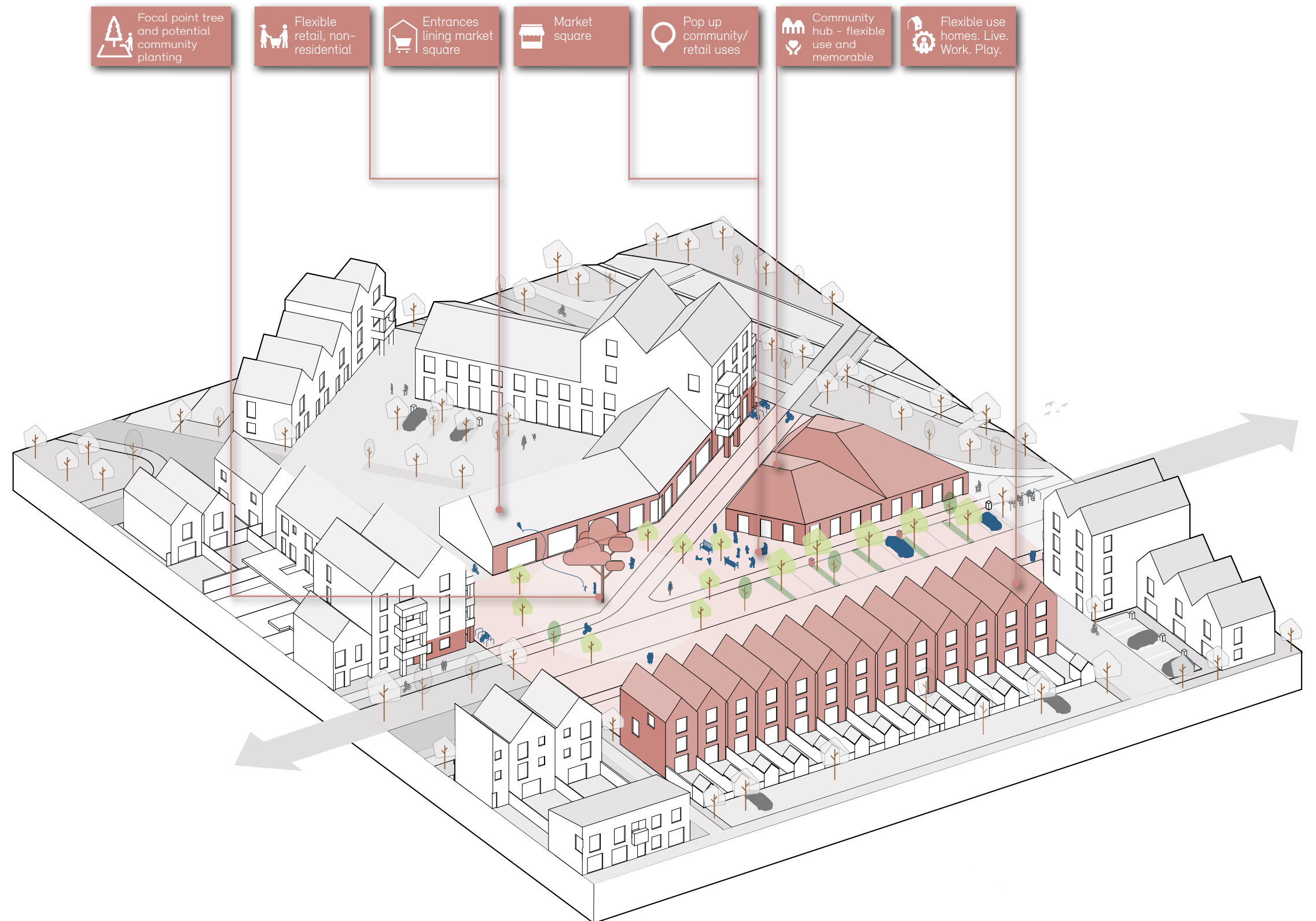


Memorable features and vistas. The Avenue, Saffron Walden  
Pollard Thomas Edwards



## 8 Uses

Designs must encourage social interaction and bring people together. LNCH will provide schools, shops and community facilities, alongside a diverse mix of homes for different age groups and incomes. 40% of all homes will be affordable tenure, mixed across the whole development, and be designed to be indistinguishable from private sale.



Market Square Axonometric



# Co-location and coordination of uses

Non-residential and mixed-use buildings and public space must be brought together to create a focal point for the whole community. The main focus for this co-location of uses will be within the village centre. Further guidance on the design requirements of the village centre can be found within the Identity section.

Mixed use buildings and spaces must be carefully considered to avoid loss of amenity for homes. Co-location of uses should be designed to avoid conflict with neighbouring uses in terms of operational noise, servicing and ventilation.

Bin storage, cycle parking, deliveries and other services must be considered from an early stage to be carefully integrated, and should be located away from the main frontages.

Where village centre houses can incorporate a flexible residential/commercial front room on the ground floor, these should be designed to work with minimal adaptation.

The primary school must be an integral part of the village centre, and front onto the village green. The secondary school must align with the street frontage.

The location of the retirement living should be located as close to the local centre as possible and no further than a 5 minute walking distance (400m) from the local centre where key community infrastructure is concentrated.

## Tenure

The development will provide 40% affordable homes by unit. Each neighbourhood must be designed to contain a mix of different homes to support a diverse community.

Affordable homes must be integrated with market homes and not be identifiable through the quality of their materials or details.

Affordable homes must be either pepper-potted or grouped within small tenure-blind clusters which should be of no more than 25 homes.

The expectation is that affordable requirements are delivered proportionally on a phased basis.

## Homes for later living

The outline approval includes up to 90 bed spaces for retirement living. If specific homes for older people are provided they should be located within the local centre. There are significant potential health and wellbeing benefits to this collocation. It can help reduce risk of loneliness, isolation, and transport dependency, by encouraging residents to be active and to use, and thereby support, the new shops and community spaces. Health and wellbeing facilities built for older people may also be offered to non-residents, helping to sustain their long term provision.

## Retail Unit Design

Shops must be designed so that windows do not become blank or blocked by signage. Shops must have a strong sense of transparency and present active edges onto the market square. Signage zones should be integrated.

Examples of flexible building typologies and uses of outdoor space that can be successfully combined



Aisled building openings onto public space, Market Hall, Moutiers les Mauxfaits, France



Mixed use agricultural inspired building with spill-out space, Crystal Palace Park, London



Homes with flexible ground floor uses, Medieval merchant's house



St Luke's Community Centre yard, London



St Luke's Community Centre yard, London



Eccleston Yards, London



Cultural sociability

A cultural sociability framework identifies the key social and cultural centres across the site and considers how these will connect to ensure integration of the spaces to be enjoyed by local people and how the adjoining public spaces and landscapes will seek to support and enhance the same and create community cohesion.

- LNCH will be integrated with the local area. A new tree-lined primary street will link between Coldhams Lane and Cherry Hinton Road. The development will be providing new schools, shops and community facilities for the use of the whole community
- Designs will respond not only to the distinctiveness of individual buildings but take care to understand the way that they come together to create a sense of place
- By using compact forms of development, they should aim to reinforce surrounding area by enhancing local transport, access to quality local facilities and community services.

Further information on the requirements of public spaces to contribute to cultural sociability can be found on page 50.

Page 125

KEY

Site boundary

Key local centres

Neighbourhood centres

School buildings

Community infrastructure buildings

Key sociability nodal connections

Customisable Homes

N

0 20 40 60 80 120 160 200

METRES

1:5000 @ A3



Cultural Sociability Framework Plan



### Supportive public spaces

The culture and sociability considerations across the site will deliver a variety of high quality spaces for cultural enjoyment and social interaction. It will seek to ensure that public spaces act to support and enhance both the social uses within the buildings and those informal community uses around them.

- Public spaces which serve community facilities should provide adequate opportunity to stop and rest
- Within resting spaces, trees and structures should be provided to allow for shade and shelter
- Public spaces should provide flexibility in use and allow for varying activities to take place within the same space
- Seating should be provided along all key pedestrian routes
- Key community focal points should be flexible in nature and public realm finishes should endeavour to create spaces that can be used to cater for events alongside the everyday uses
- Spaces for markets or community gatherings should be catered for adjacent to the focal buildings namely the schools and amenity buildings
- The masterplan focusses on delivering a mixed-use local centre including: a primary school, community facilities and commercial units and a secondary school which will be served and supported by this element of the Code
- Proposed outdoor uses must be designed and managed to avoid unacceptable noise impacts for surrounding homes.
- Community cohesion should be encouraged and supported and the designs should allow for key local cultural centres to emerge within the development.

