Parkside Quarter

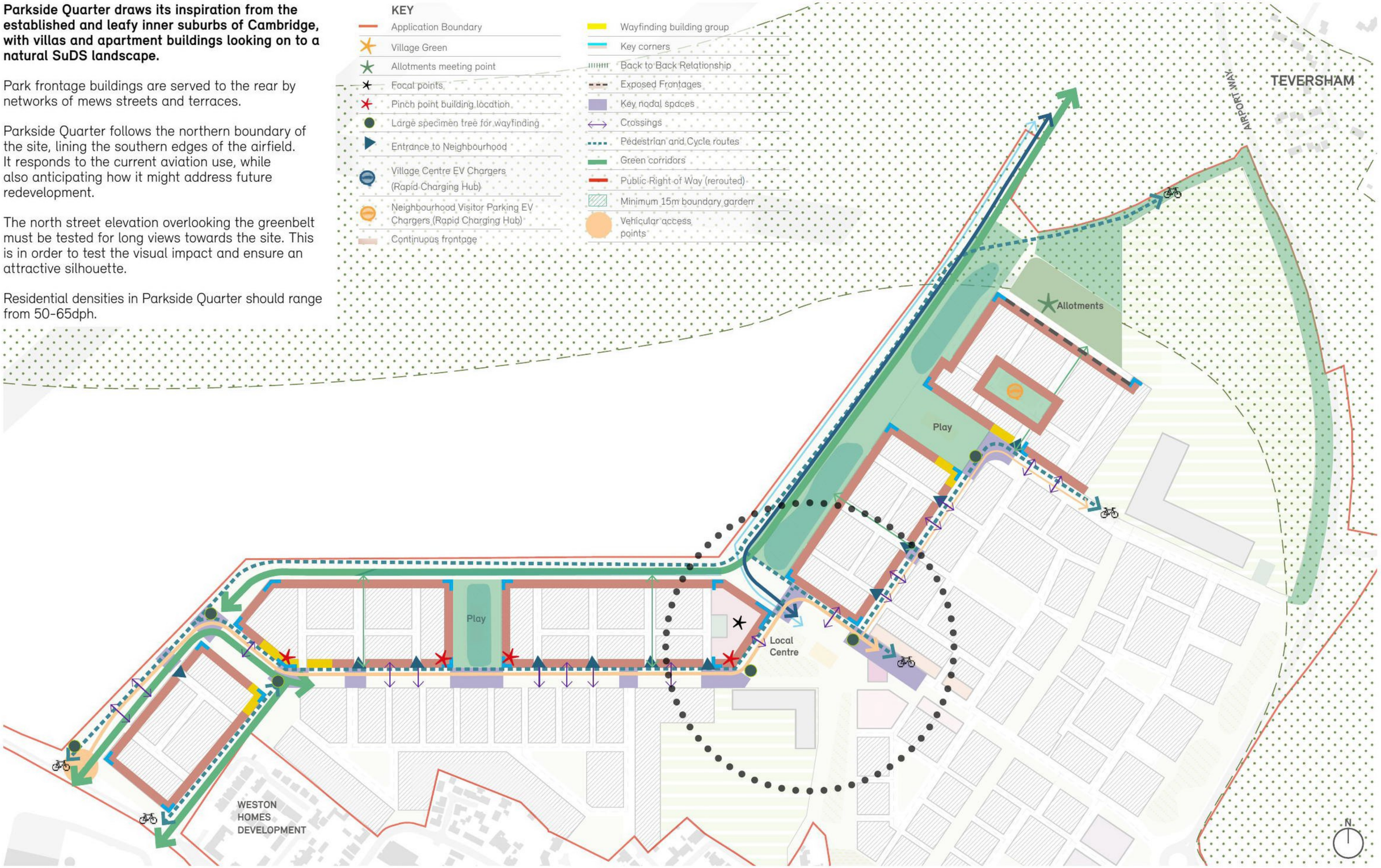
Parkside Quarter draws its inspiration from the established and leafy inner suburbs of Cambridge, with villas and apartment buildings looking on to a natural SuDS landscape.

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 for 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.



Parkside framework

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 can be enclosed with walls or hedges.

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.

Rythm 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.

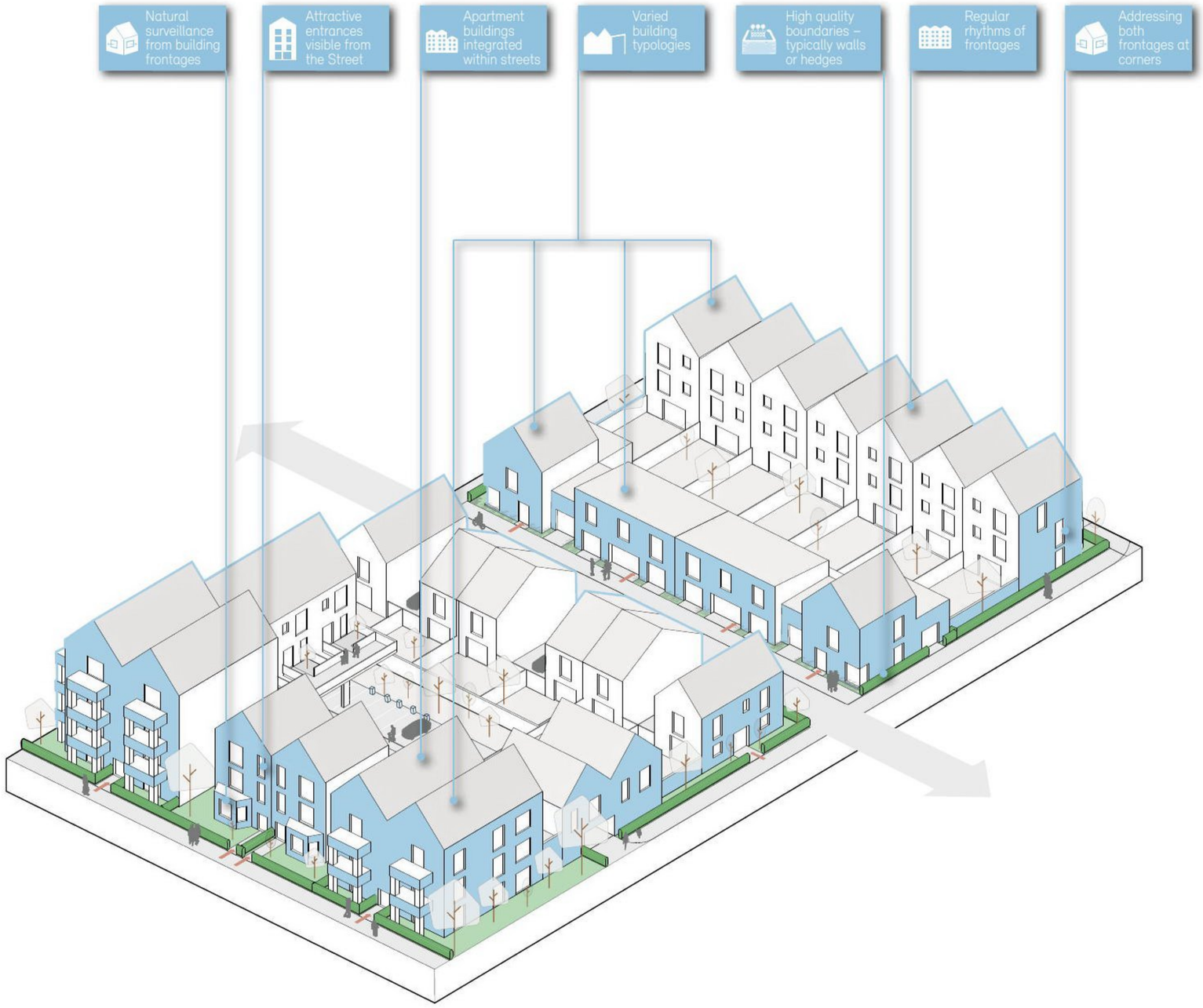
- Gables and bays on frontages overlooking park edges
- Mews streets behind main frontages
- Development becomes less formal behind the key frontages.

