

Trumpington Meadows Design Code



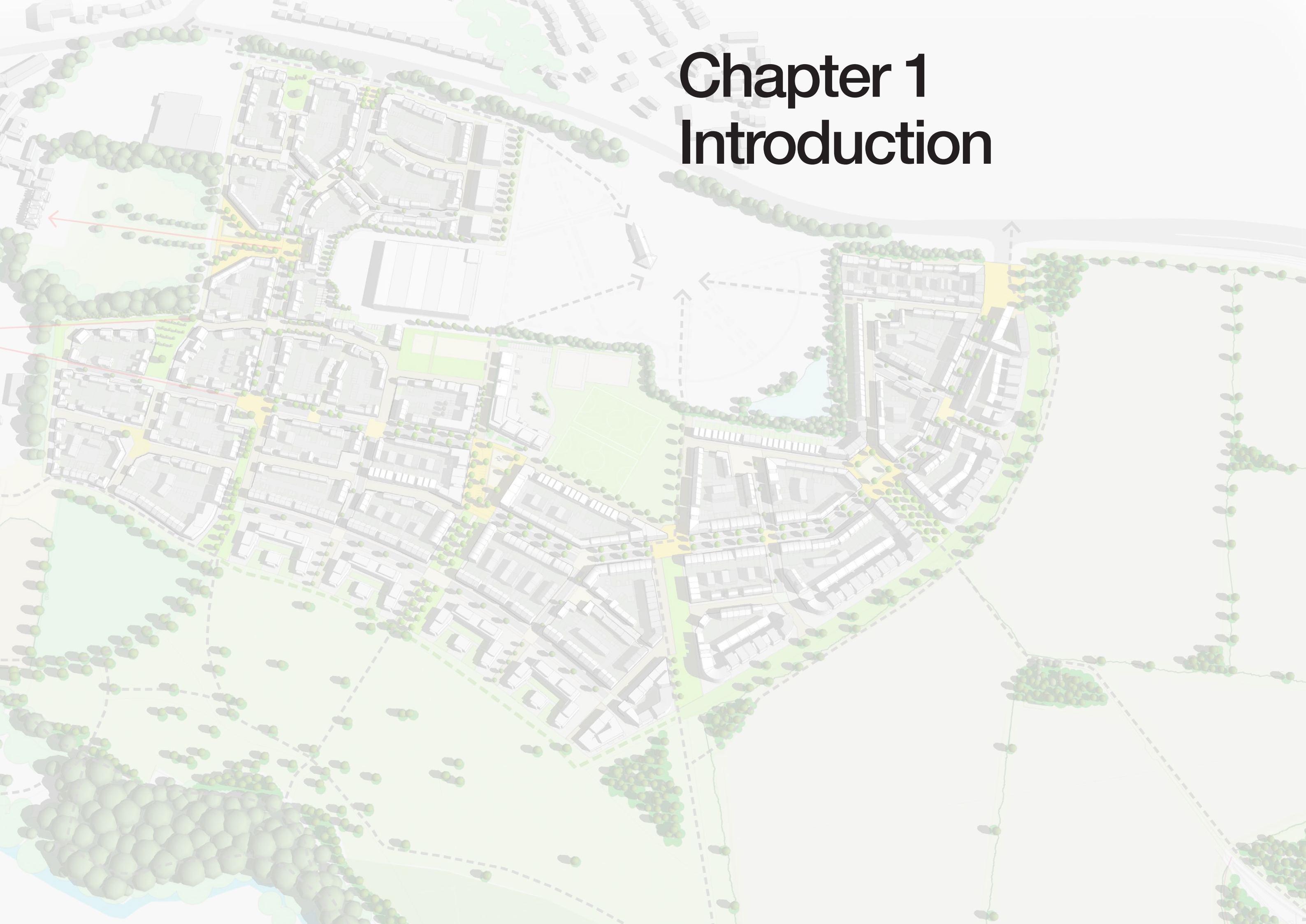


Code structure

- 01 Introduction
- 02 The code and how to use it
- 03 Local character analysis
- 04 Site wide coding
- 05 Character area coding
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Chapter 1

Introduction



1.3 What is unique about Trumpington Meadows?

A series of design principles are set out below that must be adhered to and that will make the scheme unique and create a strong sense of place. The design principles are mandatory but the master plan is illustrative.



Above: The master plan vision

Design Principles **M**

1 Northern gateway

Entrance to development denoted by a small square. Line of Corsican pines along Hauxton Road provide strong enclosure either side of entrance.

2 Anstey Hall place

Public square created to acknowledge view of Anstey Hall. Strong formal building line contains squares and closes off view from conservation area to rear of Robert Sayle.

3 Trumpington church

Church to become a strong landmark in views from the development.

4 Church green

Intimate public space aids legibility on a key intersection of routes.

5 Local centre and primary school

This will become the community heart with the primary school, community facilities, local shop all located at this central point within a 5-minute walk of all parts of the development.

6 Primary street

A key feature to aid with legibility, the primary street has been designed to achieve a safe environment for pedestrians and cyclists.

7 Green corridors

A series of green corridors, evenly spaced directly connecting the internal public spaces to the country park and allowing green space to flow into the development. The green link denoted is aligned to follow the old railway line.

8 Shepherds Way

The primary public space in the southern half of the development, aligned to provide a direct commuter cycle routes to Trumpington park and ride from the south.

9 Southern gateway

Located on the new southern urban edge, this new gateway will signpost the development along Hauxton Road. The southern perimeter creates a strong urban edge carefully punctuated at development corners.

10 Community park

Closely allied with the primary school, this will be the primary formal play and sports area with a range of facilities for all age groups.

11 Trumpington Transport Interchange (park and ride)

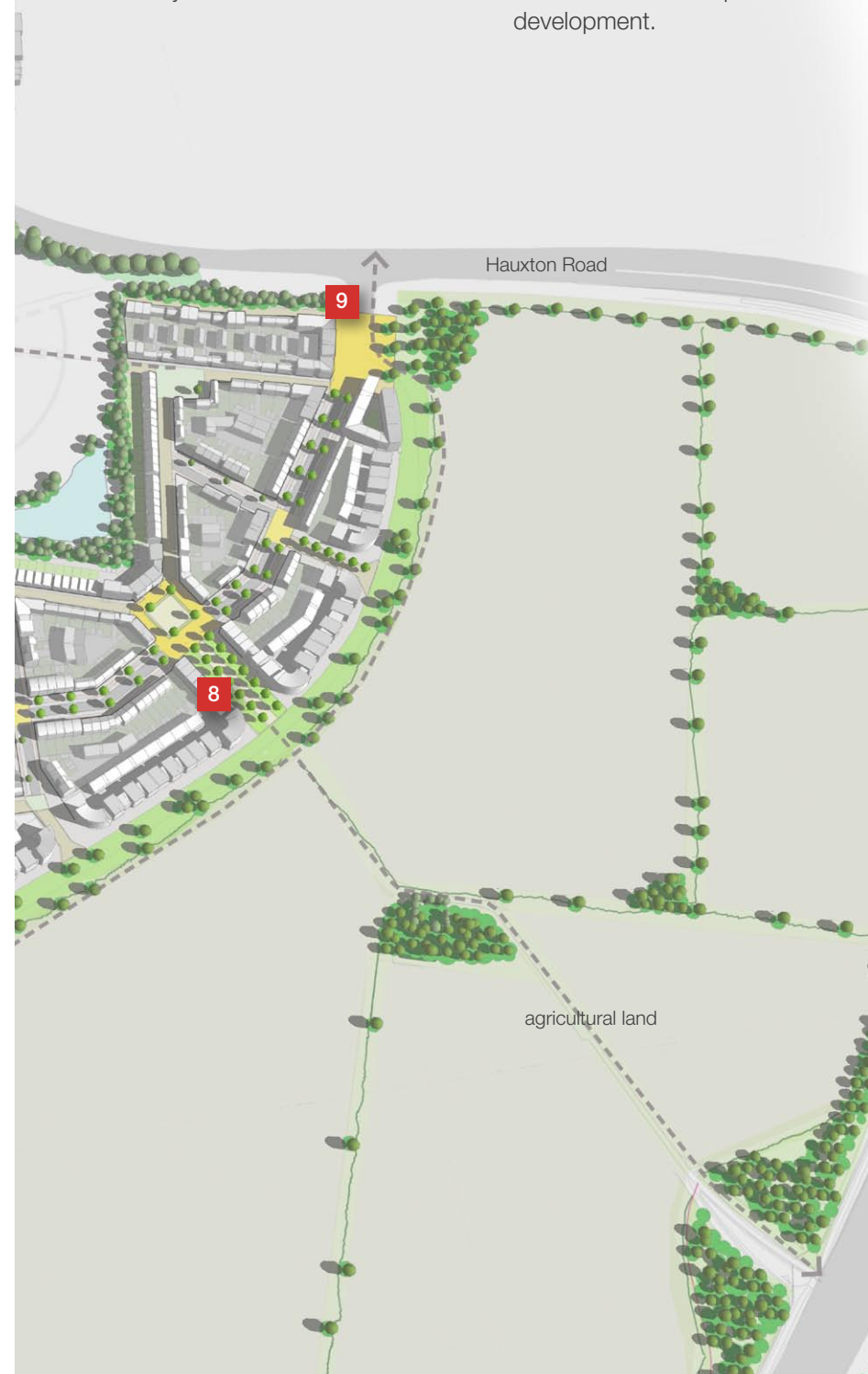
The development has been designed to wrap around this transport interchange with direct pedestrian and cycle links on all sides to buses.

12 Country park

Following the River Cam, a major new public park has been designed to provide informal recreation for existing and new residents at Trumpington, and it is hoped, to help engender community cohesion.