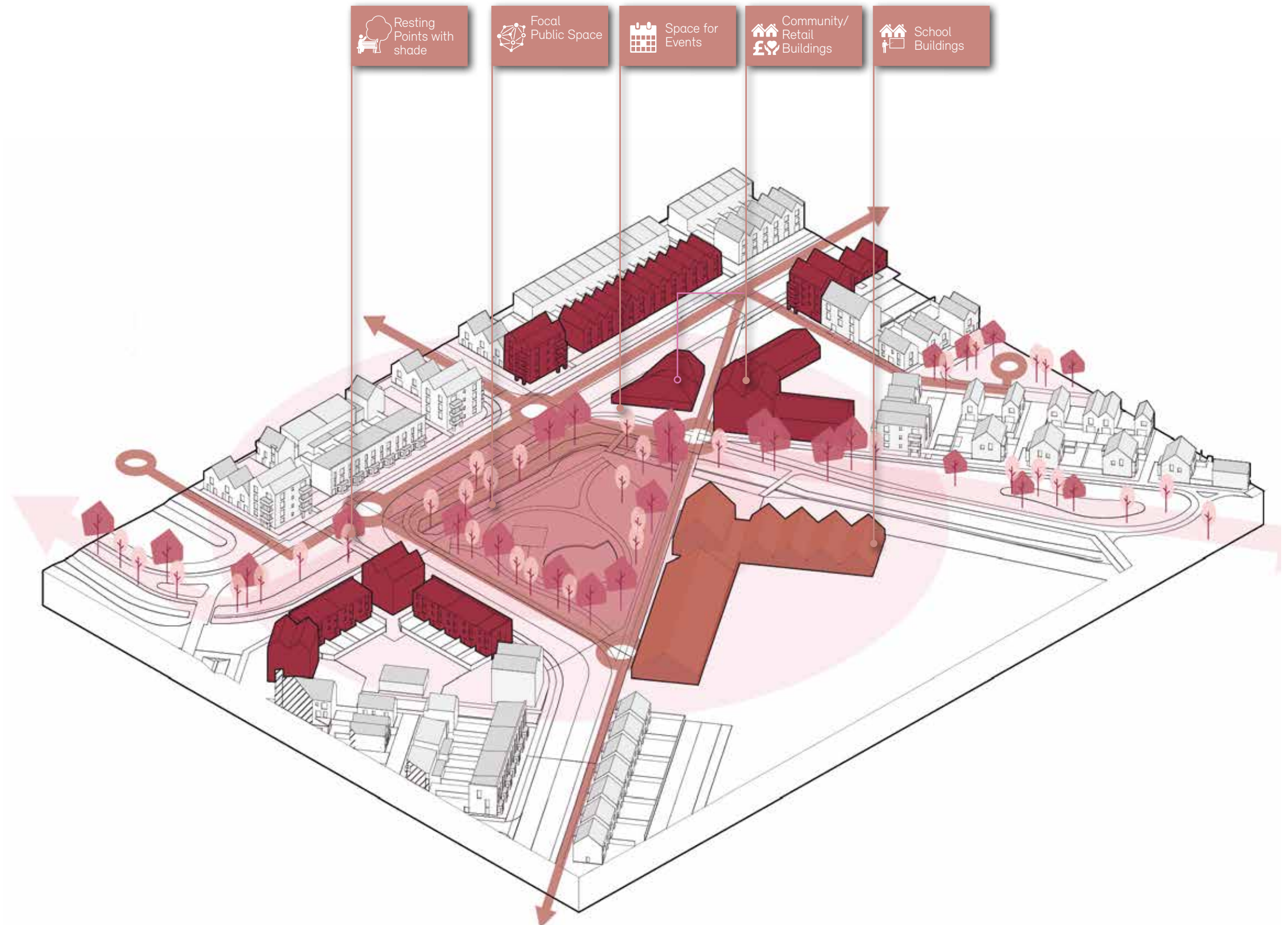
### Schools

Both schools must be designed and managed to acknowledge the vital role that they play in the cultural and social life of the development and surrounding area.

Parents dropping off and collection children from the primary school will be encouraged to extend their time in the local centre by the adjacent shops, play, and community spaces.

Parents and children must be encouraged to walk and cycle to and from school, with convenient and secure cycle parking for all users.

Schools must identify ways, including any access to playing fields established with outline planning, that they can provide out of hours resources to support the surrounding area.





## 9 Homes and Buildings

Building designs must reflect the local character and homes will respond specifically to their location, aspect, views and neighbours. They will be low carbon, accessible, support sustainable lifestyles and be adaptable to change.



Typical street blocks providing a range of typologies

# Typologies and custom homes

## Typologies mix

A mix of typologies should be used to create streets. These should add to the character of the development, and help to create well composed, active and varied street scenes.

Buildings should have sloping roofs. This is to reflect the traditional appearance of buildings in the local area. Homes and buildings must be designed to relate well to their plot – including aspect, views and place in the masterplan.

## Customisable homes

At least 5% of the market homes must be customisable at point of sale. This can include alternative options for internal layouts and finishes, as well as external finishes that can be purpose built for purchasers. All resident choice options must meet the requirements of the Design Code.

Customisable homes should be distributed across the development and located on principal frontages or as focal points. These homes do not need to be evenly delivered across phases.

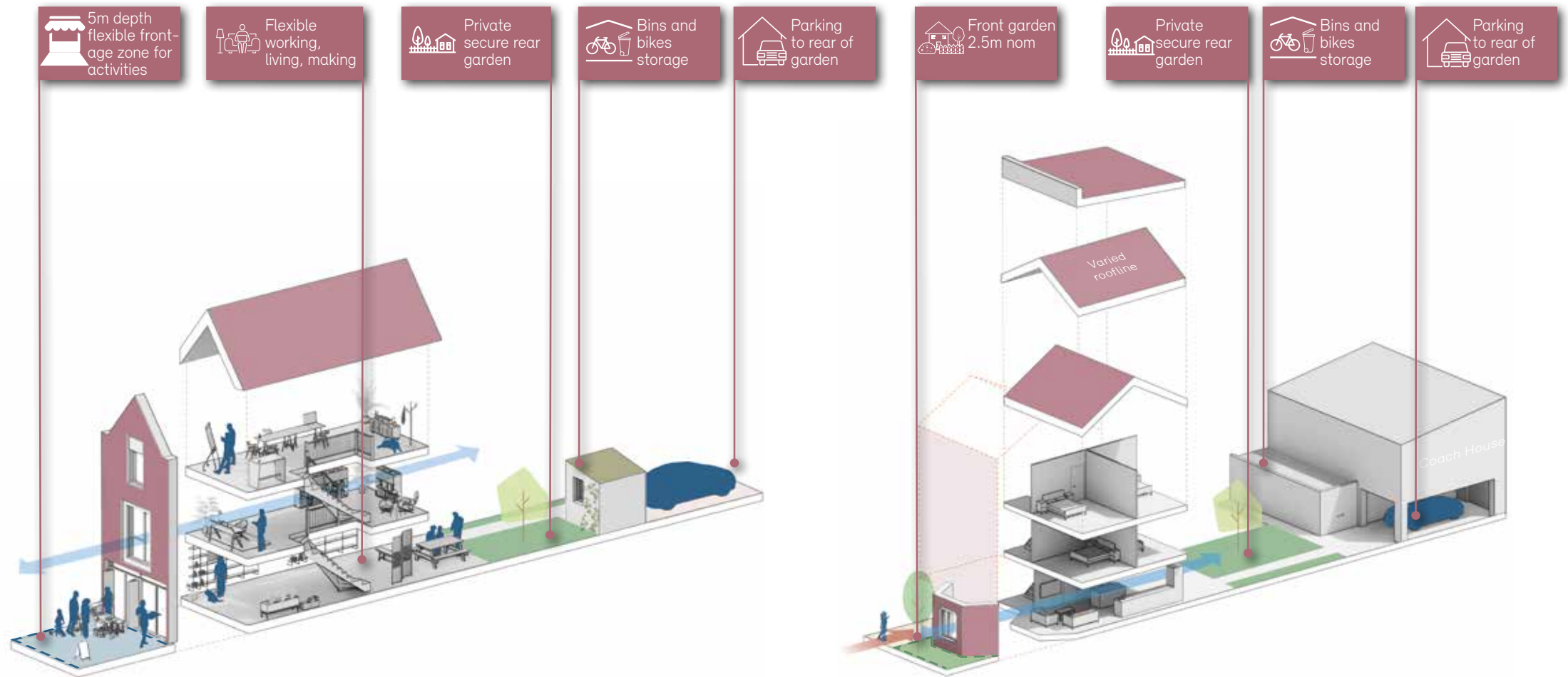
Potential locations for customisable homes have been illustrated on the diagram on page 84. It is envisaged that a large proportion of the customisable homes will be located in the village centre. Further guidance on building design and combining typologies can be found in the Built Form section.

## Space and comfort

All homes must have good direct access to usable private or private shared amenity space.

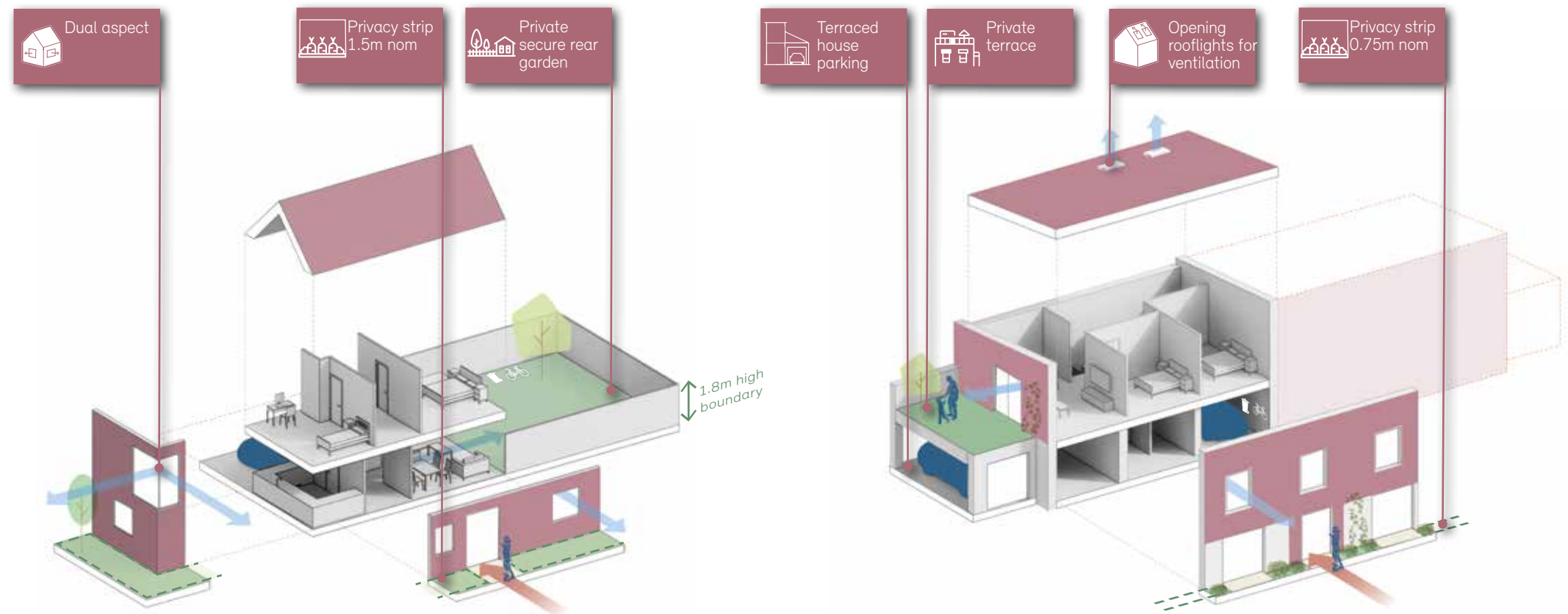
- Houses and maisonettes should have private rear gardens or upper floor terraces
- Flats should have access to a balcony, private terrace or ground floor patio area
- Boundary treatments must provide a reasonable degree of privacy from surrounding homes and streets
- Projecting balcony enclosures onto public spaces should be partially screened to help reduce visible balcony clutter.
- Acoustics and impacts of existing traffic noise should be considered at the outset, maximising the amenity of external areas and the ability of occupants to open windows and / or have fixed natural ventilation pathways such as acoustic louvres without unacceptable noise.
- Great care must be taken to the design of the thresholds to create adequate levels of privacy for ground floor apartments. Further guidance can be found in the Identity section.