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. 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.

Perimeter blocks must establish a clear diagram of private and public space, with internal areas reserved for example private gardens or private shared spaces.

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. 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

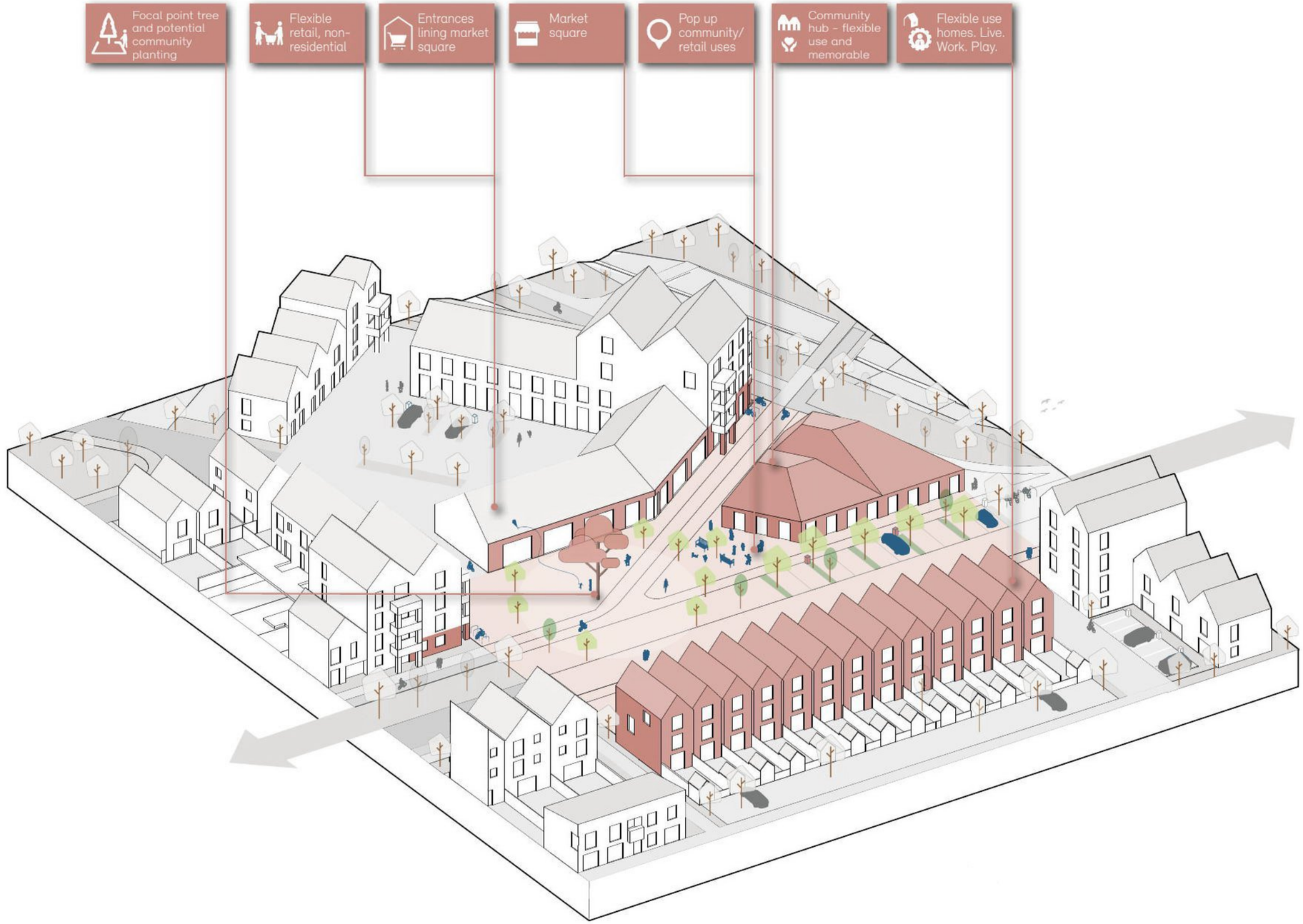
Building lines are an important part of street character. Building lines should generally be consistent but may be varied in conjunction with landscape and highways design to compose street designs e.g. creating pinch points and focal points.

Further guidance on building lines 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.

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.

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.

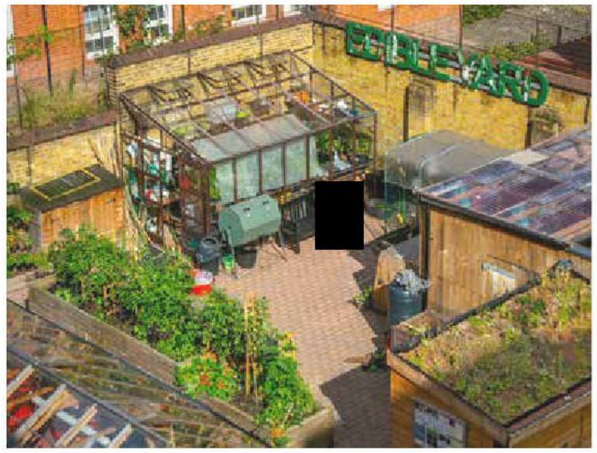
The expectation is that affordable requirements are delivered proportionally on a phased basis.