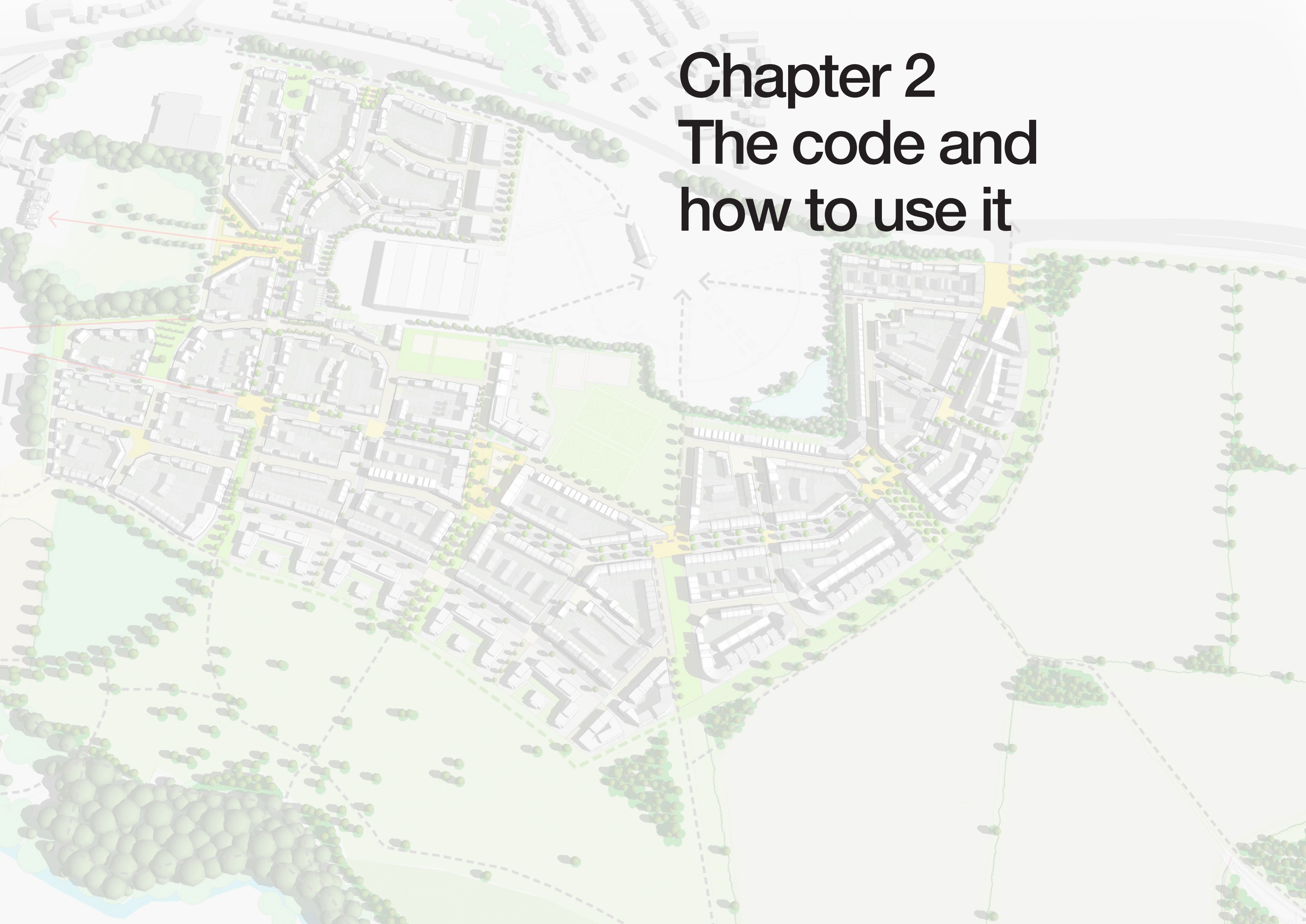
13 Trumpington conservation area

A mature existing tree belt contains development on the edge of conservation area – a habitat corridor / green buffer along this boundary will strengthen this sensitive edge.



Chapter 2

The code and how to use it



2.1 Purpose and status of code

Design codes are intended to bridge the gap between outline applications and reserved matters applications for complex and large-scale developments that will be delivered over many years. This code aims to achieve a balance between a clear level of prescription to ensure high standards of design, and an appropriate degree of flexibility to allow designers freedom to express themselves, and, importantly, to respond to changing needs, market conditions or government/local guidance over the duration of the project.

Further guidance on design codes is provided in Design Codes for Major Development Site within the Cambridge Area (October 2007), published by Cambridge City.

2.2 Users’ guide

This section provides a quick users’ guide to help navigate the code. It explains how to tell the difference between the mandatory and non-mandatory sections within the code, the rationale behind the character areas and sets out the code structure.

What is mandatory? M

Mandatory elements, about which there is no flexibility, are denoted in one of two ways. For illustrations, the mandatory symbol (see top right) is placed next to the image. Mandatory text is highlighted in blue and uses the term MUST. Departure from a mandatory element is only acceptable if jointly agreed with TMLC and the local authority.

All other non-mandatory guidance is important and must be taken account of when developing scheme designs. If proposals do not accord with this type of guidance, clear justification must be provided, and it must be shown that the alternative design solution will in no way undermine key design objectives expressed throughout the code.

Which sections of the code do I need to refer to?

It is important to establish from the outset which of the character areas your site lies within – this will ensure you look at only those parts of the code pertinent to you. A plan to help do this is provided opposite.

Sections 1, 2, 4 and 6 of the code are relevant to all users, irrespective of which parts of the site you are developing. Depending upon which of the character areas your site falls within, only certain parts of sections 3 and 5 will be applicable. This is explained further in the code structure section.

2.3 Character areas

The master plan is divided into four character areas (or quarters). These are the:

- Village quarter
- Urban quarter
- Riverside quarter
- Gateway quarter

The quarters are to be designed in such a way as to achieve a distinct character, although the degree to which variation occurs varies.

The village quarter, which responds directly to Trumpington village conservation area onto which it immediately abuts, is a distinct quarter within the development, intended to exhibit a range of characteristics quite separate from the rest of the development. The other three character areas (urban, riverside and gateway) are intended to have a more contemporary feel closely allied with one another. These three quarters display a far greater range of common characteristics, with variations occurring principally in direct response to their immediate context.

For this reason the coding specific to the character areas (sections 3 and 5) has been sub-divided into two sections:

Section 1 - The village quarter

Section 2 - The urban, riverside and gateway quarters

If your site falls solely within the village quarter, the coding specific to the others quarters is not relevant, or vice versa.

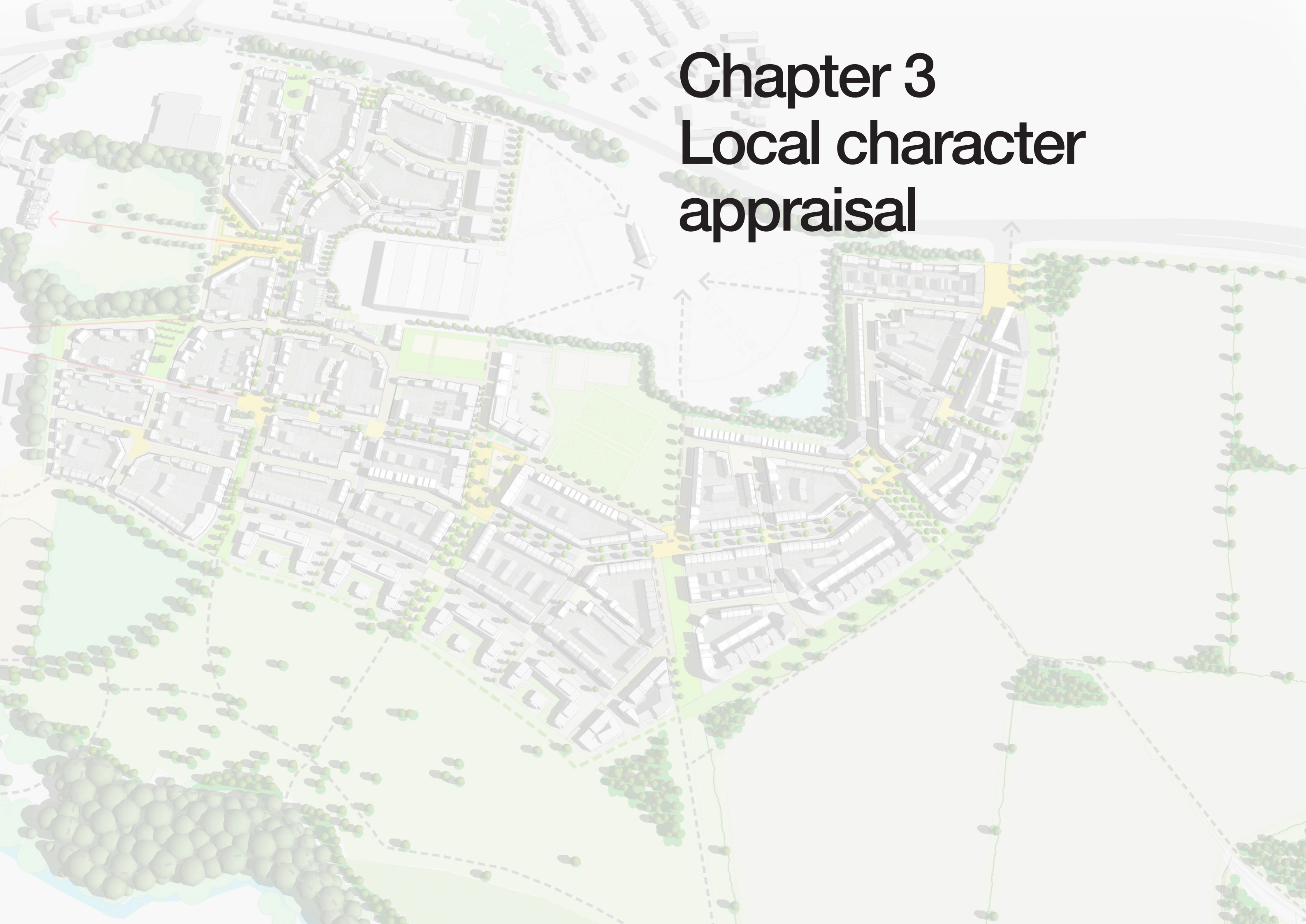
The character area comparison at the end of section 5 provides a very useful summary of the differences and similarities between the four character areas.

M The transition between the village quarter and the other quarters is particularly important to ensure that the scheme still appears as a unified whole. If your site falls either side of where this transition occurs, guidance at the end of section 5 must be adhered to when bringing forward scheme designs.