Homes and communal areas must meet or exceed all the requirements of the Nationally Described Space Standards.



Flexible homes for living and working

A terraced house with design variations



A corner house

A coach house with upper floor terrace



### Accessibility

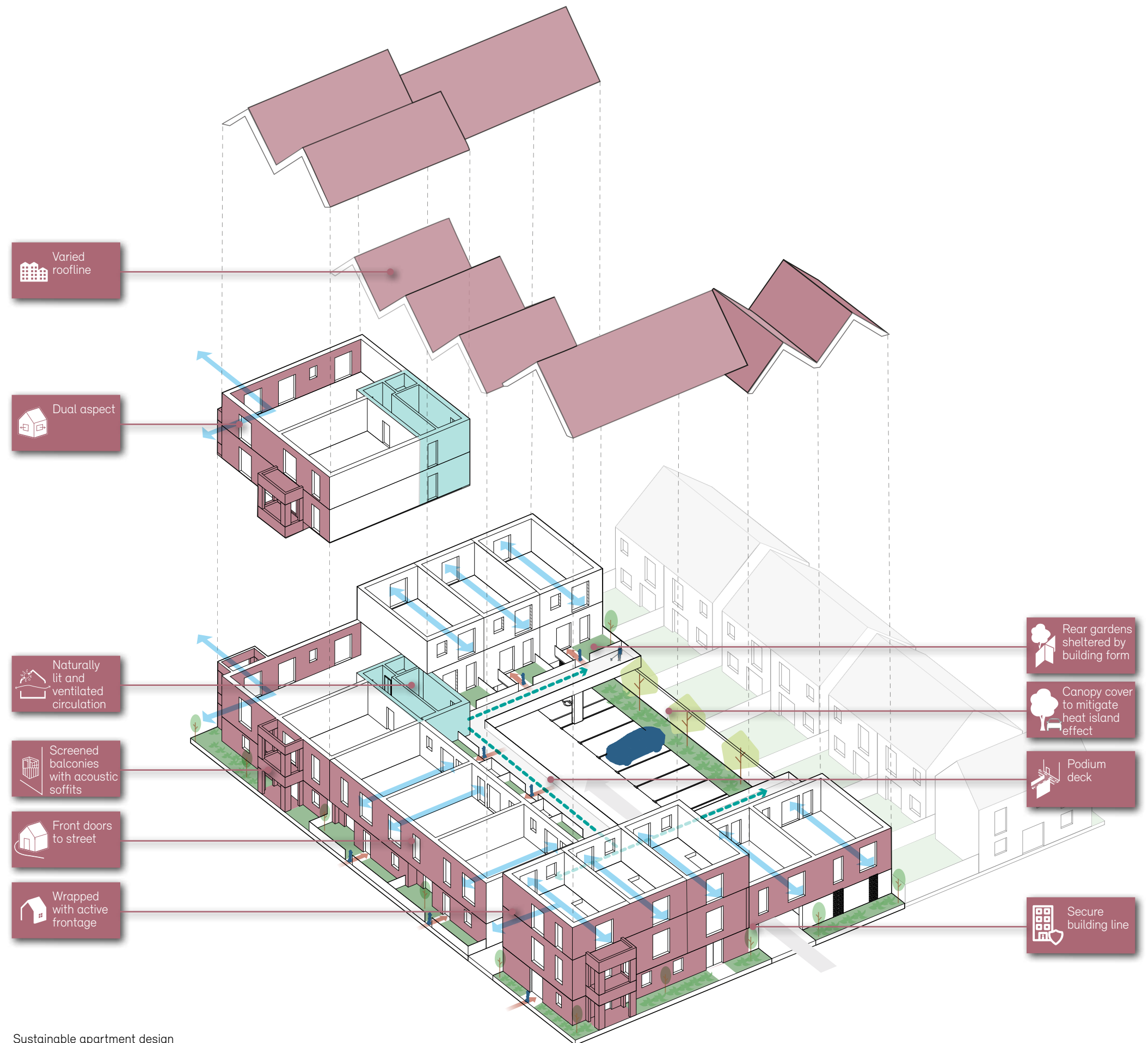
**Accessible buildings are a benefit to everyone who uses them. All the buildings must be accessible and easily adaptable.**

- 5% affordable tenure homes must either provide, or be capable of providing, Part M4 Category 3 wheelchair accessible homes
- Up to 5% of homes may provide a principle storey of M4 Category 2 living accommodation, located above an entrance level with no habitable rooms – without the requirement of a lift. This is to allow flexibility for a small number of mews houses, half-houses, custom build and other innovative typologies.
- All remaining homes must meet all the access standards for Part M4 Category 2.
- All letter boxes will be located in appropriate secure locations to ensure they are accessible and usable by all users.

### Natural light and ventilation

**All buildings must be designed to promote the use of natural light and ventilation. This should include:**

- Maximising opportunities for dual aspect accommodation. Deck/gallery access for apartments can be an efficient way of achieving this and should be considered at the outset.
- Maximising natural light and cross-ventilation
- Shared circulation spaces in apartment buildings that are naturally lit and ventilated
- Minimising the use of mechanical ventilation and having openable windows (except where noise levels will not allow this)
- Further guidance on the requirements for natural light and ventilation can be found within the [Resources](#) section.







Apartment building entrance integrating signage and convenient cycle parking  
Charter Place, Hounslow **Pollard Thomas Edwards**



# Stewardship



Communal growing spaces. New Ground Cohousing, Barnet **Pollard Thomas Edwards**

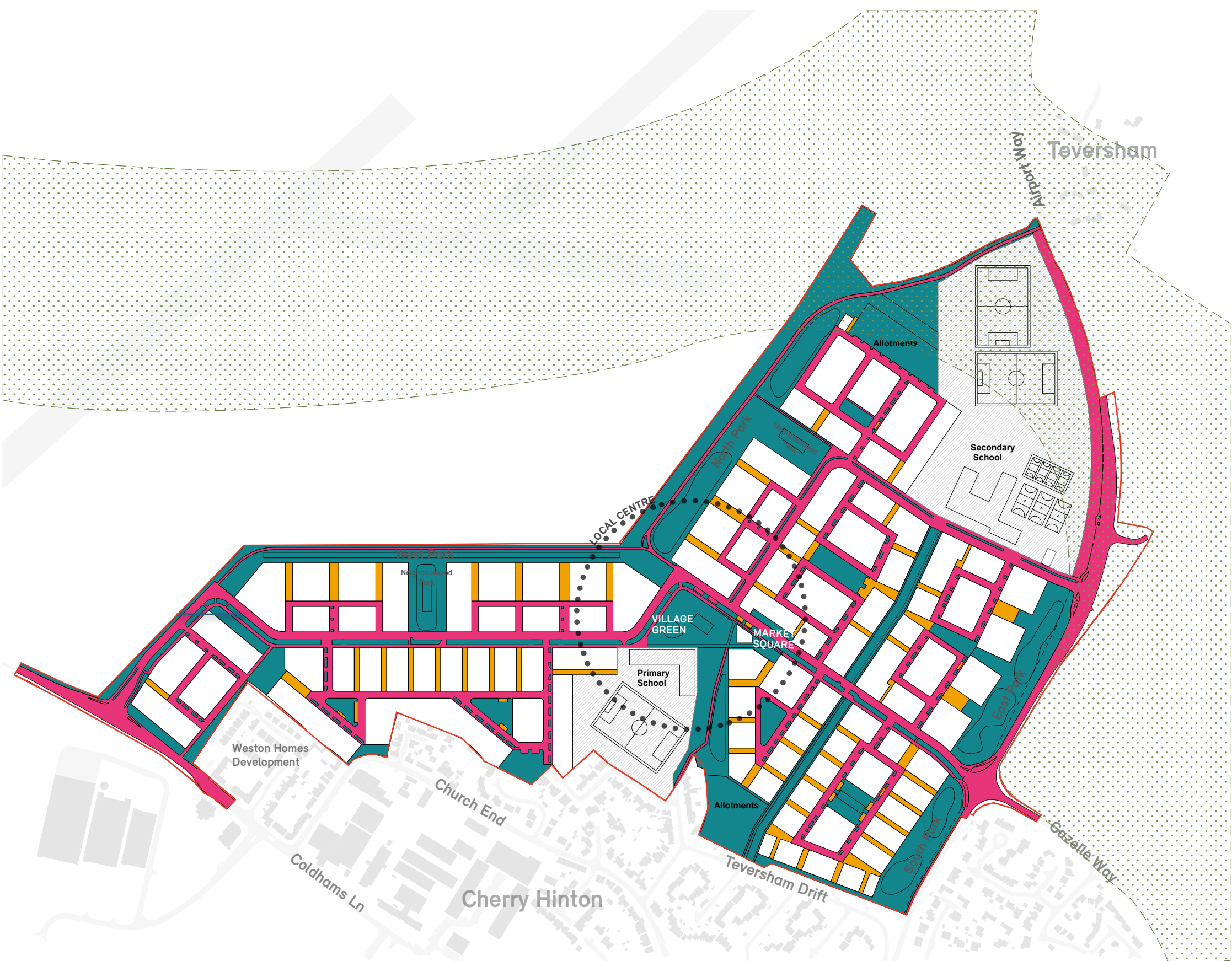


# 10 Lifespan

The development will put future stewardship in place to sustain its beauty over the long term. Responsibility for the streets, trees and green spaces will be split between the local authority and planned management trust, taking care to avoid unfair service charge costs for residents.