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

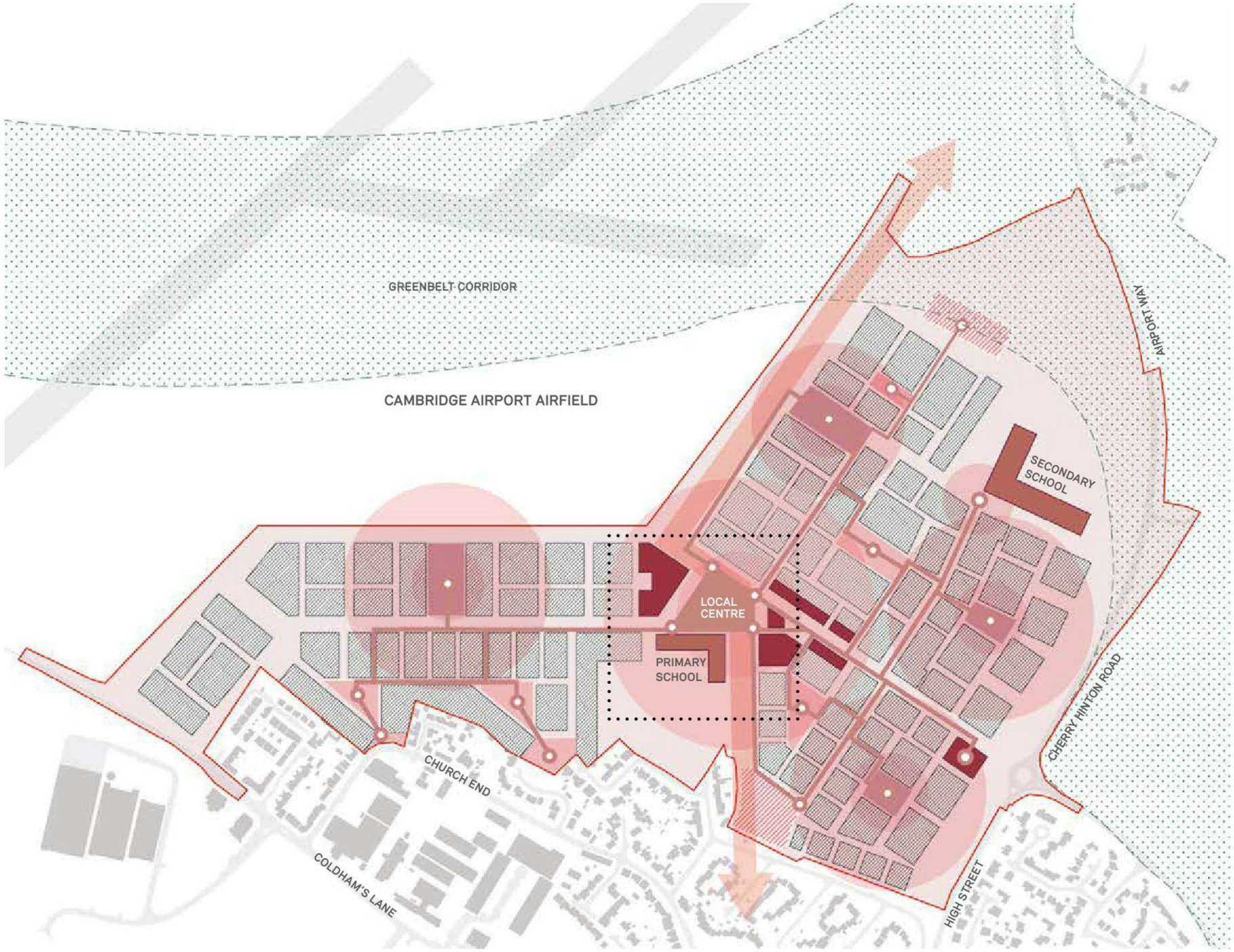
Eccleston Yards, London

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

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.



KEY

- Site boundary
- Key local centres
- Neighbourhood centres
- School buildings
- Community infrastructure buildings
- Key sociability nodal connections

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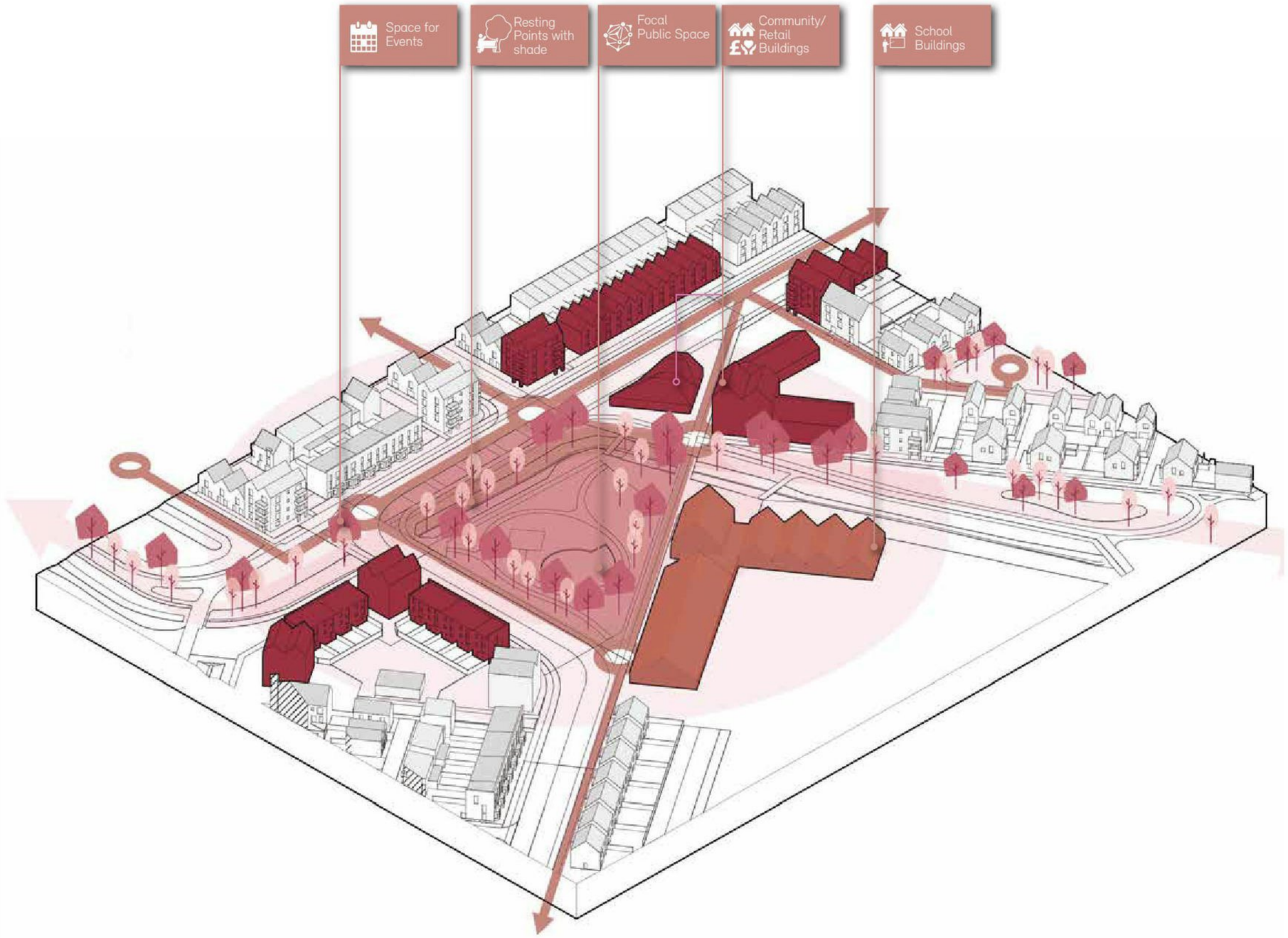
Supportive public spaces
The culture and sociability considerations across the site will deliver a variety of high quality spaces for cultural enjoyment and social interaction. It will seek to ensure that public spaces act to support and enhance both the social uses within the buildings and those informal 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
- Community cohesion should be encouraged and supported and the designs should allow for key local cultural centres to emerge within the development.



9 Homes and Buildings

Building designs will 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

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.

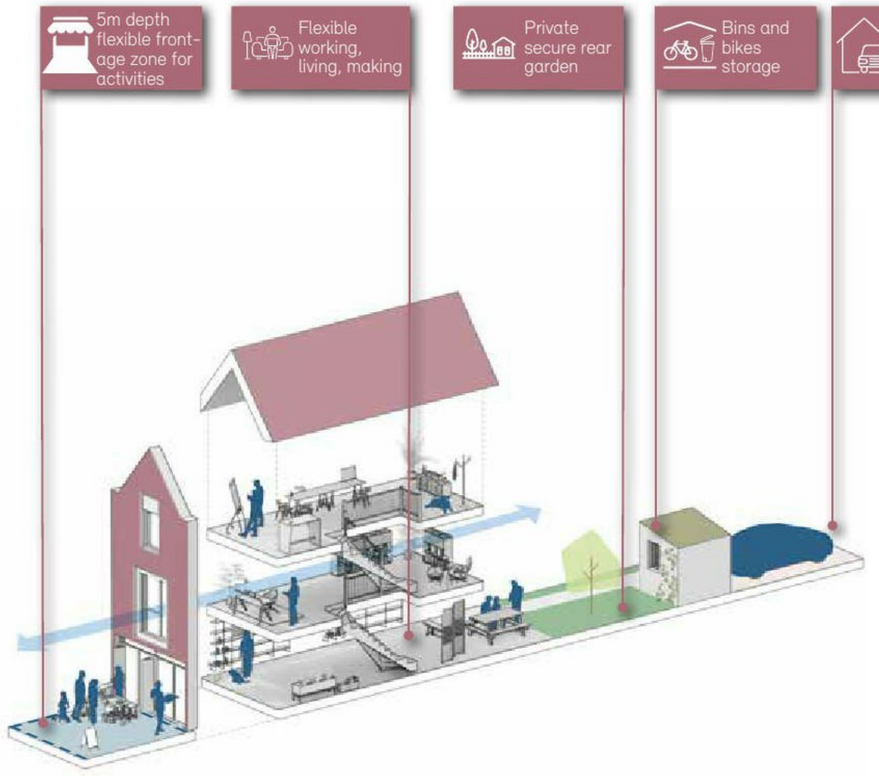
Customisable homes
At least 5% of the market homes must be customisable at point of sale. This can include alternative options for internal layouts and finishes, as well as external finishes that can be purpose built for purchasers. All resident choice options must meet the requirements of the Design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