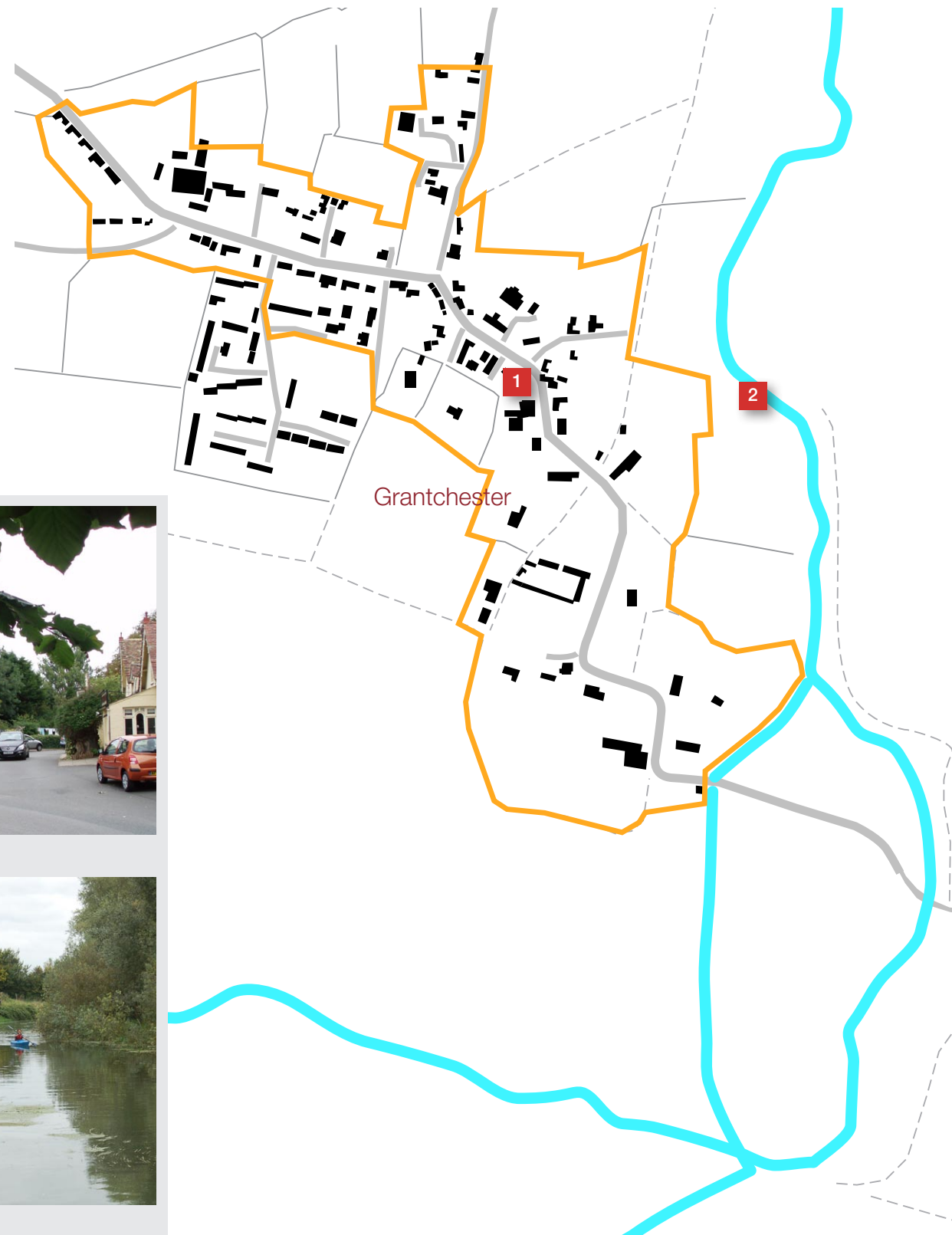
Chapter 3

Local character appraisal



3.2 Analysis that has informed the village quarter

Trumpington historic core and Grantchester are analysed below and provide important design guidance for the village quarter.



High Street



River Cam



Gault brickwork in flemish bond



Grantchester Road



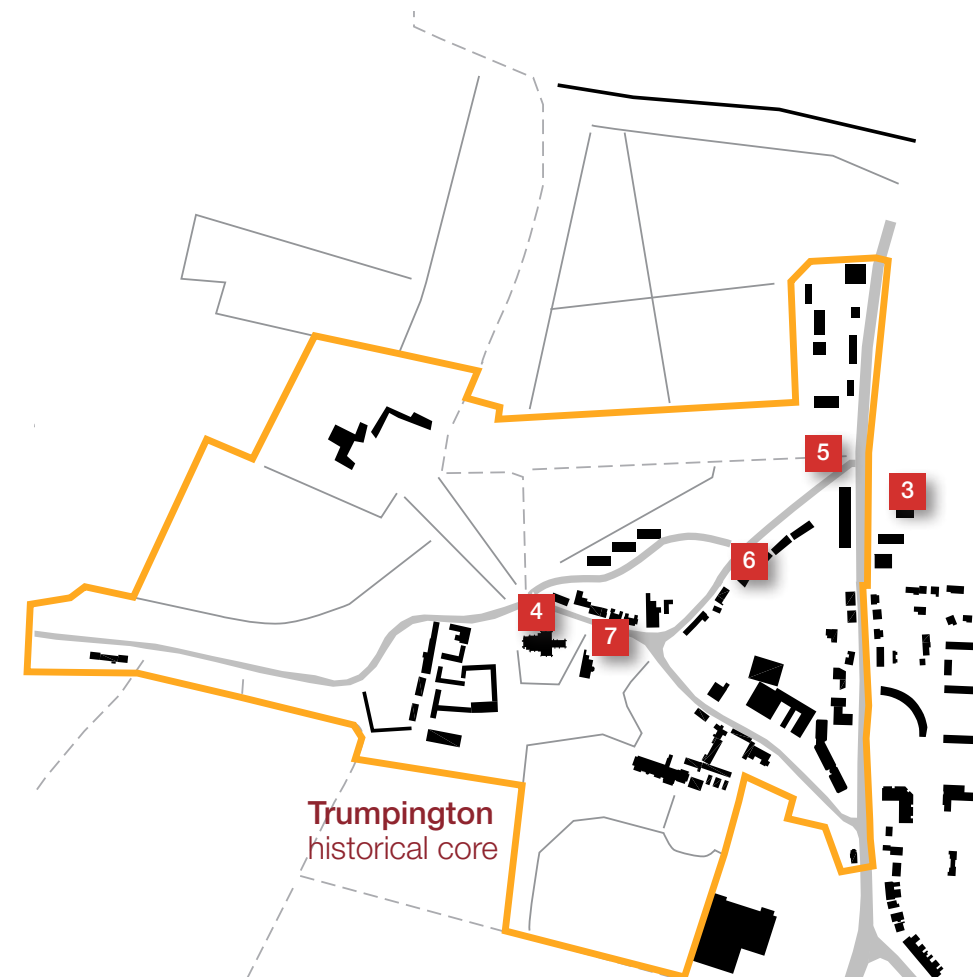
Approach to Trumpington Hall



Church Lane



Grantchester Road



Essential characteristics influencing the village quarter

- Organic layout with formal elements
- Buildings, walls and hedging used in combination to create enclosure and a strong streetscape
- Gated entrances are common
- Varied roof profile important – chimneys common features
- Colours generally muted (range of whites / greys / buff and redbrick)
- Range of building materials including brick (common), painted brick, render, stone and weather boarding (limited use)
- Simple, high quality open space (trees / grass / hedging / walling)
- Use of native planting in public and private realm
- Gravel / granite setts / asphalt are commonly used in public realm

Village quarter

Building, detail & decoration

Simple material palette is used. Richness is achieved through varied roofscape, building styles and careful detailing.



Although mixed building types, use of one material for each dwelling or 'group' creates simple street scene

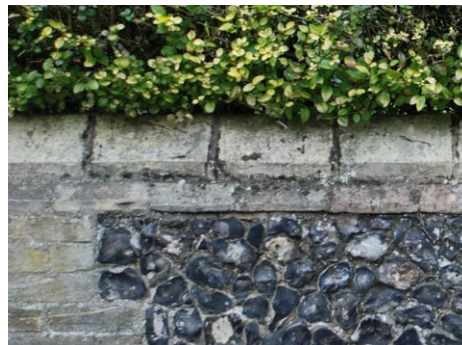
Use of chimneys is common. Contrast between grand houses and traditional domestic buildings is important and a feature



Common coping details



Half round brick coping



Stone quoins



Half round red brick coping – random flint wall

Common windows types are timber sash (horizontal and vertical sliding) and casement windows. Dormer windows add interest to the roofscape.



Dormer windows (plain tile dormer and later lead box)



Timber casement window



Timber sash window

Common

- Distinctive 3 course brick lintel arch with timber windows
- Brick lintel flushed with walls

Features

- Stone painted lintels
- Windows with brick dressing



Brick arch lintel



Stone painted lintel

Use of hanging tiles or weather boarding is infrequent, but important to overall village character. Note crow-stepped gable.



Weatherboarding



Detail of hanging tiles

Village quarter

Material

Buildings



Cambridge stock brick



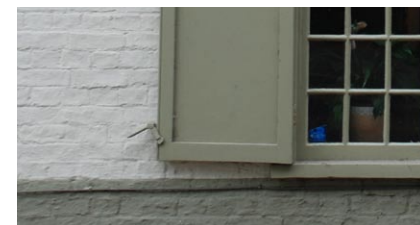
Red brick with timber window



Cambridge white brick



Common shades of render or painted brick



Roofing materials

Commonly used roofing materials are Cambridge Gault clay tiles (plain and pan roof tiles) and slate.

Plain tiles are laid on steep pitch of 40 to 50 degrees.

Pan tiles are laid on a slightly shallower gradient.

Slate tiles can be shallower still, as low as 25 degrees.

Thatch is infrequently used.

The variation in roofing materials and pitch is important

Building façade

Brickwork predominates. Flemish bond is most commonly used. Stretcher bond does also occur. Cambridge Gault clays produced the common white / grey or Cambridge 'stock' brick. Red brick buildings are less common but important none the less, adding to the overall richness of street scene.

Painted bricks are also a feature, with shades of whites and buffs common.

Render and weatherboarding is infrequently used.

Public realm

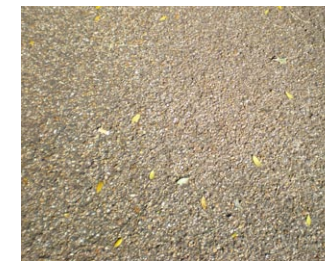
Hard materials



Asphalt with good quality low kerbing



Bound / loose gravel is a feature of the public realm



Street furniture

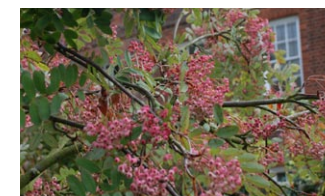


Simple timber seat appropriate to village character



Signage is limited and simple in design

Soft materials



- Large trees (mature Oak, Horse Chestnut) with smaller flowering variations adding to village character
- Combination of native plants and semi-native commonly used in public spaces
- Low hedge used to define boundaries
- More ornamental plants within curtilage of house (especially climbing plants)

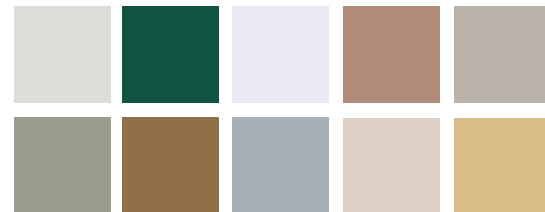
Village quarter

Colours

- M** The colour of building materials and paints must match or be harmonised with the colour range characteristic of the local area.



Commonly used colours:
shades of whites
/ buffs / greys and
greens.