Landscapes must be designed to ensure safety at the airport – but will be adaptable to allow further landscape improvement, such as more habitat for birds, if the planned removal of the airport goes ahead.

Page 132



**KEY**

- Application Boundary
- Highway Authority - Carriageway, footway, footpath, cycle lanes and strategic street trees for traffic calming with build outs
- City Council - Living landscape verges & Public Open Spaces
- Management Company - All other streets, trees and parking bays
- Development Parcels



Illustrative adoption framework. Note: the Adoption Plan is illustrative but accurate at the time of publication.



Adoption diagrams

The diagrammatic sections on the following pages have been developed in consultation with the Cambridge City Council (CCC) and County Highways. They are intended as illustrative and reflect “in principle” discussions for acceptable adoptions by both authorities, and how they would ensure no “gaps” in responsibility and care of the planned environment. Although accurate at the time of publication, adoption requirements may change dramatically over the course of the development’s build out.

Highways

Most streets and routes must be designed to allow future adoption by the County Highways Authority (CHA). This includes:

- All primary streets - including carriageways, footways, and cycle ways
- All secondary streets - including carriageways, footways, footpaths and cycle ways.

The Highways Estate Road Construction Specification (HERCS, August 220) provides guidance for the design of adopted streets.

Tertiary streets

Adoption should focus on providing looped routes within neighbourhoods for servicing and waste collection.

The tertiary movement network and street design diagrams set out within the Code are illustrative, but have been developed in close collaboration with the Cambridgeshire County Councils Development Management Team to ensure that the principles they illustrate can meet highways requirements.

Key principles for achieving adoption in Cambridgeshire include:

- Electric Vehicle charging must not be located on any adopted highway
- No SuDS will be accepted for adoption
- Street trees can only be considered for adoption where they perform a highways function
- All proposed finishes must be approved by Highways.

Street landscapes

Wherever possible, street trees and planting should be designed to allow future adoption by the city council. This should include:

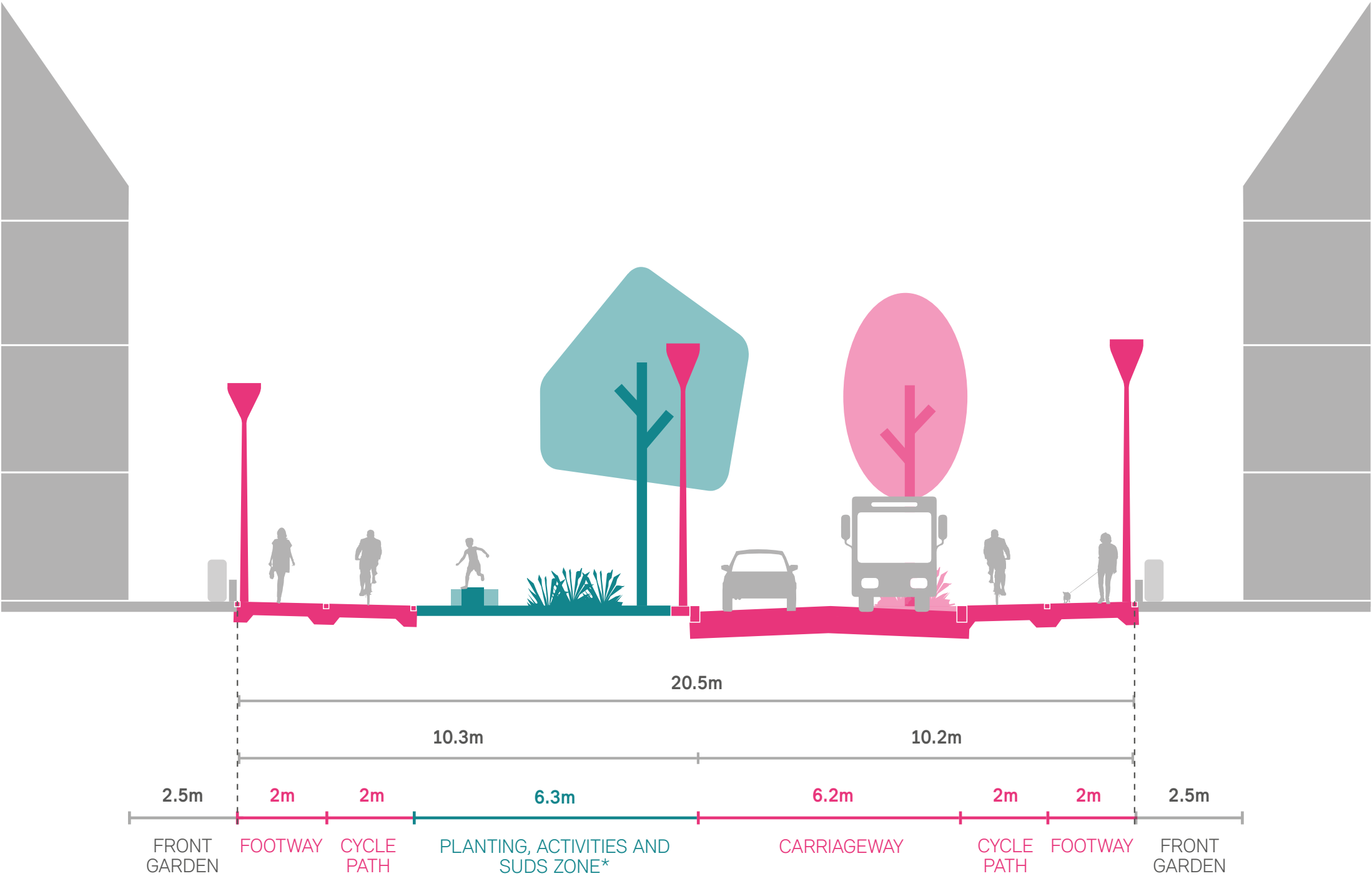
- Primary street – deep verge greenway landscape with trees and pocket social/play spaces
- The Ridgeway – traffic free “green street” landscaped with planting, trees, and pocket social/play spaces.

A key principle behind council adoption of street landscapes is that they constitute part of a wider and interconnected landscape network of natural systems and social interaction.

If hedges are planted the centre line of the hedge must be set back at least 600mm from the back edge of the proposed or existing adopted public highway to allow the hedge to grow without encroaching onto or over the highway.

Green space

The larger green public spaces should be designed for adoption by the city.



Primary Street - Typical section

\*0.5m highway maintenance strip required where soft landscape areas abut carriageway.

KEY

- Highway Authority - Carriageway, footway, cycle lanes and strategic street trees for traffic calming with build outs
- City Council - Living landscape verges and public open spaces
- Management company - All other streets and trees

Land and facilities management

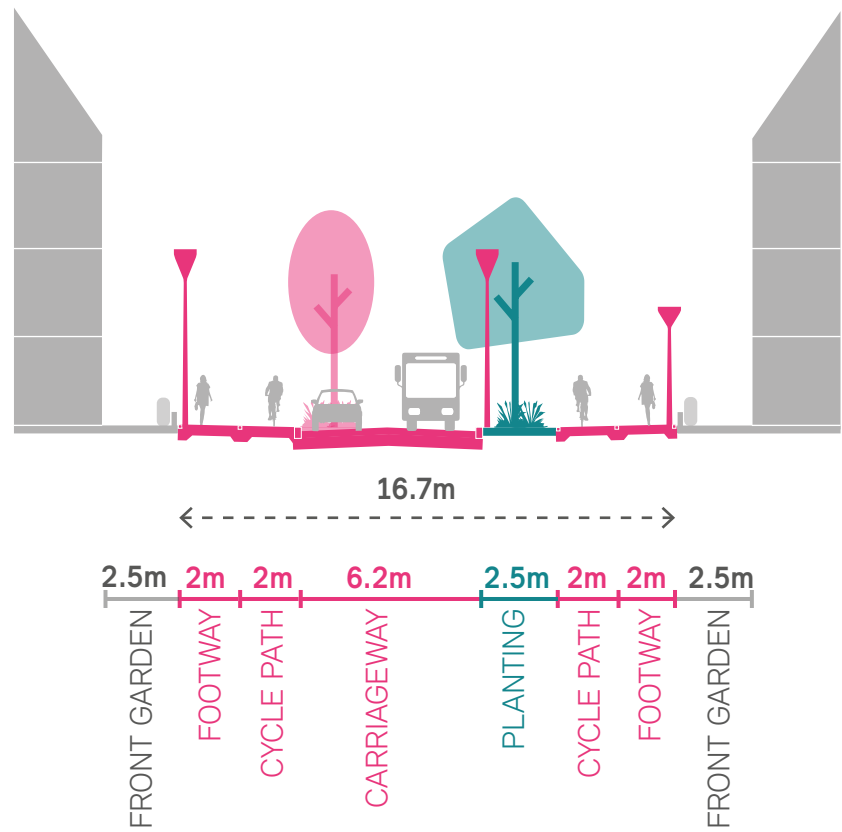
While the aim is to secure city and county adoption of the majority of the streets and green spaces, other areas will still require long-term landowner or other management.

- Minor streets and lanes off the tertiary network, together with associated planting and parking.
- Apartment buildings, their common parts and private shared amenity
- Community, retail buildings and market square
- Public fast charging EV hubs.