Further guidance on building design and combining typologies can be found in the Built Form section.

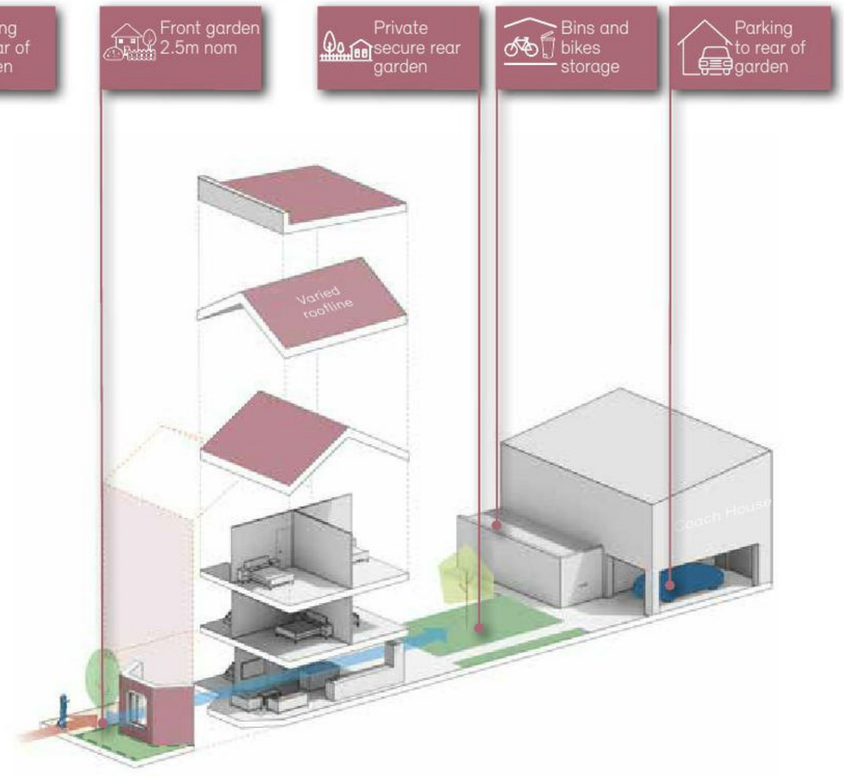
Space and comfort
All homes must have good direct access to usable private or private shared amenity space.

- 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.

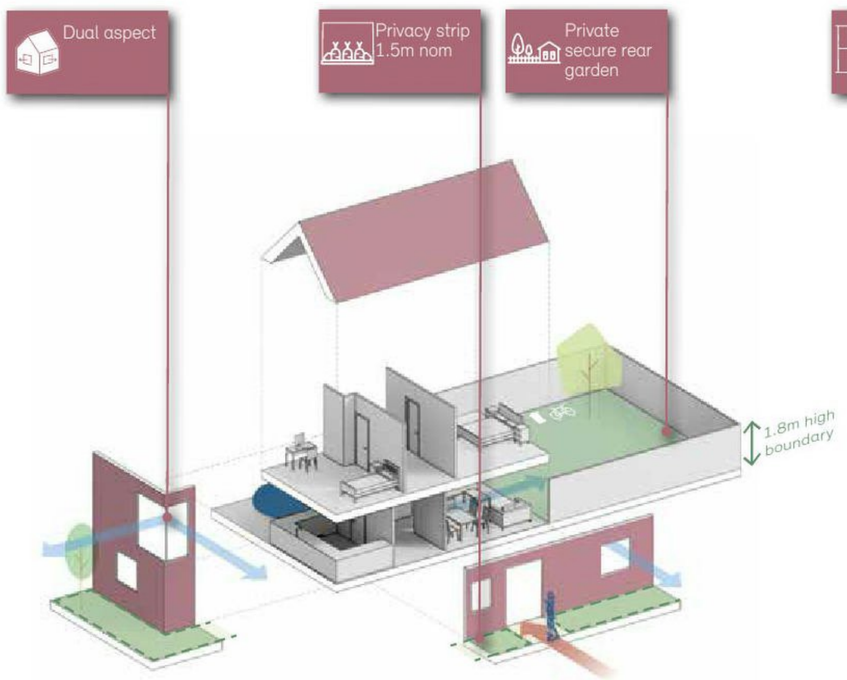
Homes and communal areas must meet or exceed all the requirements of the Nationally Described Space Standards.