Feature colours
shades of blues /
reds and dark brown.



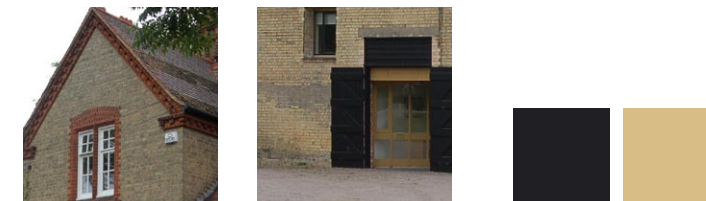
Colour combinations are important and help provide cohesive street setting and built form.

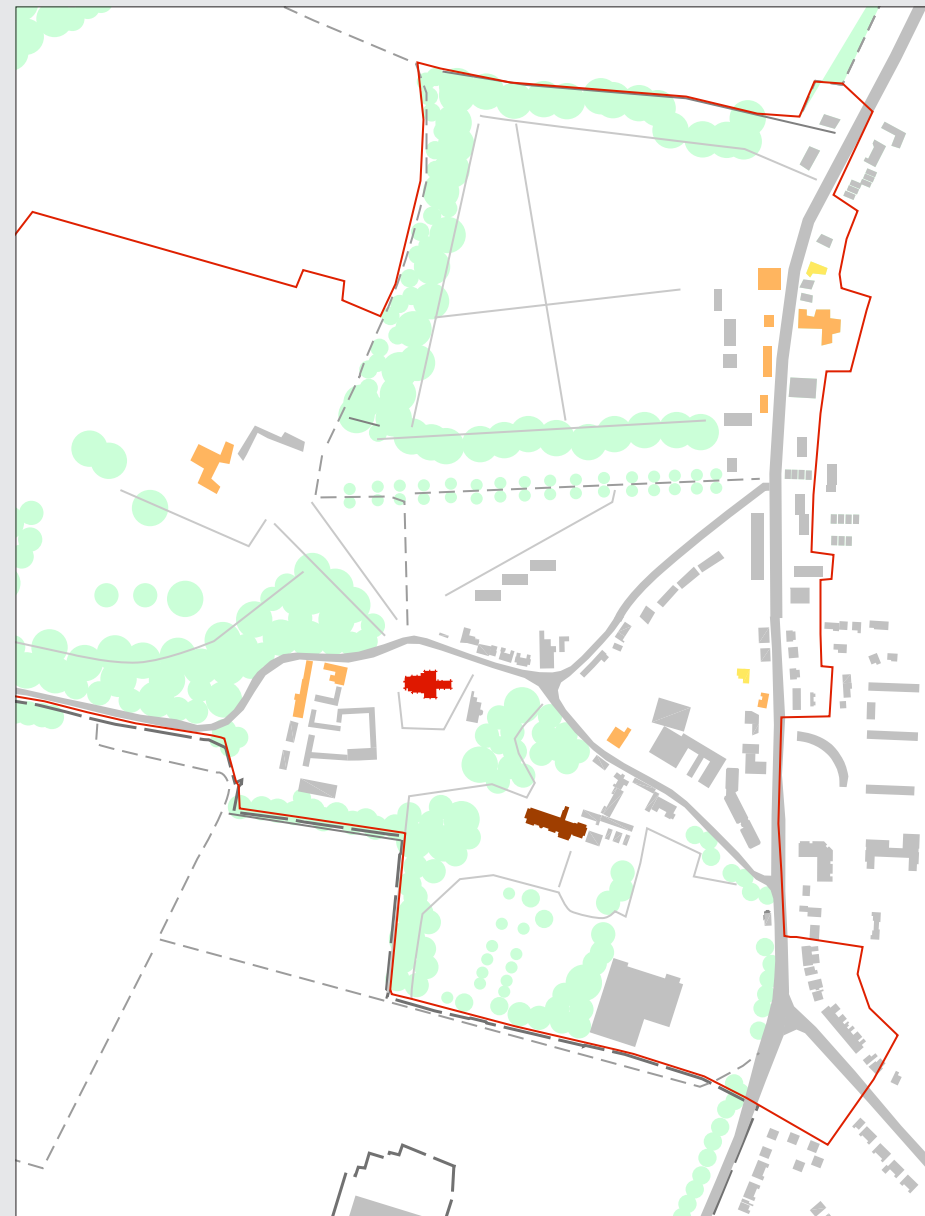


Common use of various combinations are green+white wood work and grey+buff bricks.



Feature combinations are red+white, blue+white, black+white wood work and red / brown bricks.





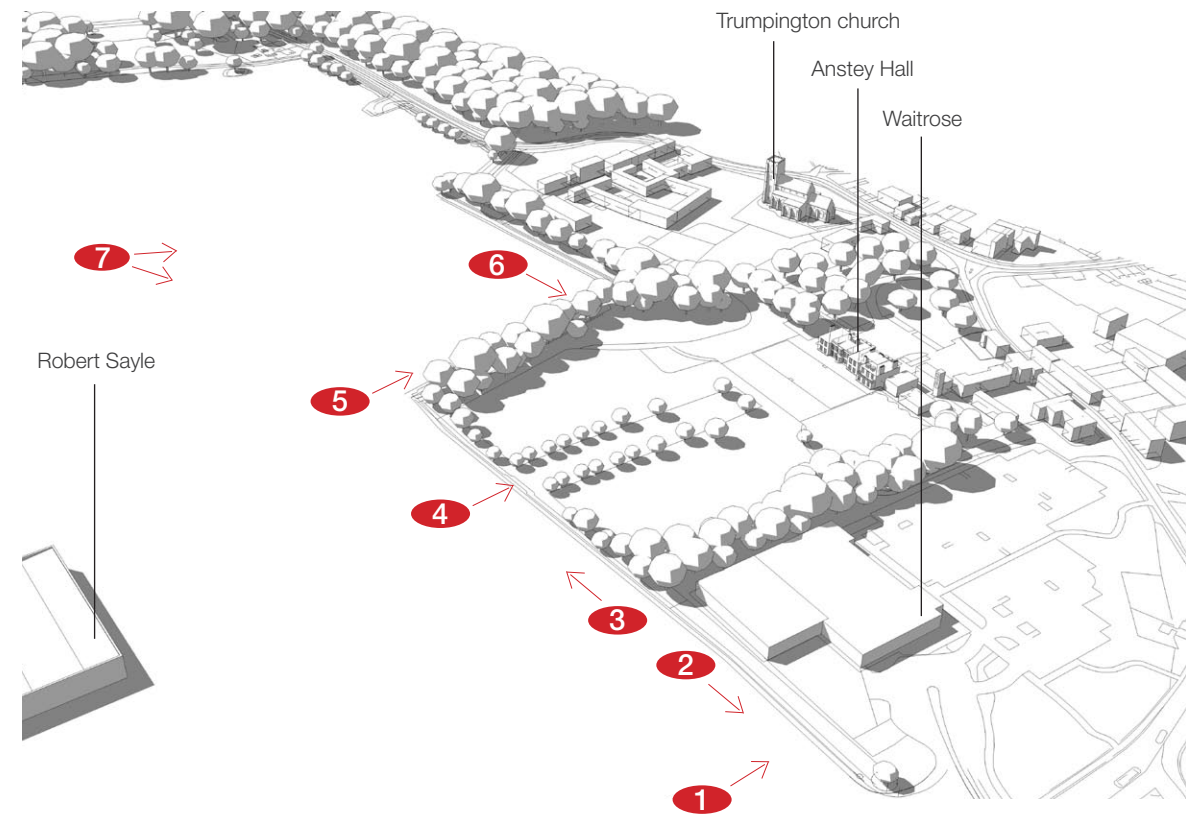
Listed buildings

- | | |
|---|----------------|
| | Grade 1 |
| | Grade 2 star |
| | Grade 2 |
| | Locally listed |

Analysis

- Trumpington church, Anstey Hall, Anstey Hall Farm and Trumpington Hall are all key buildings within the historic part of the village
- Views of the church are an important feature, from the village itself and as skyline features from the surrounding landscape
- Blocks of woodland form an important part of the setting to the key historic buildings and frame views upon approach
- Formal tree planting defines views to Trumpington Hall and Anstey Hall
- Boundary walls are an important characteristic of the historic part of the village

3D view of existing development boundary with conservation area



North eastern corners
– opportunity to enhance weak edge by tree planting



Boundary trees and green verges provide a strong edge
– opportunity to utilise path for pedestrian / cycle links



View of Anstey Hall from the development area
– highest level of intervisibility



View of church
– a strong landmark feature



Boundary wall on western edge of Anstey Hall



Strong tree edge to north western boundary to conservation area. Gaps in planting at ground level should be considered as part of boundary treatment.