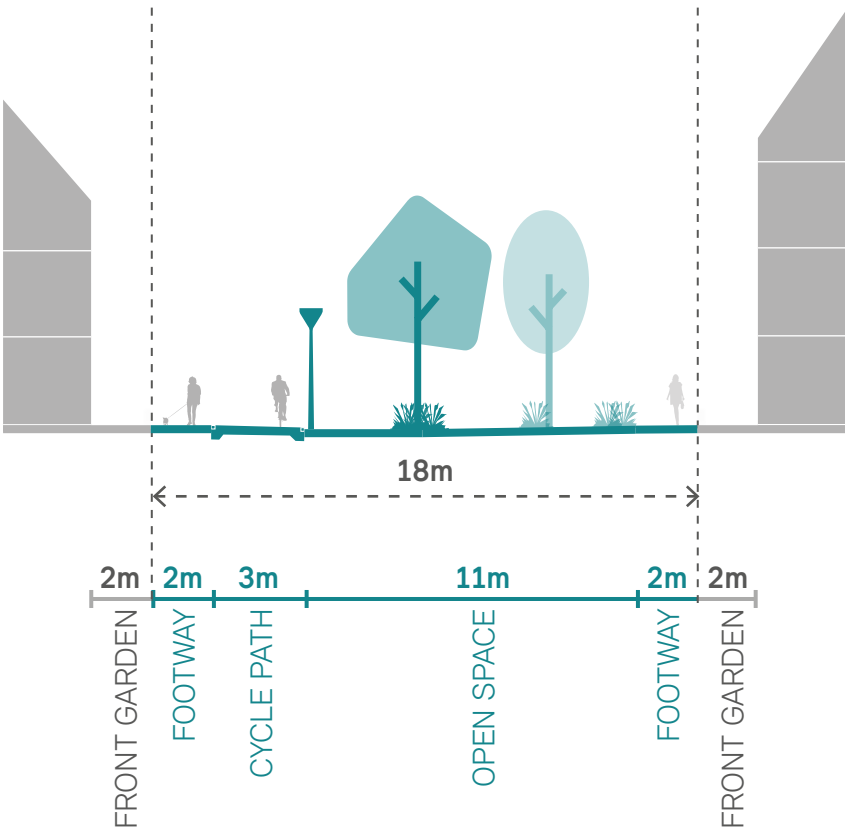
The design and care of external spaces must follow the principles of the design.

The adjacent Sections assume 0.5m maintenance strip where soft landscape areas abut carriageway in accordance with Highway Authority requirements.