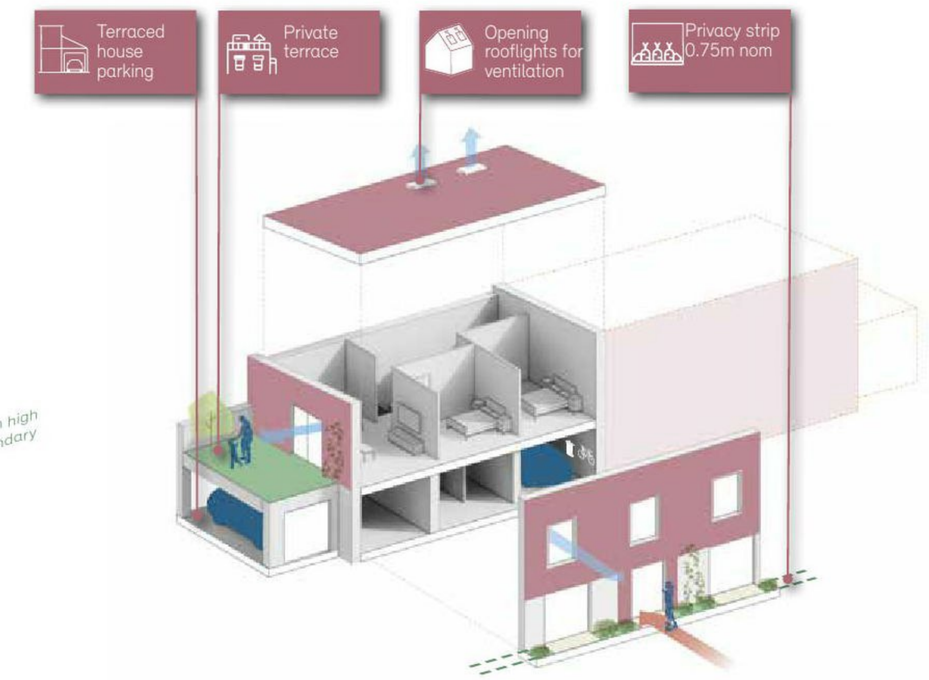
Flexible homes for living and working



A terraced house with design variations



A corner house



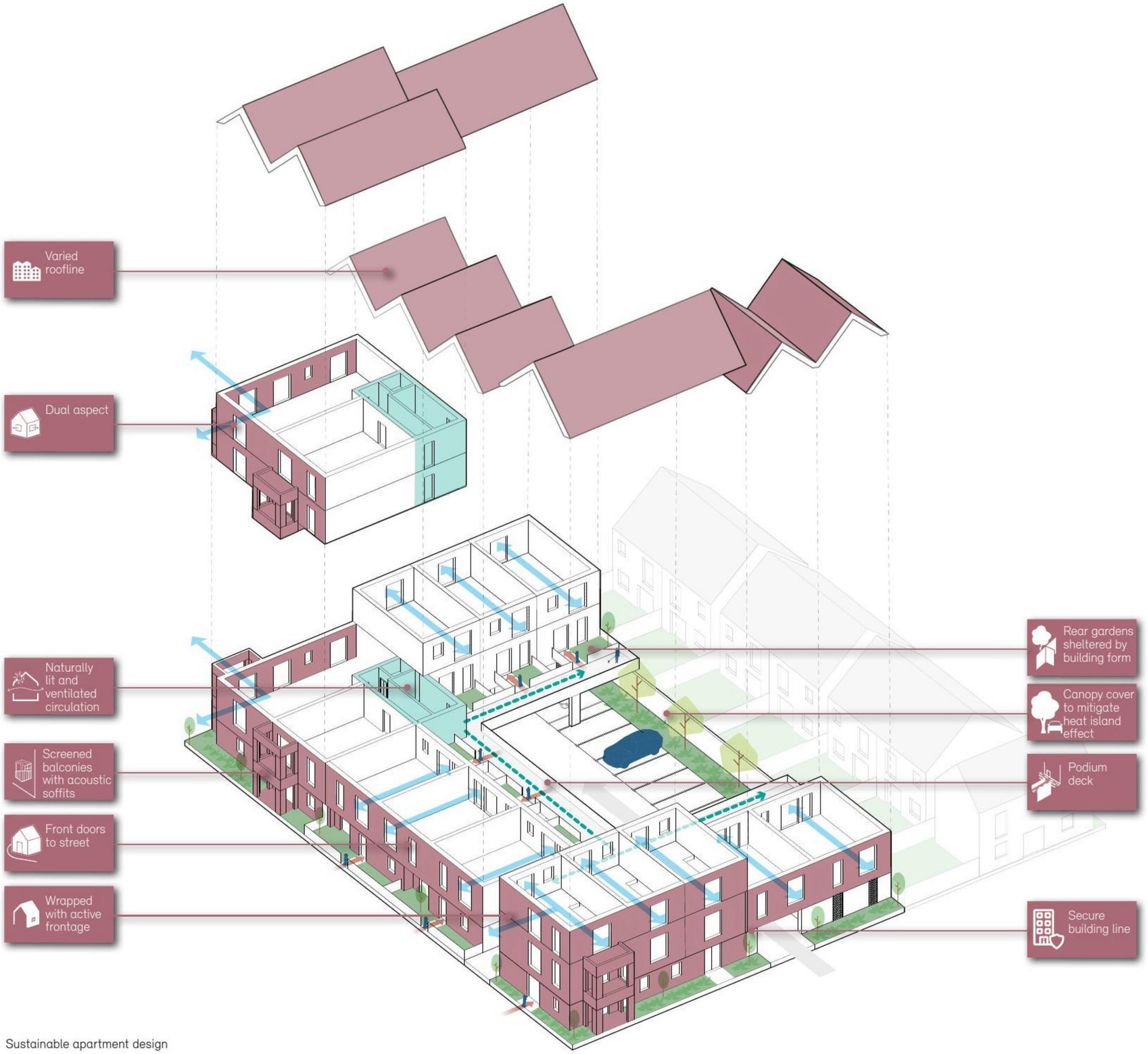
A coach house with upper floor terrace

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.

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
- 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.



Sustainable apartment design

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

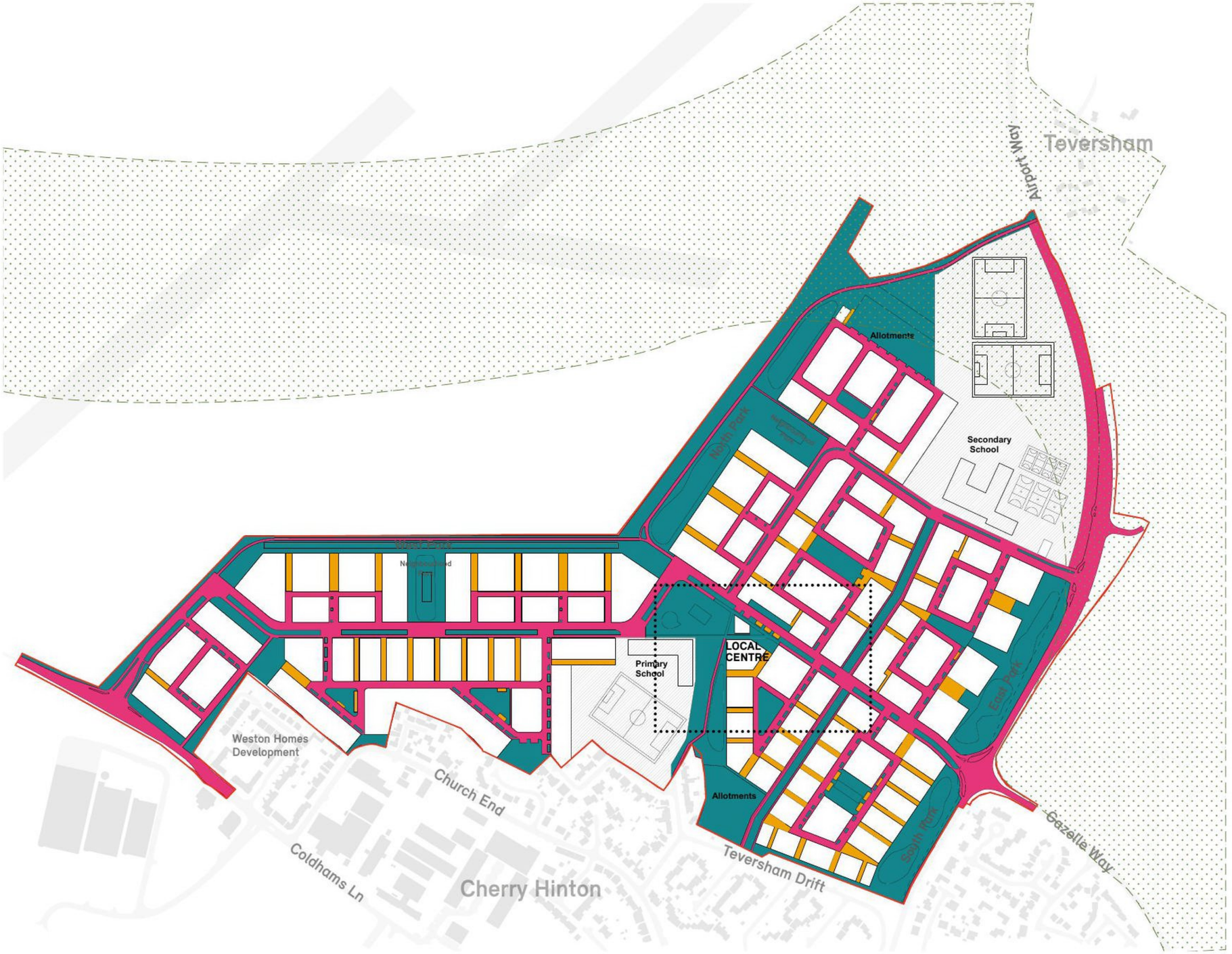
Stewardship

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.