Chapter 4

Site wide code



4.3 Movement and streets

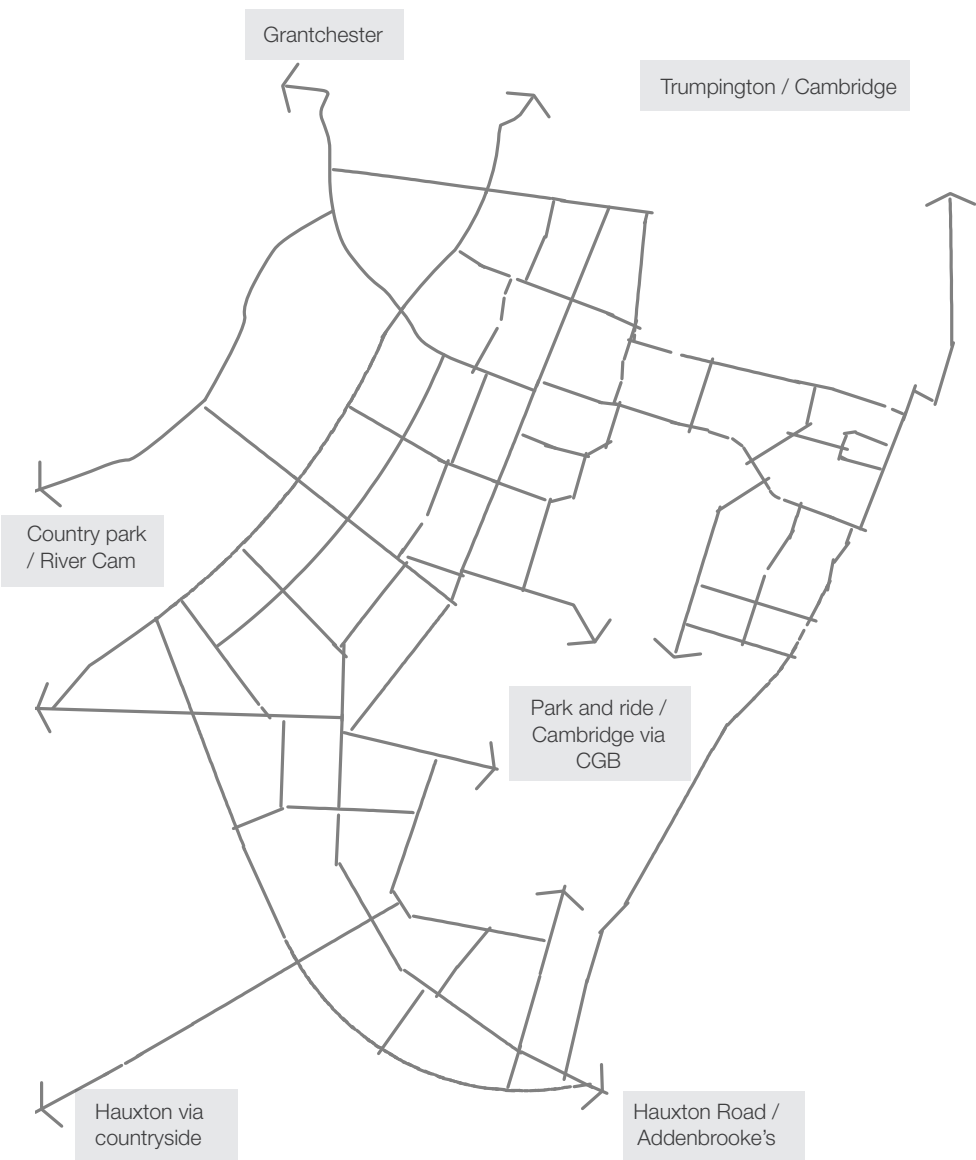
Movement strategy

Routes and connections

The movement network is illustrated on figure xxx. A key aspiration is to maximize the opportunity for residents to walk and cycle along attractive routes connecting directly with all important destinations within the development and beyond.

- Key destinations include:
- Trumpington park and ride and Cambridge via guided bus (CGB)
 - Grantchester and Trumpington to the north
 - Country park
 - Hauxton via cycle / footpath links to the south
 - Addenbrooke's to the east

The layout should make walking and cycling to local facilities the natural option. In particular, designing safe routes to the primary school / local centre for parents and children is implicit in the street layout. The strategy and coding requirements to achieve these fundamental requirements are now explained.



M Figure XX: Movement network



Pedestrians and cyclists
Designers must refer to Cycling in New Development, April 2008 by Cambridge Cycling Campaign.

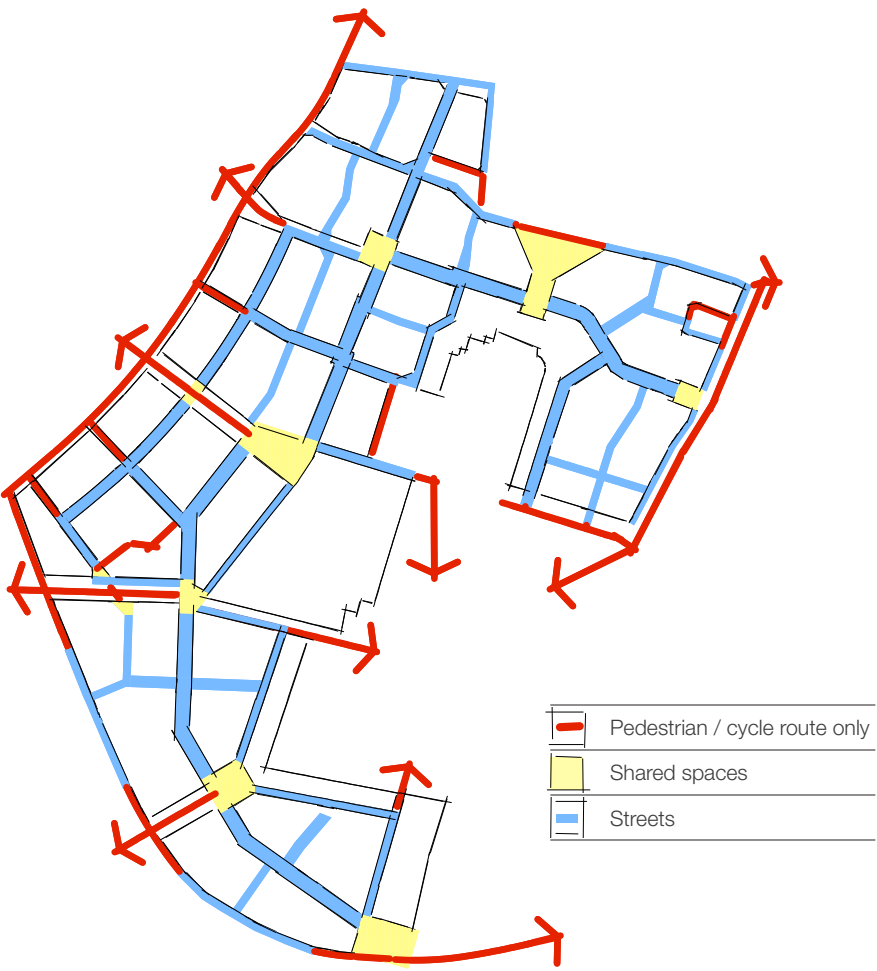
Safe and attractive public routes for pedestrians and cyclists must be provided at Trumpington Meadows. Routes should be overlooked, direct, free of obstacles such as unnecessary street signage, and should take priority over vehicles. Rail guarding or channelling pedestrians / cyclists is not permitted.



The network consists of pedestrian / cycle only routes, shared spaces at principal squares and the street network. Where pedestrian and cycle only routes are proposed pathways must be no less than 3m wide, well designed, ideally level and be able to be maintained to a high standard.

The network of routes is illustrated on figure xxx.

Attractive, safe and direct routes are vital to encourage people to walk and cycle.



M Pedestrian and cycle routes



4.4 Parking

Cycle parking

Encouraging residents to cycle is a key objective, and fundamental to achieving this aim is the provision of convenient and secure cycle parking. Cycle storage must be designed as an integral component of the layout and be provided in key public spaces and within residential dwellings. Designers must apply the principles set out below when developing the best solutions for their specific plot.



Cycle parking must be provided in accordance with the following guidelines:

Cambridge City Guidance **M**

Type of development	Number of spaces
Residential	<ul style="list-style-type: none"> 1 space per bedroom up to 3 bedroom dwellings then 3 spaces for 4 bedroom dwelling, 4 spaces for 5 bedroom, etc some level of visitor cycle parking, in particular for large housing developments
Food retail	1 space per 25m ² (gross floor area) up to 1500m ² thereafter 1 per 75m ²
Public halls and community centres	1 space per 15m ² of public floor area
Non-residential schools	Cycle spaces to be provided on plot for 50% of children between 5 and 12

Guiding principles **M**

- The design of cycle parking facilities should be consistent and integrated within the surrounding public realm
- The location of cycle parking should not obstruct the passage of pedestrians or vehicles
- Adequate room must be provided for cyclists and cycles when using the parking provided and cycle parking should be adequately spaced. This should make allowance for all life stages and year round cycling
- Adequate space should be provided to allow cyclists to get to and from the cycle parking
- All cycle parking should be secure and with good lighting and natural surveillance to aid personal security
- For apartments, cycle parking should be provided as close as possible to main entry / exit points and should be easy and convenient to get to without the need to lift / drag the cycle to park it. The spacing of stands should allow easy use without cycles becoming entangled

Provision

Residential

Cycle parking for residents must be provided in a secure, covered and lockable enclosure. **Parking should preferably be within the footprint of the building although this will be more appropriate for apartments and in the urban, riverside and gateway quarters.**

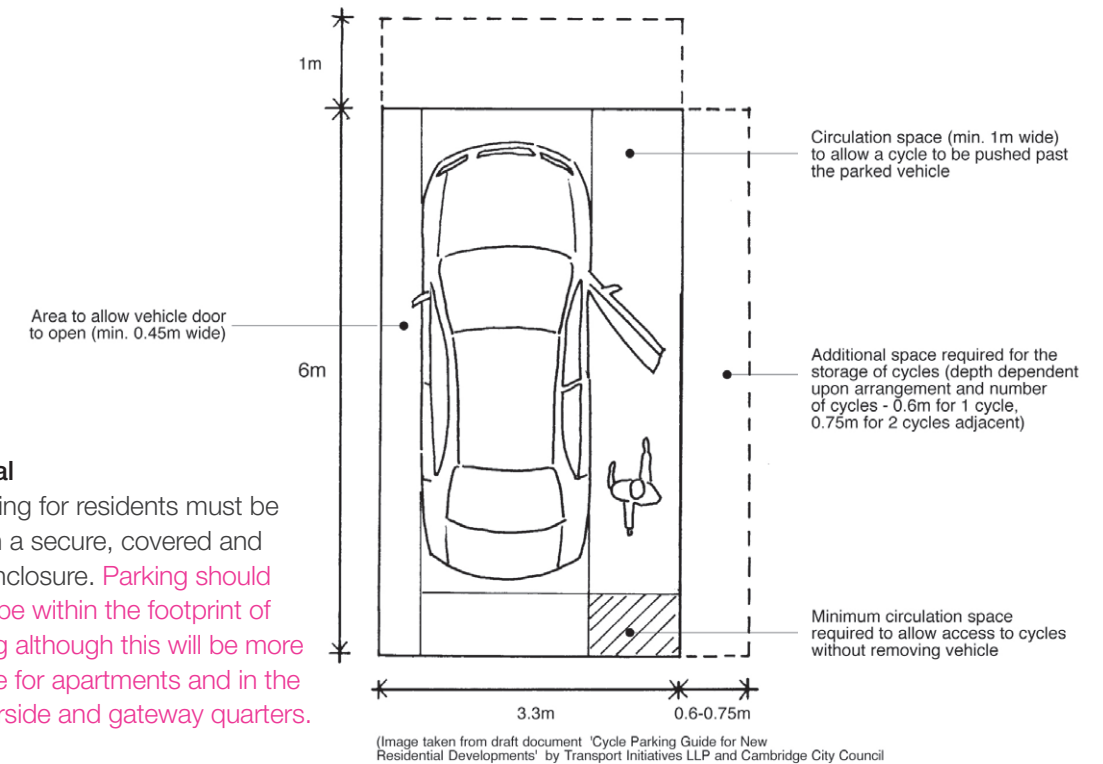
For single private residential dwellings, cycle parking is to be provided in either of the following ways:

- within the footprint of the house or in back gardens within a covered lockable enclosure
- in garages with additional cycle storage space. It is essential that cycles can be taken out easily and without the need to remove cars or other cycles first.