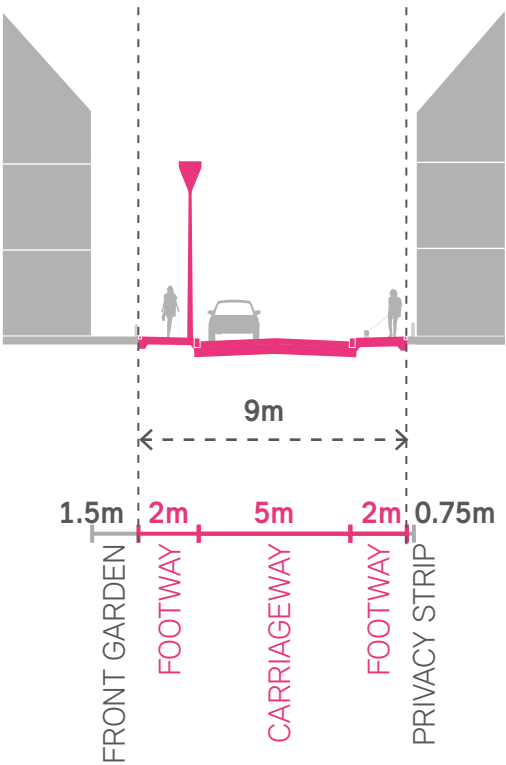
Secondary Street - Typical section



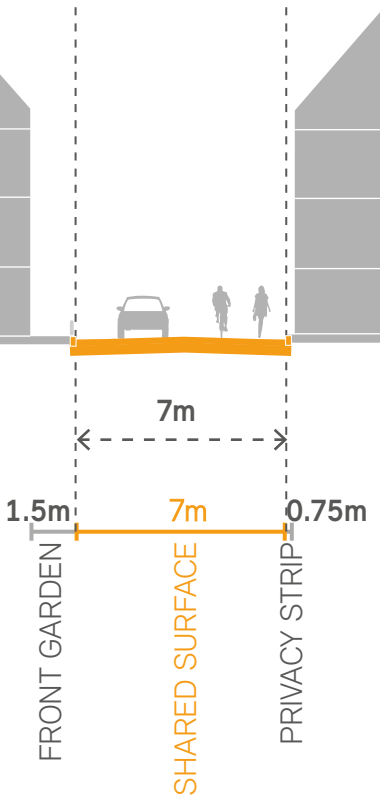
Ridgeway - Typical section



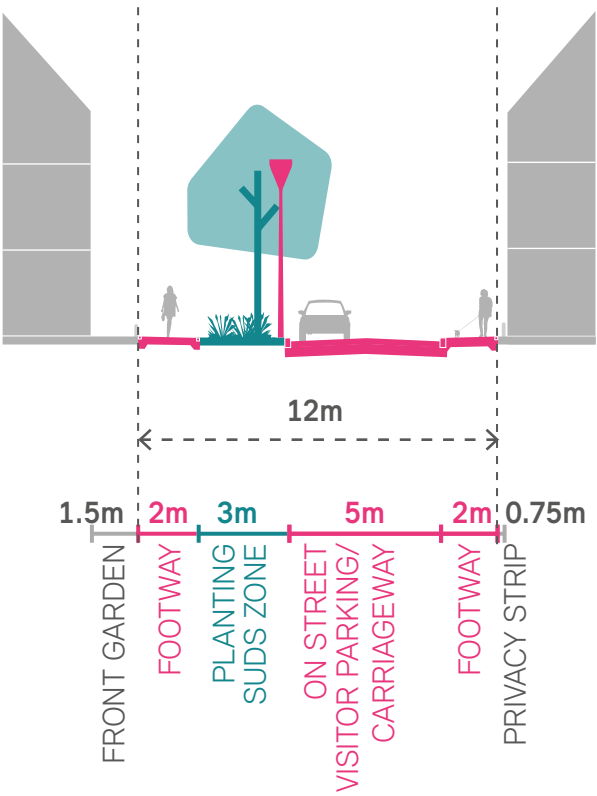
Tertiary Street 2 - Typical section



Tertiary Street 3 - Typical section

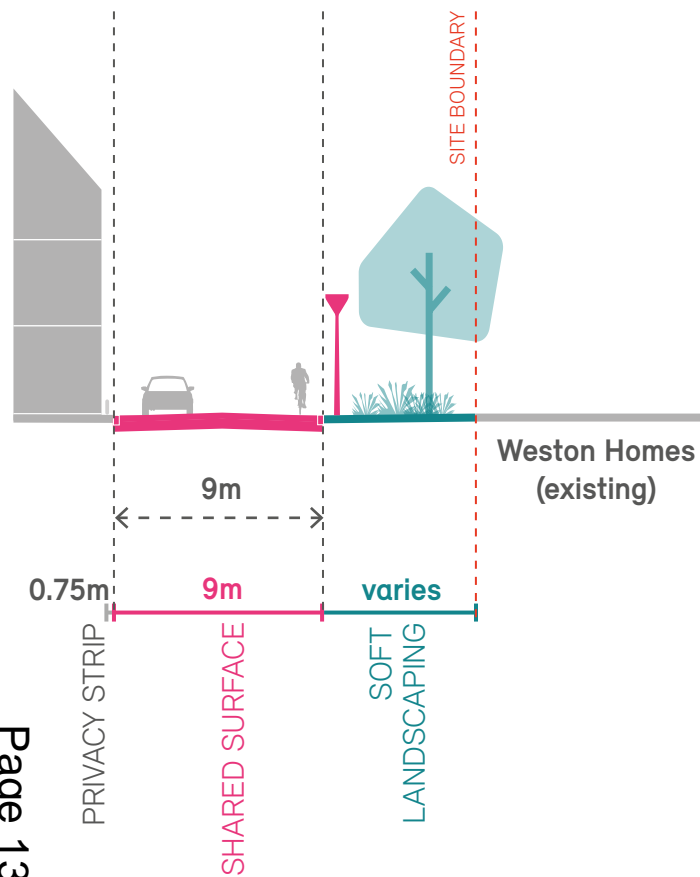


Tertiary Street 1 - Typical section through SuDS Zone

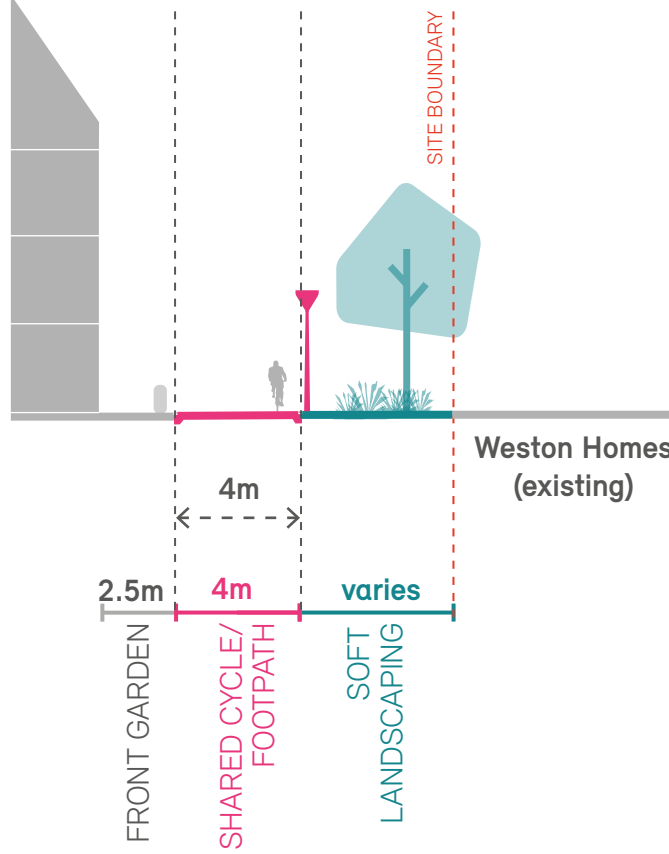




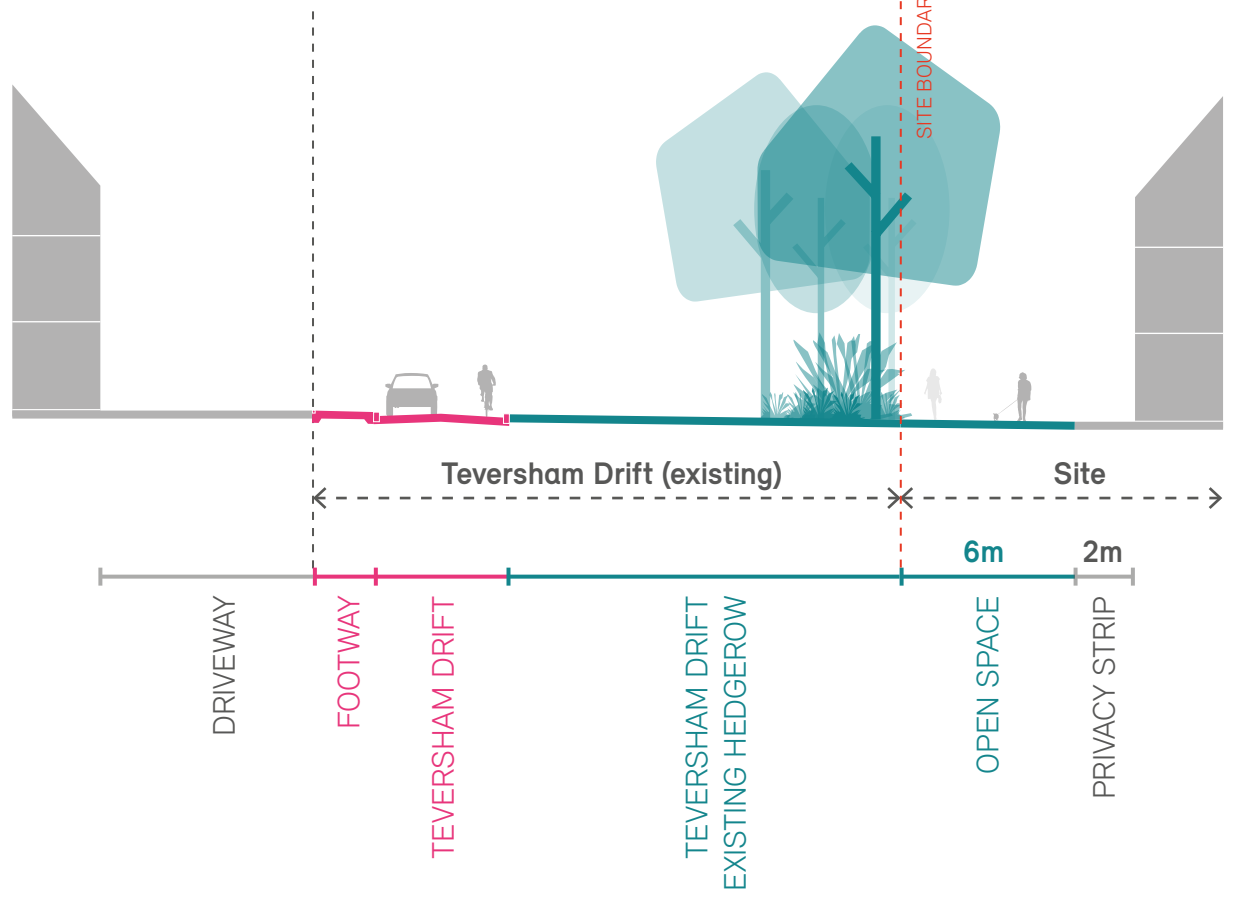
Lane 1a along Weston Homes - Typical section



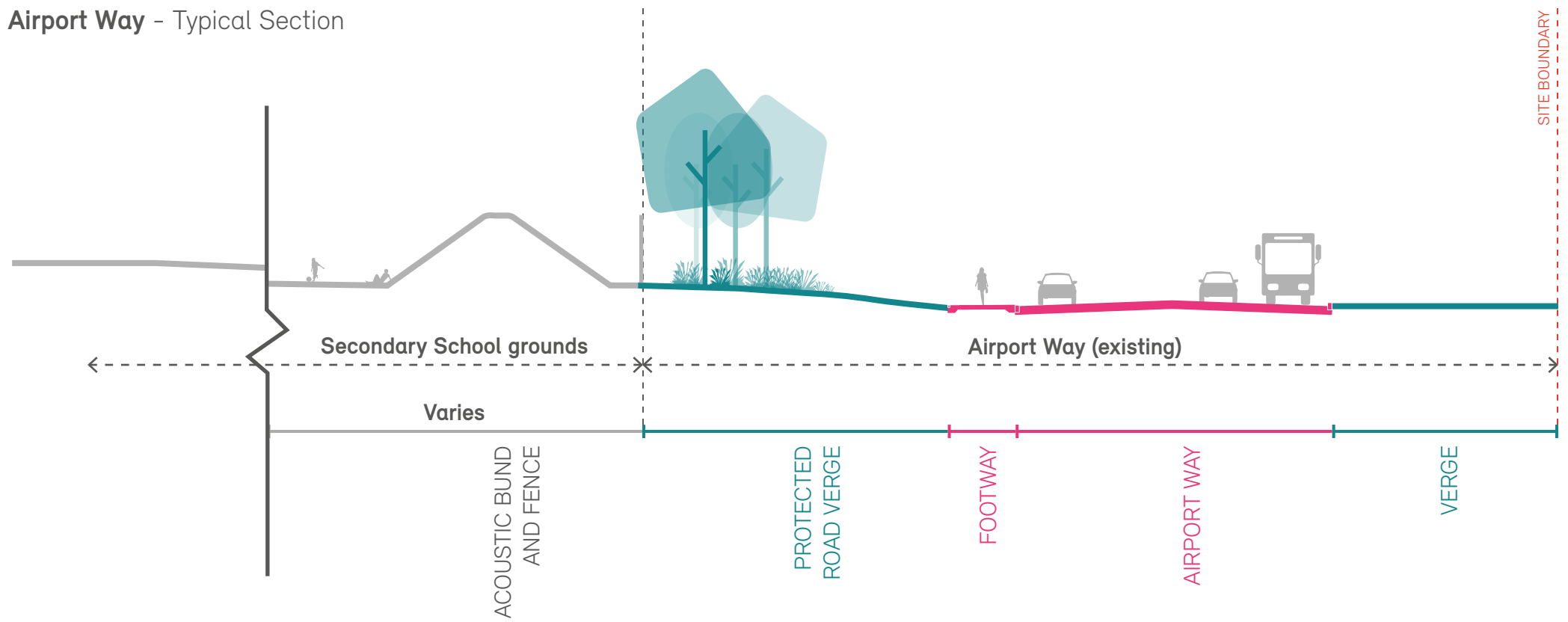
Lane 1b along Weston Homes - Typical section



Teversham Drift - Typical section



Airport Way - Typical Section



**KEY**

- Highway Authority** - Carriageway, footway, cycle lanes and strategic street trees for traffic calming with build outs
- City Council** - Living landscape verges and public open spaces
- Management company** - All other streets and trees

Airport safeguarding

Public realm, SuDS and planting must be designed to maintain airport safeguarding while the airport continues in use. This will need to include:

- No new trees over 10m tall
- Minimise areas of standing water to avoid attracting large bird populations
- Avoiding fruit tree planting
- Future provision of PV panels once the airport is decommissioned.

The airport is anticipated to be moving by 2030. Planting and SuDS should be able to transition to encourage more birds and wildlife through changing land management practices, rather than by significant disruption or alteration.

The development layout must anticipate and allow space for connections identified in the parameter plans for future development on the airfield site.

Further guidance on tree planting for streets and other public spaces can be found within the Nature section.

Page 136



Primary Street - Approximate tree growth in 2023  
16-18cm girth (approx. 5.5m high) size at planting would be 5.5m high and approx. 2m dia. canopy spread. This form of the tree starts off with a nice ordered upright form.



Primary Street - Approximate tree growth in 2030  
Approximate 9m height and 3.5m dia. canopy spread.



Primary Street - Approximate tree growth in 50 years  
15m high and approx. 7.0m dia. canopy spread. One big advantage for this particular situation apart from it being a beautiful tree, is that if the airport doesn't move it will respond well to pollarding.



## Consultation, Engagement and Participatory Design

### Consultation process

Consultation must be undertaken at every phase of the development and cover all aspects of the design.

### Engagement priorities

The development will take many years to complete and must avoid exhausting community interest or causing frustration with repeated “over-consulting” – particularly regarding principles that may be already, for practical purposes, fixed through earlier planning decisions.

To make best use of energy and resources, deeper engagement should be targeted for places where it can make the greatest difference – and may otherwise be missed with regular statutory planning consultation. A good example is the detailed design of the community and social infrastructure e.g. the mixed use of public space, the layout, function and management of non-residential buildings, and ensuring facilities respond to diverse local needs.

### Local Centre - Participatory Design

The Local Centre must be developed through facilitated in-depth community participation, in a process bringing together local people and stakeholders, developers, designers, and anticipated facilities managers (if known).

To ensure a meaningful process, engagement must begin prior to detail design work commencing. This will help define the detail design brief for the local centre, the activities it will provide for now, how it is managed, and its adaptability for the future.