KEY

- Application Boundary
- **Highway Authority** - Carriageway, footway, 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 and trees
- **Development Parcels**

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

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 Highways 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.

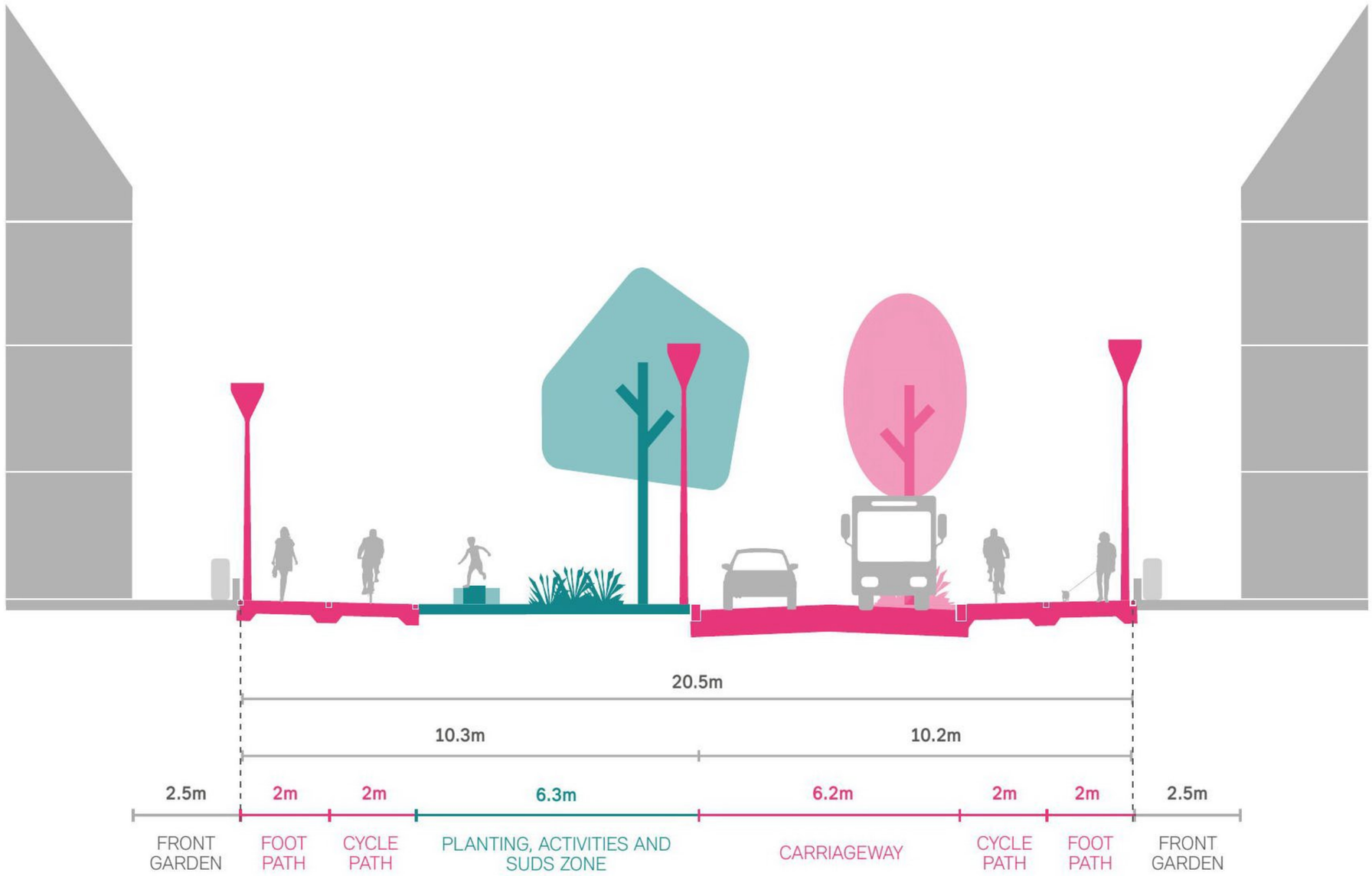
This should include:

- 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.

Green space

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



Primary Street - 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

Land and facilities management

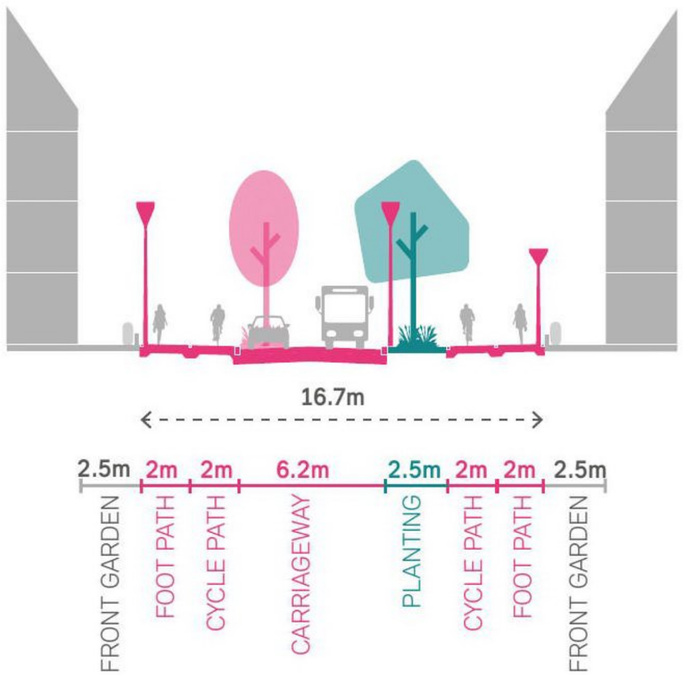
While the aim is to secure city and county adoption of the majority of the streets and green spaces, other areas will still require long-term landowner or other management.

- 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.

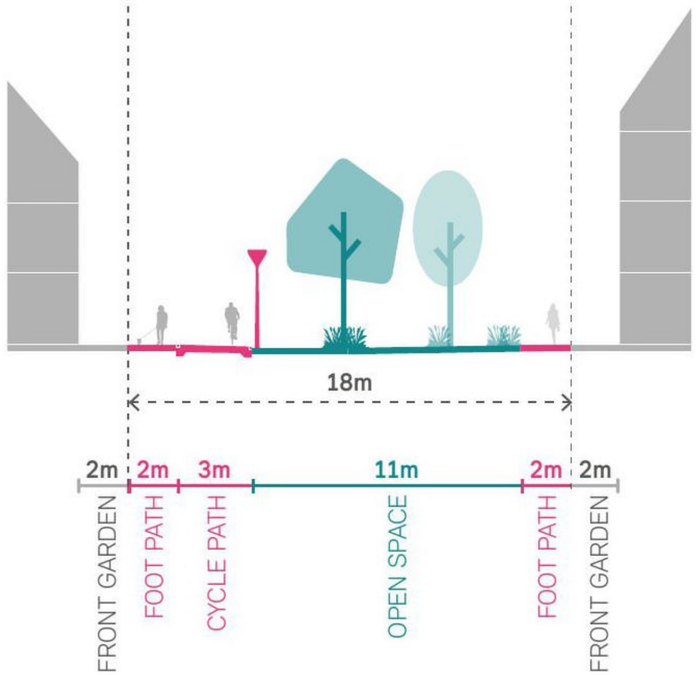
The design and care of external spaces must follow the principles of the design.