For apartments, internal storage on the ground floor is the preferred solution. These parking areas should be well maintained and lit. Visitor parking spaces are to be provided at each public entrance to the apartments. If external communal cycle parking is used it must be covered and located close to building entrances.

Public realm

Within key public spaces, secure cycle parking and storage should be provided. This includes at the points of entry into the park and ride, as well as at the local centre and the primary school.



Design of cycle parking

Houses with garages

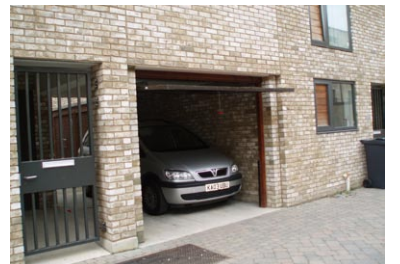
The size of the garage must allow for the requisite number of cycle parking spaces required for the dwelling type and for cycles to be removed with the cars parked within the garage.

Houses without garages

When provided within the footprint of the dwelling or as a free standing shed, cycle parking should be accessed by means of a door at least 900mm wide and the structure should be a minimum of 2m deep. Space for bin storage must be provided via a separate entrance and/or structure, and at least 1m² of storage space for garden equipment must be allowed for. Purpose built cycle storage units must be used.

Public realm

Where cycle parking is proposed in the public realm, the Sheffield type stands should be used (colours and materials are specified in chapter 5). Two cycles can be parked on each of the stands. Spaces and layout are fundamental in achieving a satisfactory solution and the following rules must be applied.



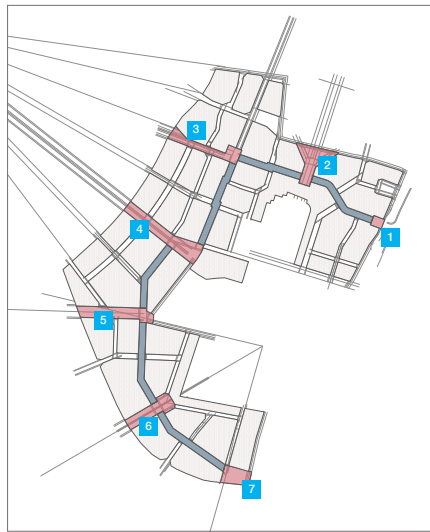
Accordia – secure ground floor storage for cycles



Covered secure communal cycle parking – Cambridge



Well designed communal cycle parking

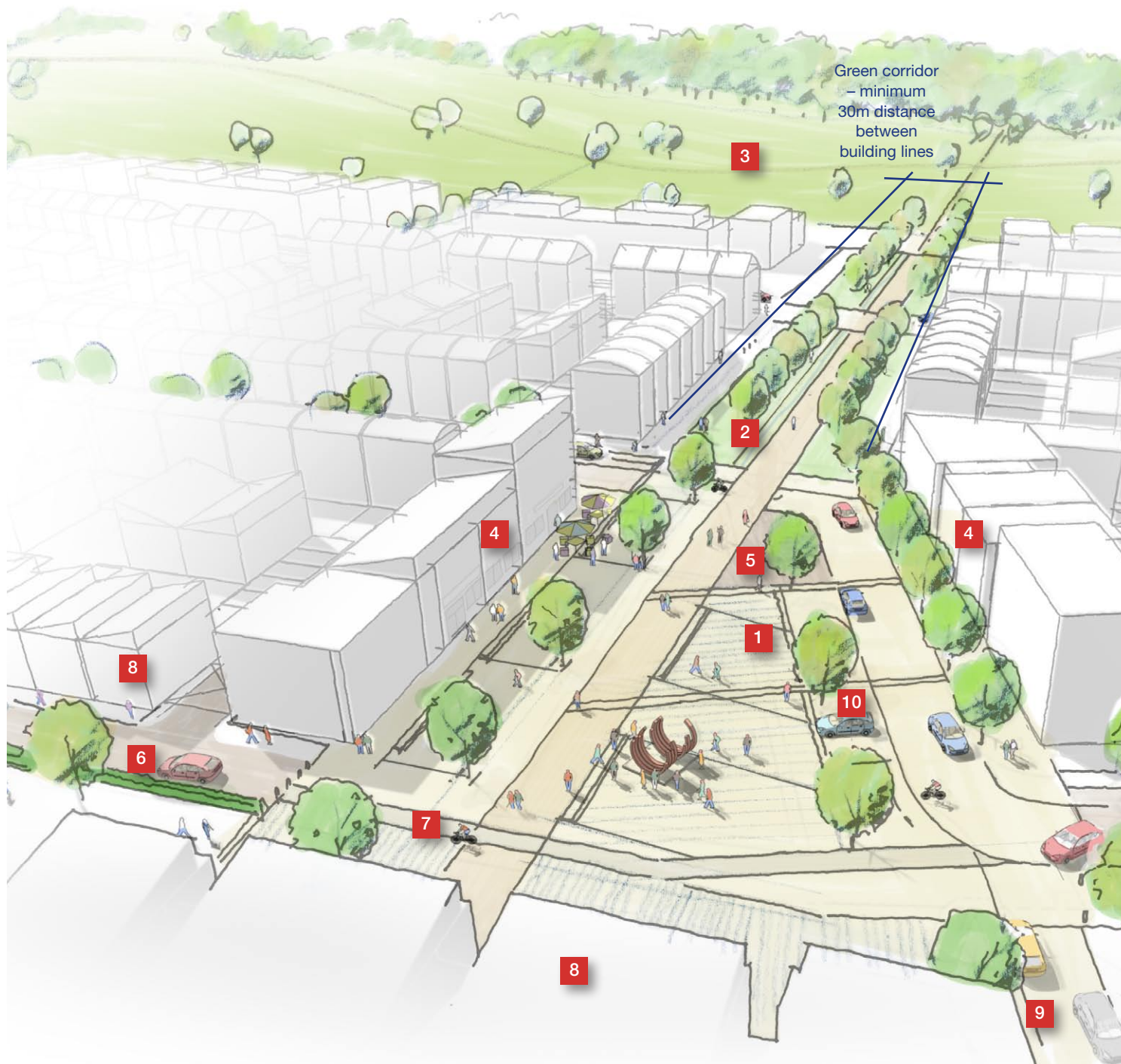


- 1 Northern Gateway
- 2 Anstey Hall Place
- 3 Church Green
- 4 Local Centre
- 5 Railway Green
- 6 Shepherd's Way
- 7 Southern Gateway

4.6 Key spaces and frontages

Located along the primary street are a series of key nodal public spaces that are important in providing a strong sense of place and legible layout. These are the places where the new community will meet and interact.

The sketches are illustrative but convey mandatory design principles.



Local Centre **M**

1 Local centre

The principal focal space within the development where the primary school and local shop will be located. The public square is located on a key intersection of routes. The square must be designed based on a shared space philosophy, be of the highest quality and contemporary in style. Opportunity for landmark public art.

2 Green corridor

Traffic free area except where secondary street crosses. Formal avenue leading to country park. Swale to be located in grass area.

3 Country park

4 Primary frontage

Primary frontage along both sides of the square. Buildings to be predominately 3 storey with opportunity for some 4 storey on street corners or to terminate vistas. Local shop with opportunity for café culture, the location of which should take account of orientation and sunlight.

5 Underground recycling centre and cycle parking

6 Community street

No through traffic allowed with only pedestrian and cycle links to local centre.

7 Cycle commuter route

Define route for commuter cyclists to be designed to avoid potential conflicts with access to primary school

8 Primary school

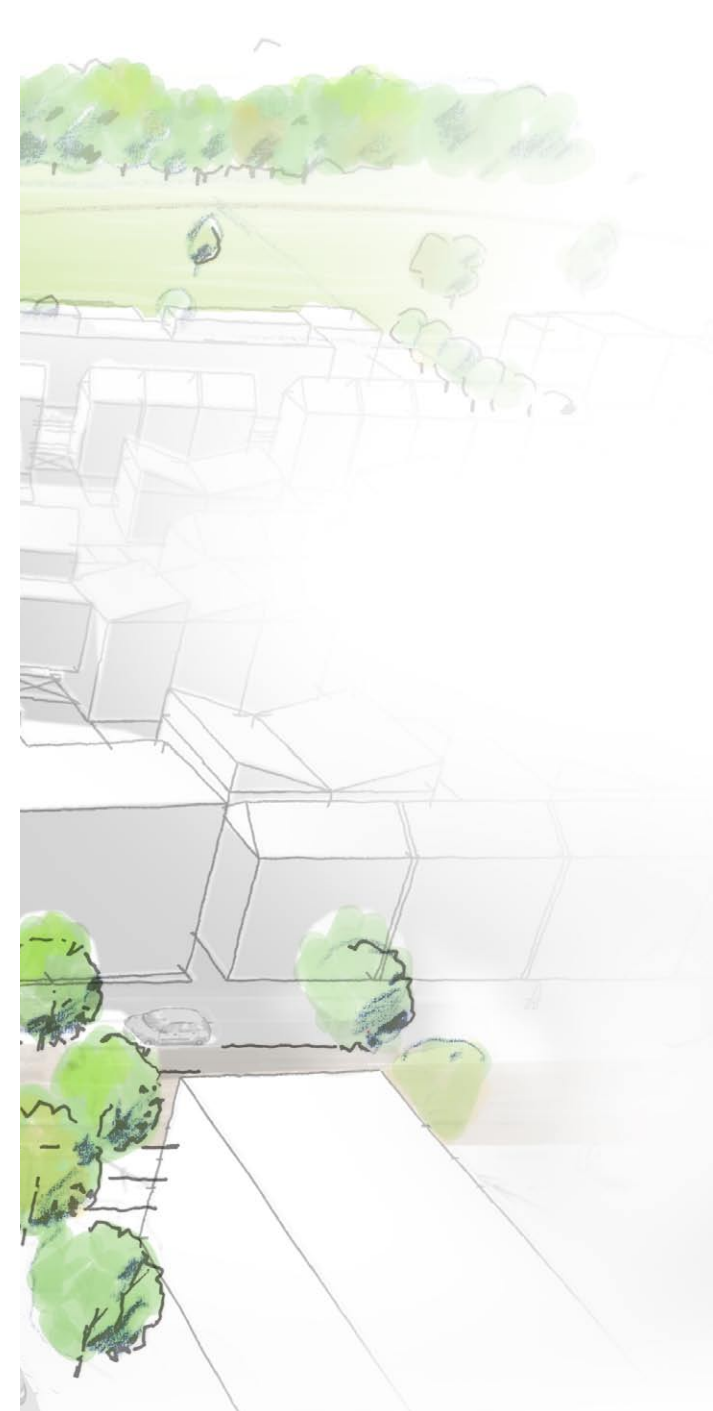
A key landmark building fronting the eastern edge of square which must be of exemplary design and provide a strong urban edge. Building facade fronting the square must be a minimum of two storeys and be clearly read as a principal civic building. Housing overlooking the school grounds to be limited to 2 storey, except at end of street corners where building heights can increase.