### Community Reach

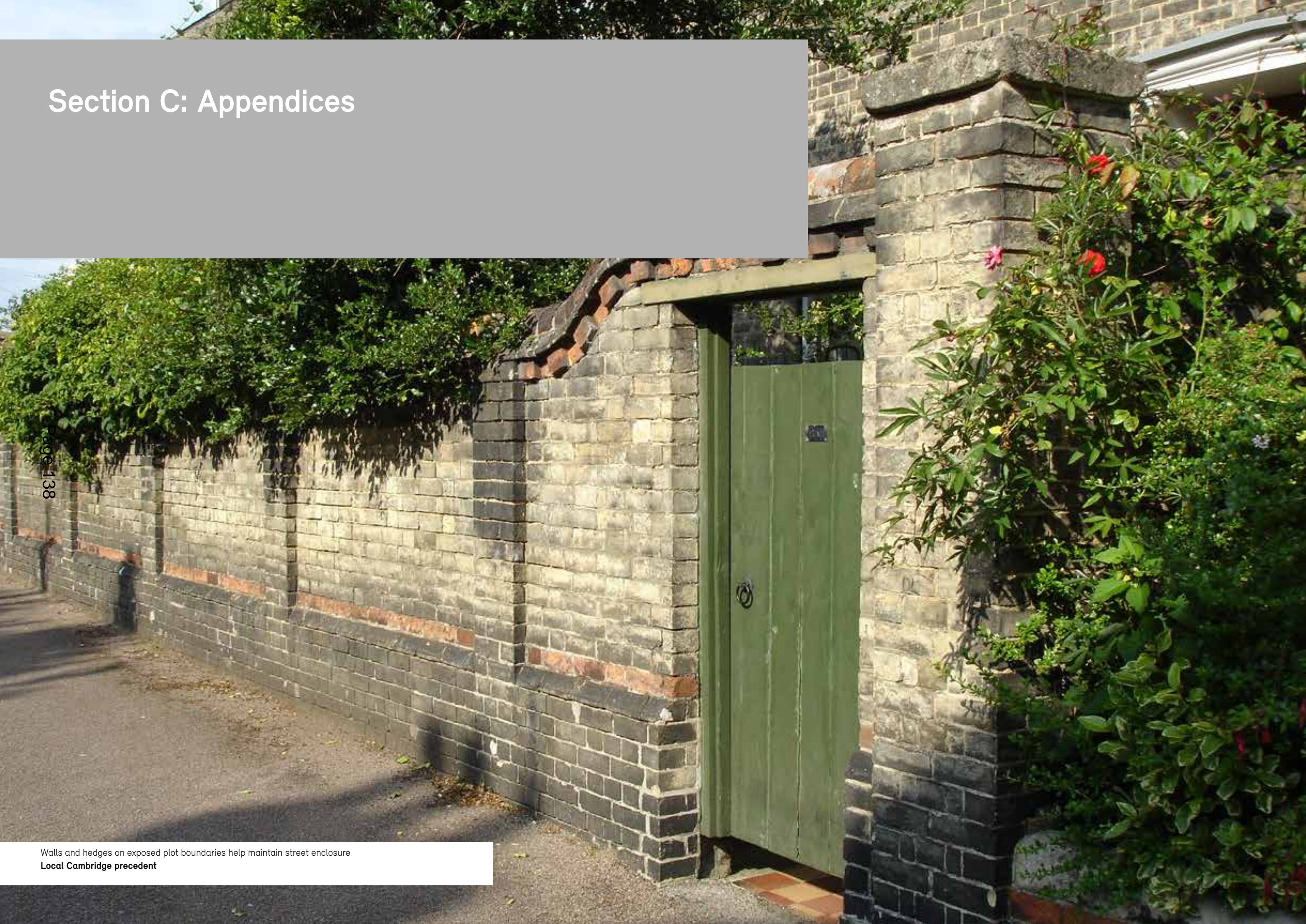
The engagement strategy must aim to draw from local people and stakeholders of all ages, backgrounds, and social groups.

Engagement should include voices that are less frequently heard in consultation, such as teenagers and working people.





## Section C: Appendices





Page 139

KEY

Application boundary

Residential

Mixed use / local centre with potential residential floors above (Use Class A1/ A2/ A3/ A4/ A5/ B1a/ D1/ D2 flexible units)

Primary school

Secondary school building zone

Community sport pitches provided within secondary school site

Strategic green infrastructure and public open space

Location for equipped areas of play (LEAPs)

Location for equipped areas of play (NEAP)

Allotments

Indicative alignment of primary street  
(Flexibility of ±10m either side of alignment to be determined at Reserved Matters stage)

Indicative alignment of secondary street  
(Flexibility of ±10m either side of alignment to be determined at Reserved Matters stage)

Existing mature vegetation and ecological corridors to be retained

Small public open spaces within development.  
Form and location to be determined at detail but within 50m of location. Minimum size 0.05ha

Medium public open spaces within development.  
Form and location to be determined at detail but within 50m of location. Minimum size 0.15ha

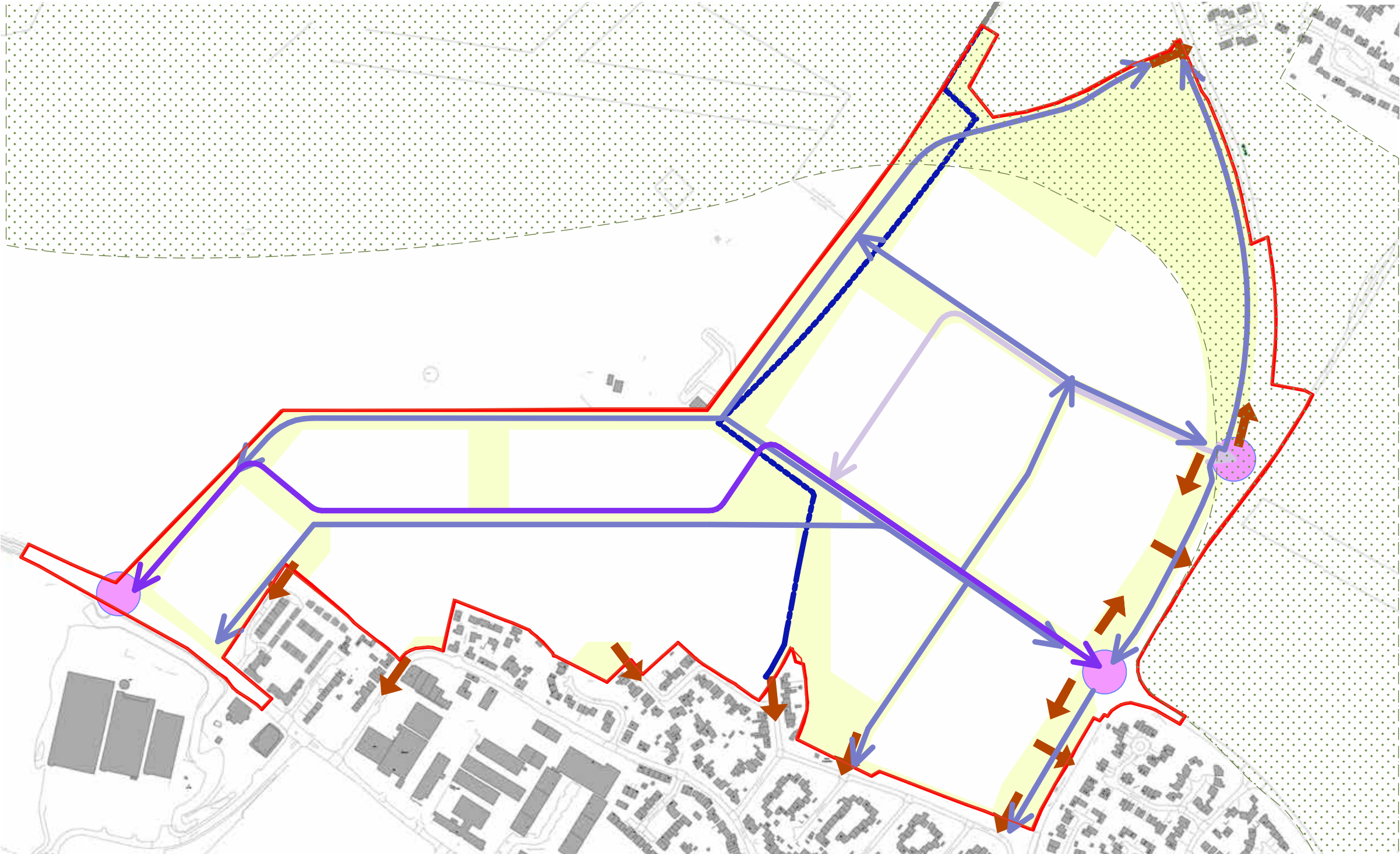
Precise development edge to be determined based on final drainage design and routing of watercourse. Extent shown is the maximum built development.

Noise attenuation feature

N

0m200m







KEY

Application boundary

Residential

Up to 4 storey (up to 15m)

Up to 3 storey (up to 12m)

Up to 2.5 storey (up to 10m)

Assumed residential storey height of 3m floor to floor

Non residential

Mixed use / local centre with potential residential use above (up to 4 storey / 16.5m)

Education up to 3 storey (up to 15m)

Assumed commercial storey height of 4m floor to floor. Residential storeys will be 3m floor to floor