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

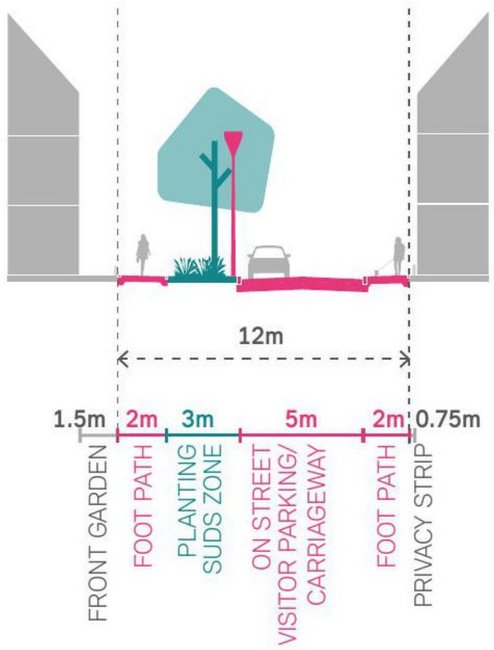
Secondary Street - Typical section



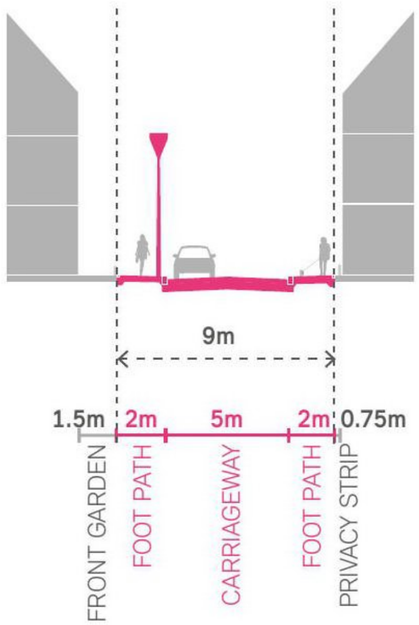
Ridgeway - Typical section



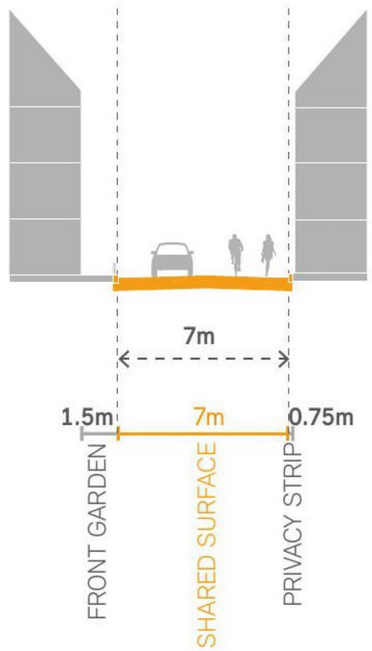
Tertiary Street 1 - Typical section through SuDS Zone



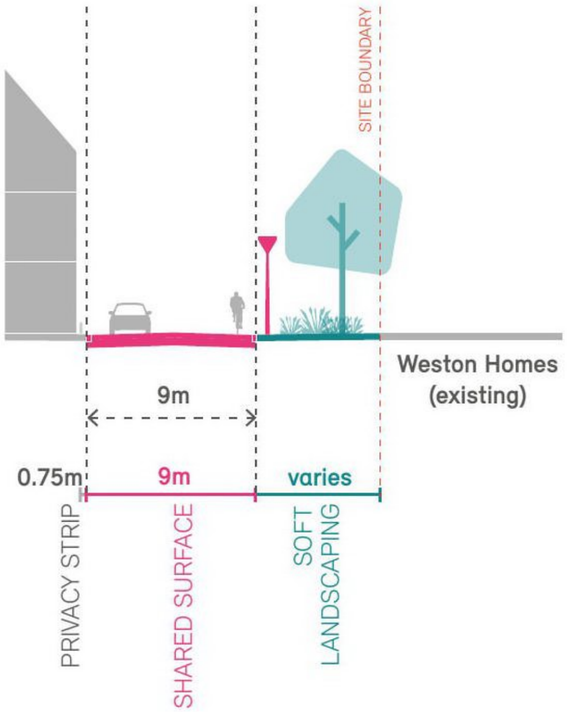
Tertiary Street 2 - Typical section



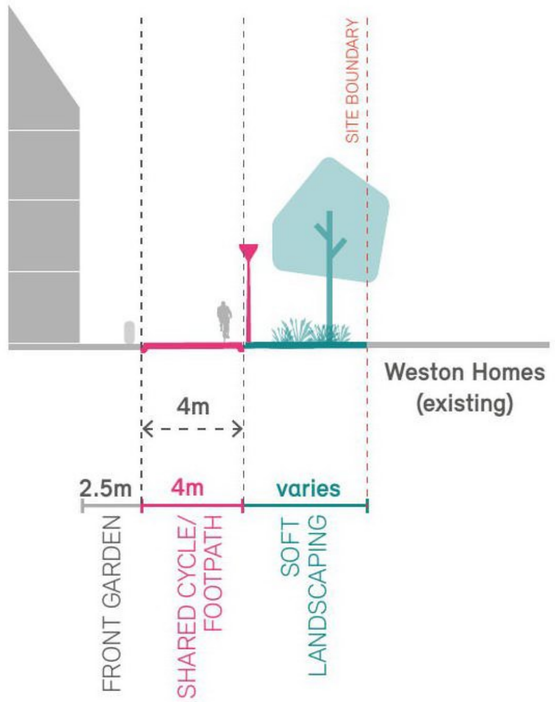
Tertiary Street 3 - Typical section



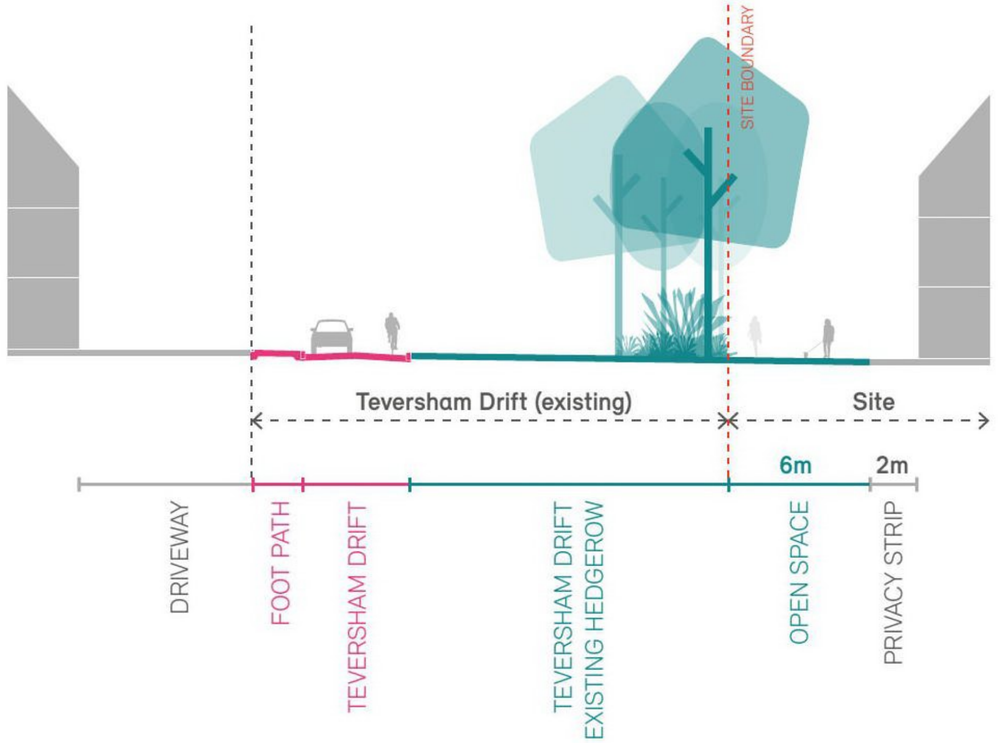
Lane 1a along Weston Homes - Typical section