9 Side street

This street provides a key link to the park and ride, community park and potential vehicular access to primary school.

10 Vehicular parking

Parking located in square to serve the shop and school drop off. Visitor parking along the primary street to increase in frequency adjacent to the local centre.



4.10 Drainage

Surface Water Drainage Design

The proposed surface water drainage system has been designed to mimic the existing natural drainage regime, and is a hybrid system consisting of infiltration techniques (i.e. SUDS), where feasible, and a traditional piped network system.

Through out the development, highway runoff from the primary street will gravitate towards gullies or swales positioned along the primary street alignment. The gullies and swales will discharge to trench soakaways designed for a 1:5 year return period flood event (in accordance with the highway authority’s adoption requirements) and will infiltrate carriageway run off into the ground.

For larger rainfall events up to and including the 1 in 30 year return period event, flows will be drained via overflow pipes, located in public open space, which shall drain to filter drains and swales located along the western site boundary with the country park.

Flows will be conveyed by swales and filter drains into two balancing ponds situated southwest of the site. The ponds are sized to accommodate a 1:100 year return period event with an additional 30% storage volume provided for climate change. In exceedance events, the overflow from the pond will discharge into the River Cam via a conveyance swale.



Swale on development edge



The first, and smaller, of the ponds will be fed by ground water and therefore will have a permanent water depth. This pond will provide ecological, biodiversity and amenity benefits to the area.

To ensure flood water from exceedance events is routed away from buildings, secondary flow paths will be designed which will ensure surface flows are directed along road channels, towards conveyance swales located with in public open space and the country park.

Within each phase of development surface water will discharge into the primary surface water sewer network, at a rate to be agreed. Both the primary street sewers and the residential plot development sewers will be designed in accordance with Sewers for Adoption 6th Edition.

Within each phase of development, the developer will provide additional ‘plot’ storage to accommodate the 1 in 100 year return period event (with an additional 30% storage volume provided for climate change) without flooding.

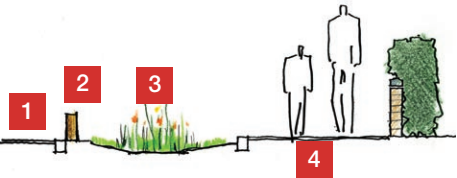
Each development plot will be provided with a drainage connection. The connections shall be designed in accordance with Sewers for Adoption 6th Edition, before discharging into the piped system and filter drains located in the country park. All pipe work shall be designed to ensure no flooding occurs during the 1 in 30 year return period event.

Developers will be required to undertake infiltration tests within each development area to satisfy planning obligations. The Developer should consider the use of infiltration structures where there is sufficient space within the proposed layout and proven subsoil permeability.

With the exception of highway drainage, all primary drainage infrastructure within the built development boundary will be offered to Anglian Water for adoption.

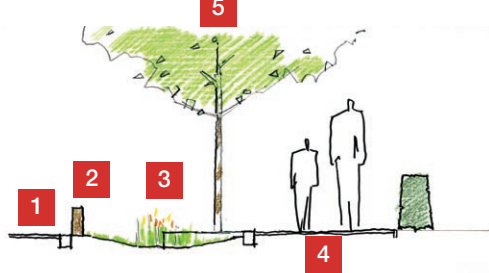
All drainage infrastructure located in the country park is to be managed by the Wild Life Trust. Elsewhere, the highway drainage infrastructure will be offered to the highway authority; Cambridgeshire County Council, while other primary drainage infrastructure (i.e. the surface water sewer network) will be adopted and maintained by Anglian Water.

Village quarter



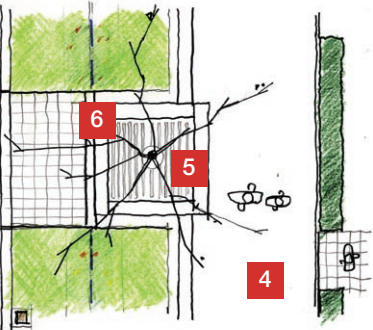
Swale along the primary street

Urban quarter



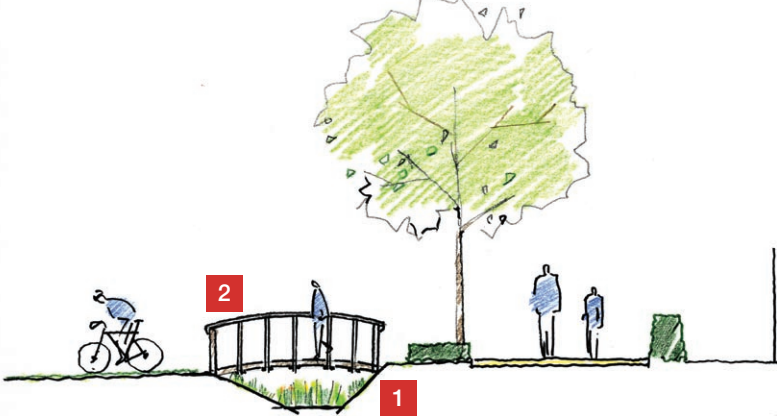
Swale along the primary street: Section

- 1 Roadway
- 2 300m high timber bollard to prevent parking
- 3 Shallow swale approx. 200mm deep with meadow grass along central channel
- 4 Footway
- 5 Formal tree planting at 17.5m spacing either side of roadway
- 6 Channel to connect swale either side of tree pit



Plan

Developement edge

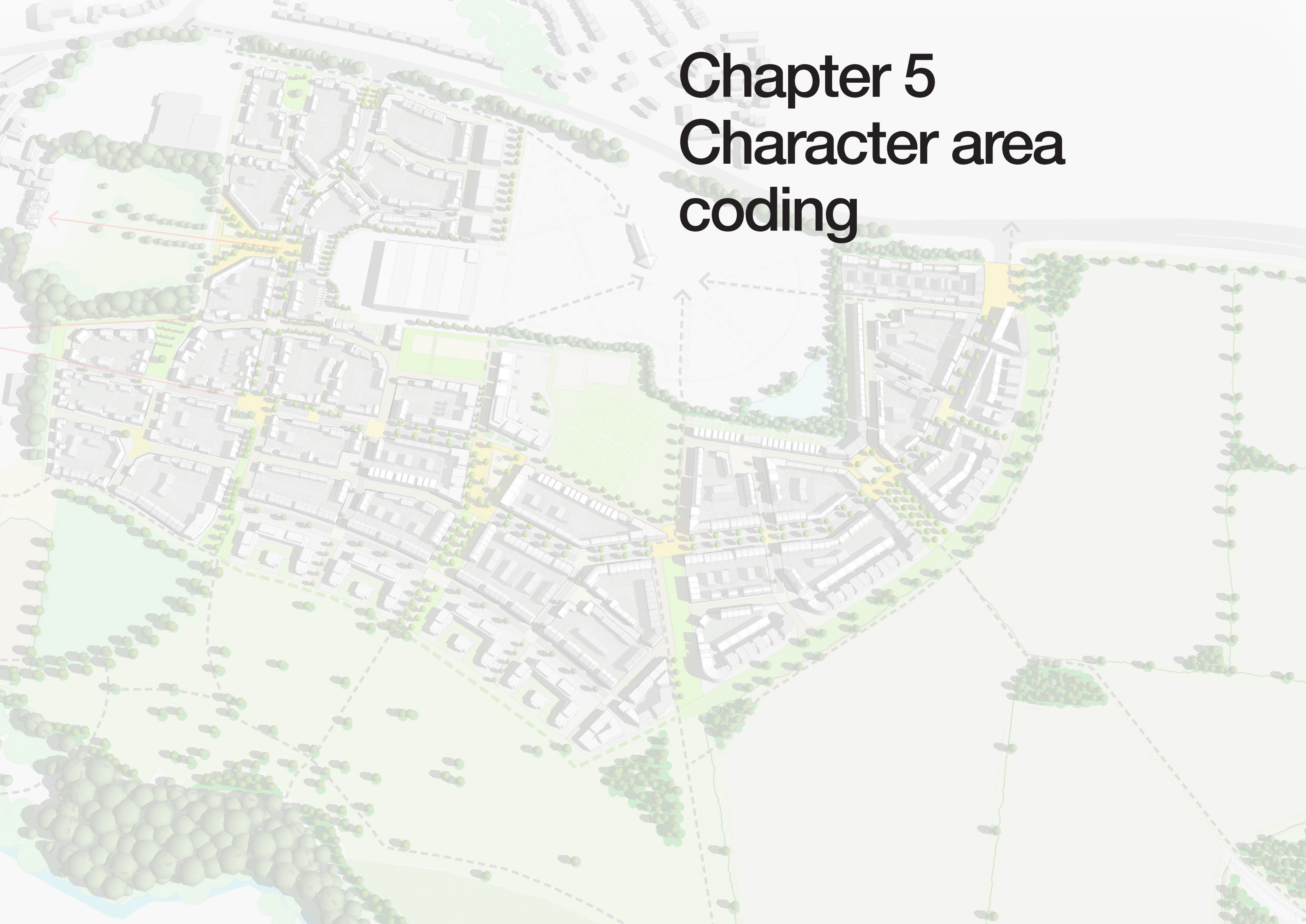


Typical swale detail

- 1 Swale on development edge. Depth and width varies.
- 2 Simple timber bridge on pedestrian / cycle routes between country park and development

Chapter 5

Character area coding



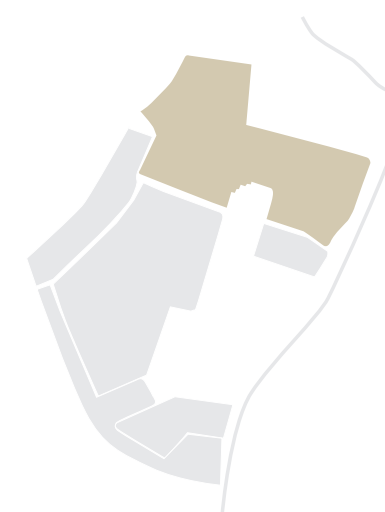
5.2: Village quarter



M Essential Characteristics: Informal – spacious – green – tranquil

The building form and appearance is to be strongly influenced by Trumpington's historic core. Local vernacular is to be conveyed either in a traditional style or as a contemporary interpretation.