N

0m200m

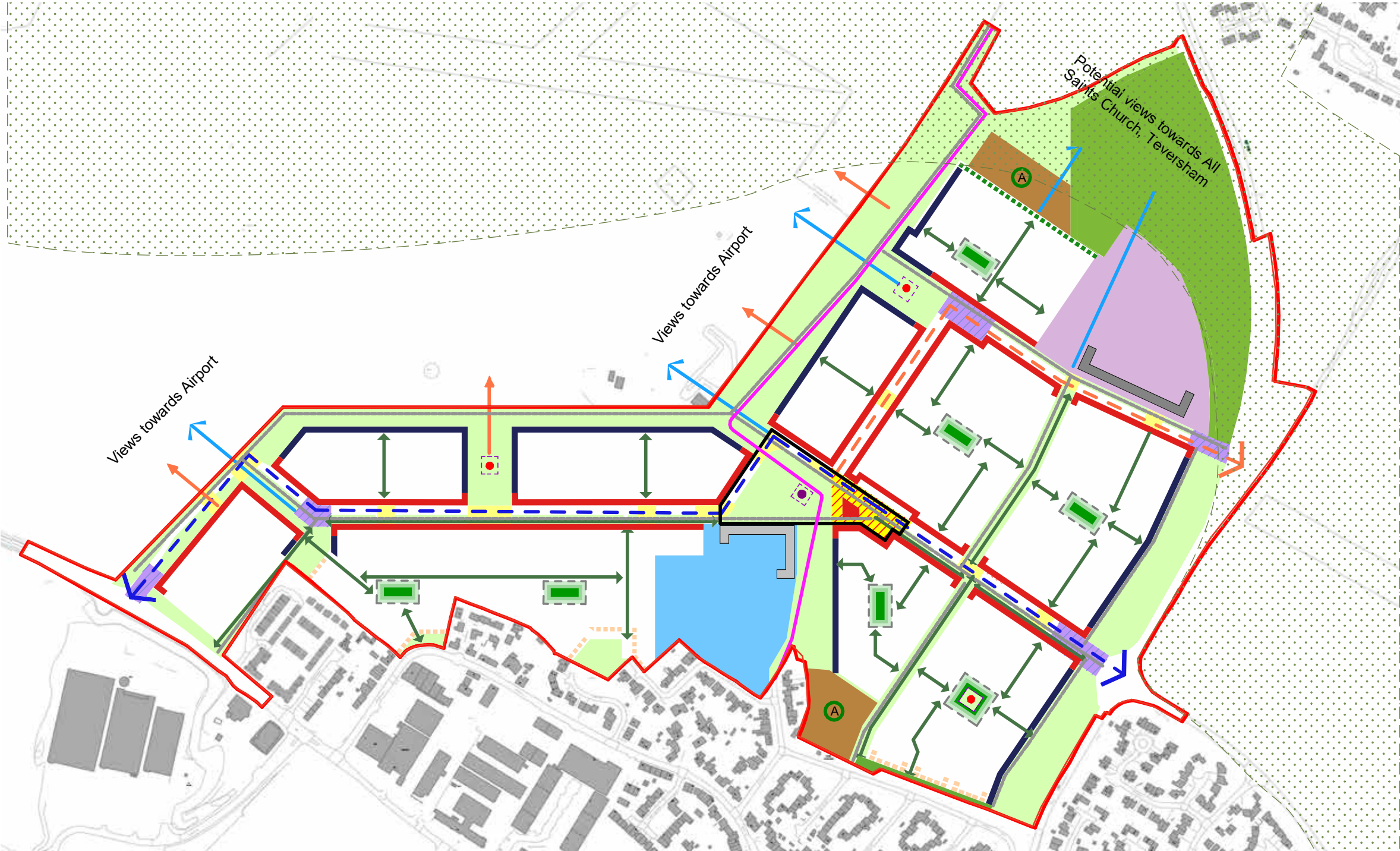


Parameter plans - Landscape and green infrastructure

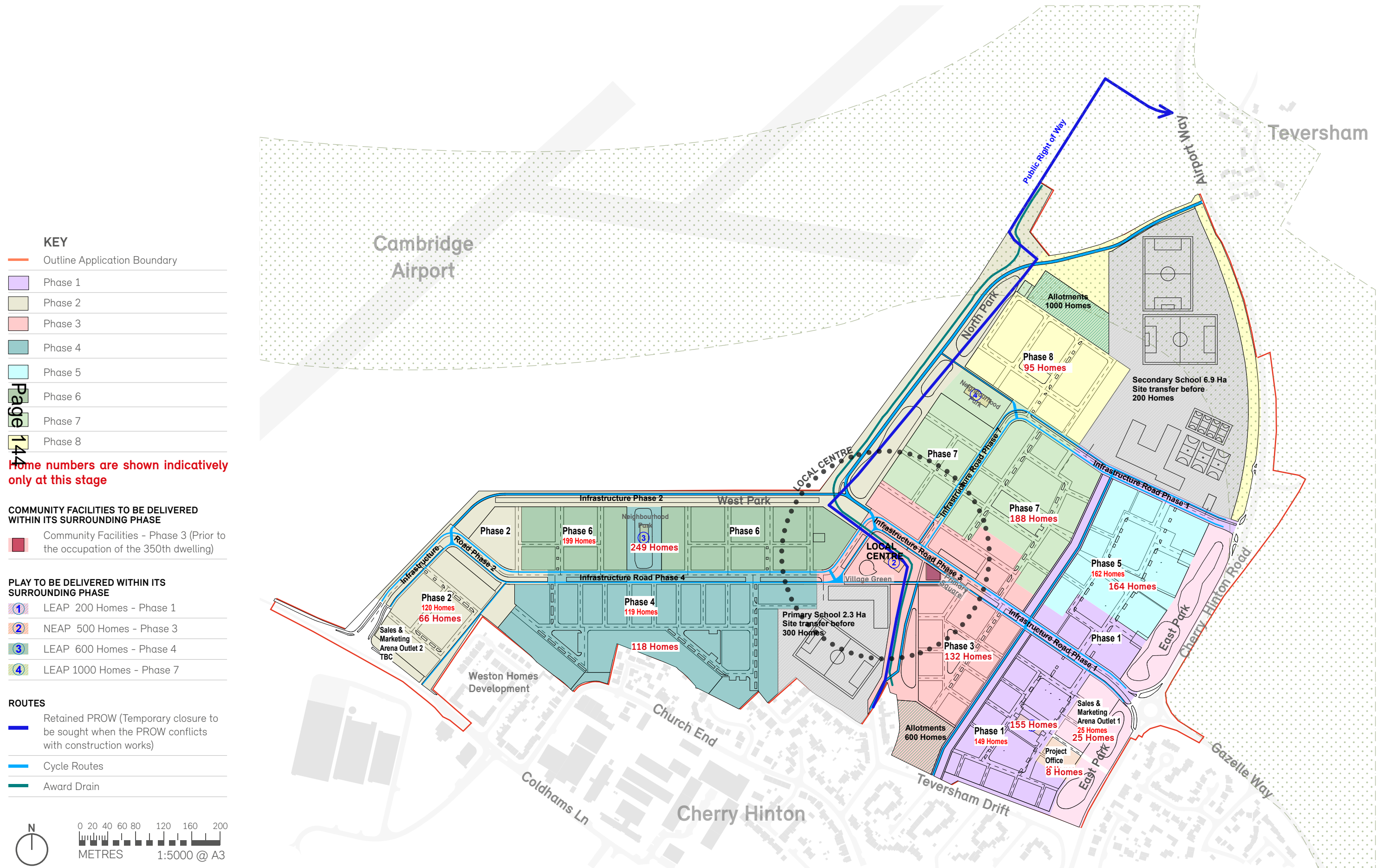




- KEY
- Application boundary
- 
- Informal open space



### Construction Phasing: Indicative framework diagram





# Noise Modelling based on indicative masterplan diagram

Extensive noise modelling carried out for the outline planning application. Modelling included existing roads and airport operations. No consideration of noise form traffic using primary development roads.

The noise modelling, upon which the assessments to accompany the reserved matters applications will be based, is being updated to include:

- Updated traffic flows for assessment year (2043) with development completed.
- Noise from traffic using primary development roads.
- Consideration of reduced traffic speed along Airport Way / Cherry Hinton Road (reduced from 60mpg to 40 mph.
- Development properties, with the modelling refined as the design for each phase evolves.

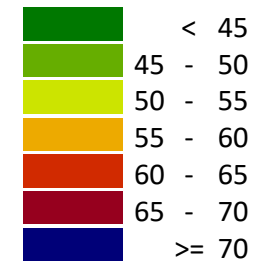
The updated daytime noise levels considering the overall site based upon the emerging masterplan are presented on this page.

Noise Constraints:

- 1 Road traffic travelling along Airport Way / Cherry Hinton Road
- 2 Road traffic travelling along Coldhams Lane
- 3 Future road traffic noise on primary development roads
- 4 Airport operations (principally aircraft movements and Ground Run-up Operations)
- 5 Industrial / commercial noise Coldhams Business Park, Norman Way
- 6 Sports pitches / MUGA
- 7 Operation of local centre
- 8 External plant



## Noise Level LAeq,T in dB(A)



Note:  
Contours Calculated at Second  
Floor Level



Calculated Daytime Noise Levels (dB LAeq, 16 Hour)

## Further reading and useful links

**2018 Cambridge Local Plan** [www.cambridge.gov.uk/media/6890/local-plan-2018.pdf](http://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf)

- C1 Sustainable Design & Construction SPD Draft for consultation
- C4 Cambridge Walking and Cycling Strategy
- C15 Sustainable Design & Construction SPD
- C17 Car Park & Cycle Standards (2004)

### **BSRIA Soft Landings Framework**

[www.bsria.com/uk/consultancy/project-improvement/soft-landings/](http://www.bsria.com/uk/consultancy/project-improvement/soft-landings/)

### **Cambridgeshire County Council Development Management live documents:**

<https://www.cambridgeshire.gov.uk/asset-library/Highway-development-management-Generalprinciples-for-development-May-2021.pdf>

<https://www.cambridgeshire.gov.uk/asset-library/HERCS-August-2020-complete.pdf>

### **Draft Biodiversity Supplementary Planning Document**, Greater Cambridge Shared Planning, 2021

<https://www.greatercambridgeplanning.org/media/2316/gcsp-biodiversity-planning-doc.pdf>

### **Four Steps to Zero Carbon**, Buro Happold, 2021

### **HAPPI Principles**, Housing Learning and Improvement Network

[www.housinglin.org.uk/Topics/browse/Design-building/HAPPI](http://www.housinglin.org.uk/Topics/browse/Design-building/HAPPI)

### **Manual for Streets** Department for Transport and Department for Communities and Local Government, 2007

[www.gov.uk/government/publications/manual-for-streets](http://www.gov.uk/government/publications/manual-for-streets)

### **Manual for Streets 2** Department of Transport, 2010

[www.gov.uk/government/publications/manualforstreets-2](http://www.gov.uk/government/publications/manualforstreets-2)

### **MHCLG, Nationally Described Space Standard**

[www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard](http://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard)

### **National Design Guide** Ministry of Housing, Communities and Local Government, 2021

[www.gov.uk/government/publications/national-design-guide](http://www.gov.uk/government/publications/national-design-guide)

### **RIBA Sustainable Outcomes Guide** RIBA, 2019

[www.architecture.com/-/media/GatherContent/Test-resources-page/Additional-Documents/RIBASustainableOutcomesGuide2019pdf.pdf](http://www.architecture.com/-/media/GatherContent/Test-resources-page/Additional-Documents/RIBASustainableOutcomesGuide2019pdf.pdf)

### **The Greater Cambridge Sustainable Design and Construction Supplementary Planning Document** Greater Cambridge Shared Planning, 2020

<https://www.cambridge.gov.uk/media/8157/greater-cambridge-sustainable-design-and-construction-spd.pdf>

### **Including Disabled Children in Play Provision** Joint Children's Play Policy Forum and

UK Play Safety Forum Position Statement, 2022 <https://playsafetyforum.files.wordpress.com/2022/03/including-disabled-children-in-play-provision.pdf>

**Inclusive Play** Sensory Trust, 2020 <https://www.sensorytrust.org.uk/uploads/documents/SensoryTrust-Inclusiveplay-2020.pdf>

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