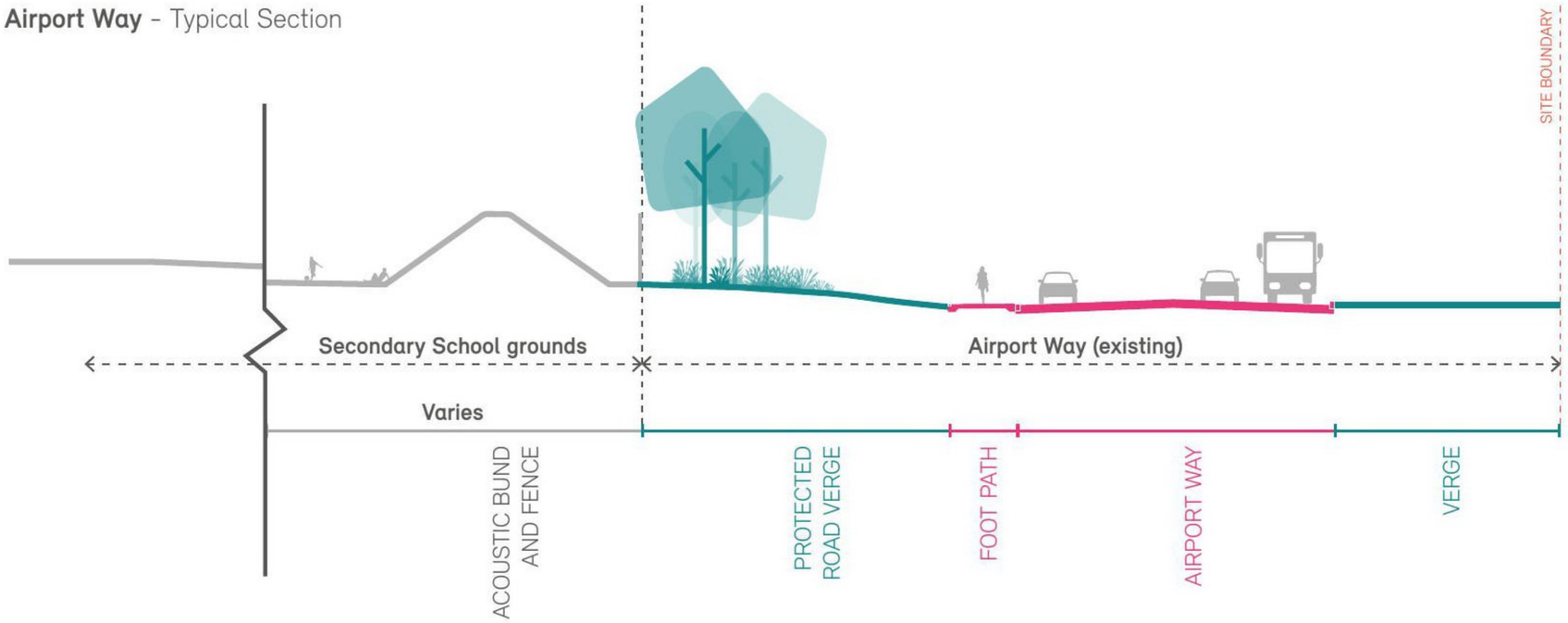
Lane 1b along Weston Homes - Typical section



Teversham Drift - Typical section



Airport Way - Typical Section



Airport safeguarding

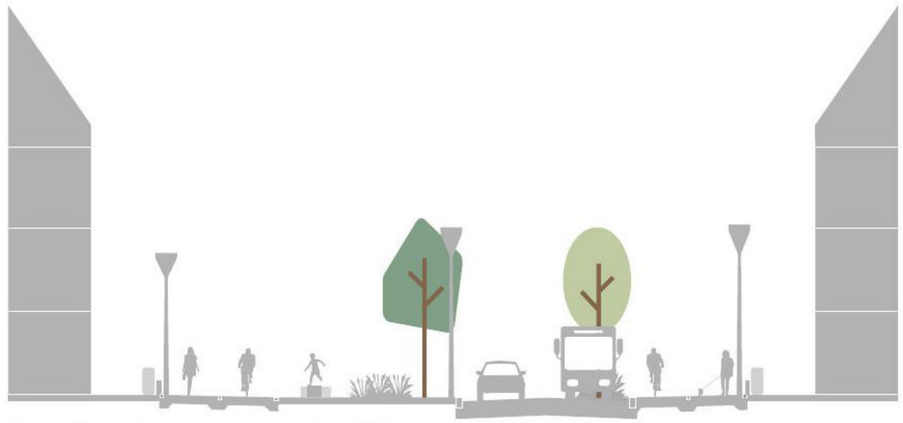
Public realm, SuDS and planting must be designed to be managed to maintain airport safeguarding while the airport continues in use. This will need to include:

- 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.

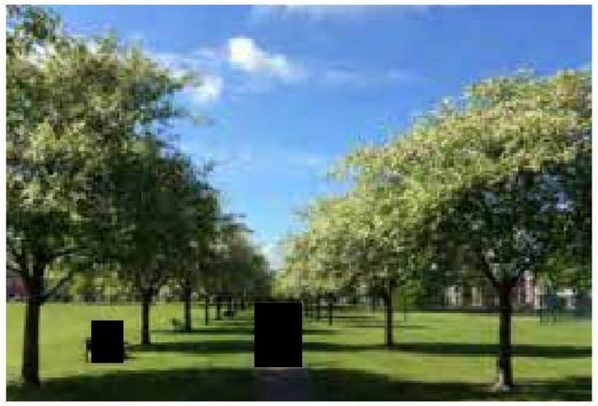
The airport is anticipated to be moving by 2030. Planting and SuDS should be able to transition to encourage more birds and wildlife through changing land management practices, rather than by significant disruption or alteration.

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

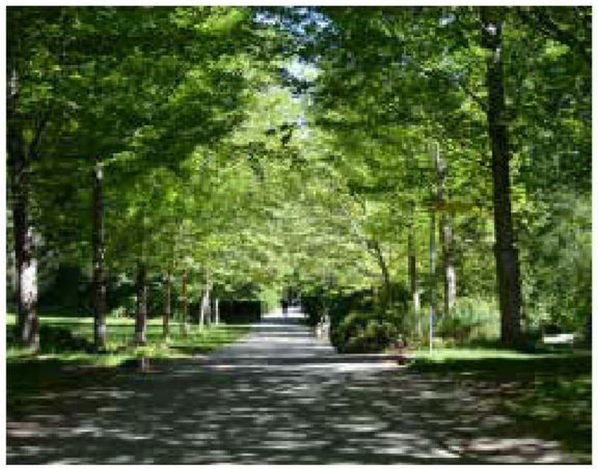
Further guidance on tree planting for streets and other public spaces can be found within the Nature section.



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.

Section C: Appendices

Walls and hedges on exposed plot boundaries help maintain street enclosure
Local Cambridge precedent