- Organic layout with some limited formal elements
- Perimeter blocks to be fractured
- Less compact with irregular street frontage
- Vistas to church and Anstey Hall
- Varied roof profiles important with larger trees framing buildings. Chimneys are common features
- Boundary treatments, and in particular walls, are fundamental to achieving a strong streetscape
- Lower building densities and heights
- Colours generally muted (range of whites/greys /buffs and some limited reds)
- Simple high quality open space comprising grass (short and long) and range of tree planting and hedging
- Streets to be mostly small scale and informal, especially on the development edge
- Opportunity to create a delightful development edge overlooking the country park and conservation area.
- Native planting to predominate with opportunity for flowering trees/orchard planting
- Horizontal emphasis in architecture
- No roadway on edge overlooking country park
- Pocket parks should encourage natural play and biodiversity



Village quarter

5.2: Urban quarter

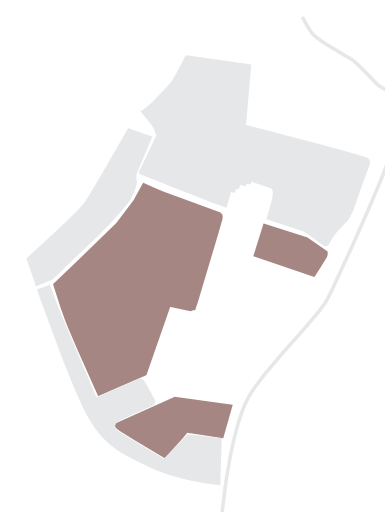


M Essential Characteristics:

Gridded streets – community hub – compact – avenue

The urban core and community heart of the development. A gridded urban form provides a high degree permeability and legibility. Strong vistas and landmark buildings are a feature. Busy, dense urban form is centred around the primary school, local centre and community park.

- Layout based on grid
- Unbroken perimeter block with strong building lines
- Street corners emphasised
- Greatest level of street enclosure
- Terrace housing common element and repetition of building typology important to streetscape
- Mix of uses including housing, primary school, community centre and local shop
- Higher densities with range of building heights
- Strong public realm to be characterised by avenue planting and formal squares
- Controlled palette of materials related to local context, with opportunity for stronger colours in key spaces.
- Linear streets with higher percentages of on street parking
- Cycle and pedestrian connections to park and ride
- Linear greenways connecting to parkland



Urban quarter

5.2: Riverside quarter



M Essential Characteristics:

Unique – articulated edge – greenways – meadow

Unique apartments overlooking the western edge with open courtyards and greenways allowing the meadow to flow into the development. Repetition, symmetry and axial views to parkland are defining characteristics.

Architecture to sit in generous landscape setting. Pedestrian and cycle routes aligned with attractive green corridors penetrating the development edge.

- Apartments on edge fronting and overlooking country park
- Along edge horizontal emphasis in architecture
- Layout based on grid
- Regular greenways puncturing development edge and connecting with parkland
- Meadows flows into development
- Contemporary feel
- Higher densities with range of building height
- Architectural repetition with limited typologies
- Varied and broken rooflines important on edge
- Materials and colours generally muted with opportunity for stronger accents on corners
- Linear swales, avenues and wildlife corridors a feature of the public realm
- Avenue planting along internal street
- No roadway on edge



Riverside quarter

5.2: Gateway quarter

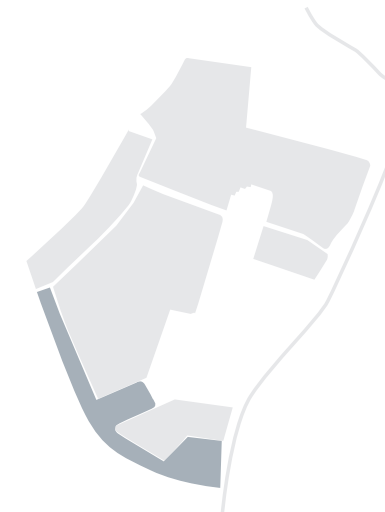


M Essential Characteristics: Contemporary – linear – strong edge – avenue

The gateway is intended to provide a strong articulated development form to the rural edge. Architectural massing and heights should increase on corner plots to highlight the regularly spaced linear greenways running perpendicular to the development edge. Tree planting and hedgerows on edge are important to contain views and help assimilate the development edge.

The southern gateway is an opportunity for landmark public art and architecture.

- Architectural repetition with limited building typologies
- Layout based on grid
- Strong building lines and linear forms
- Massing and heights increase at corners or to terminate vistas
- Apartments/housing on edge overlooking countryside
- Higher densities and building heights
- Architectural relationship to rural edge to be robust and strong
- Existing mature hedgerows and tree planting contain development edge
- Linear swales, avenues and wildlife corridors a feature of the public realm
- Stronger colours and contemporary materials appropriate
- Vertical emphasis
- Axial views to countryside
- No parking on edge



Gateway quarter

5.3: Village quarter

Typical plot typology for village quarter

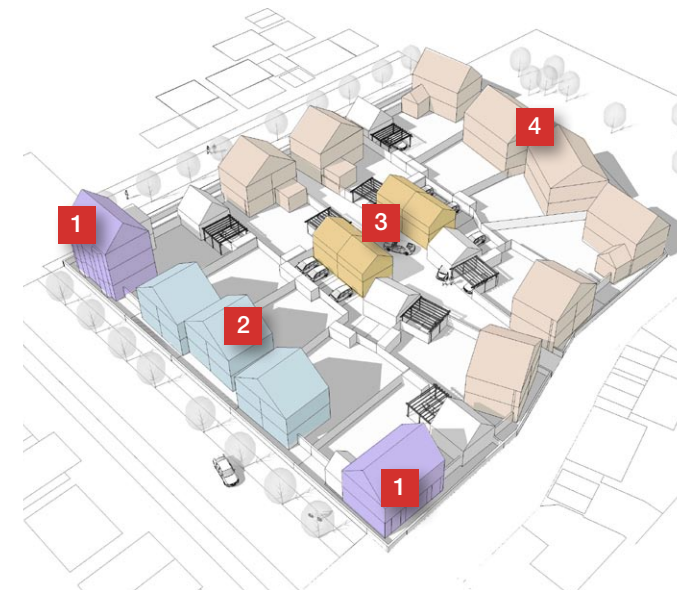
The plot layout is illustrative but the layout principles are mandatory

Village: typical plot typology



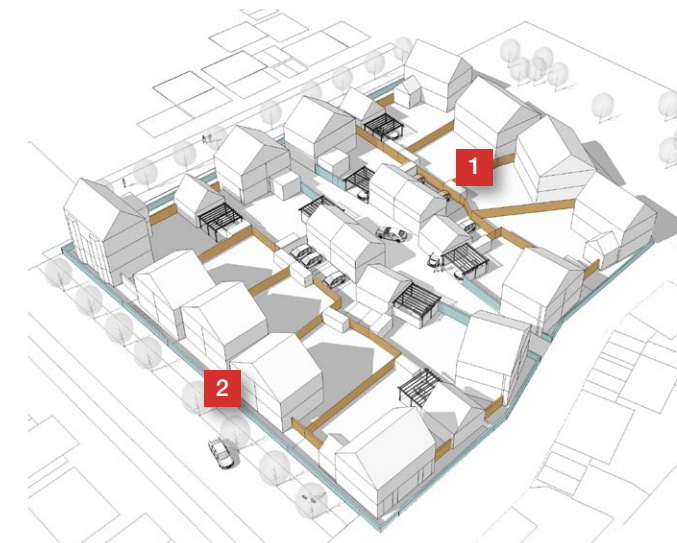
Buildings

- 1 Marker buildings 2-3 storey
- 2 Group of 3
- 3 Fogs
- 4 Detached housing on lower order streets



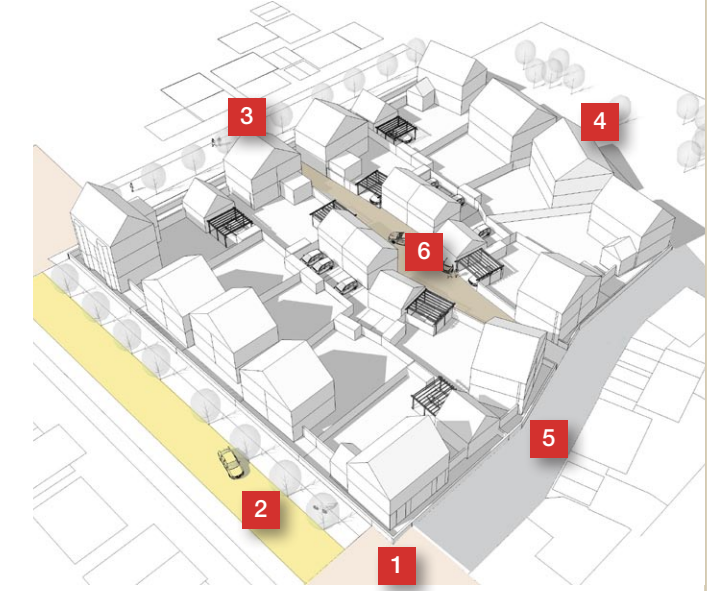
Boundaries

- 1 Strong enclosure to public realm/mews
- 2 Private gardens 1.8m timber fence



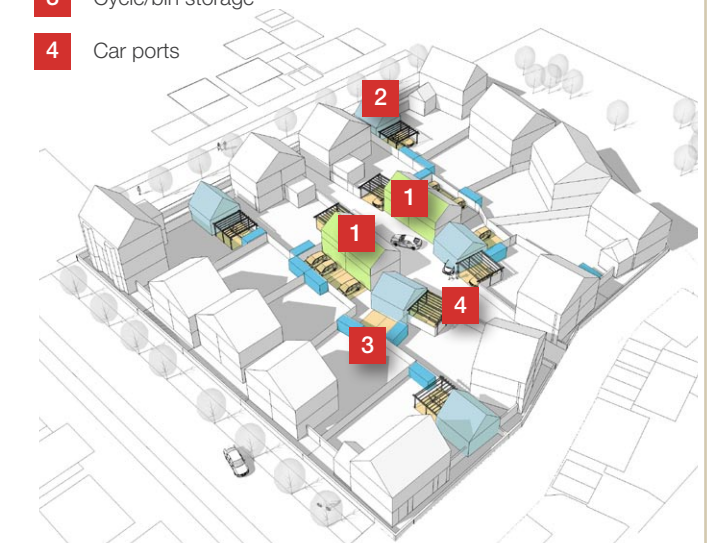
Streets

- 1 Squares
- 2 Primary street
- 3 Secondary street
- 4 Pedestrian/cycle only
- 5 Community street



Parking

- 1 Fogs
- 2 Detached garages
- 3 Cycle/bin storage
- 4 Car ports



5.3: Village quarter

Typical sketch elevation: (illustrative only)



Light well and solar stack for contemporary chimney to give roof line variation. Possible cowl to hide tv aerial and satellite dishes

Roof referencing trumpington village detailing

Cropped verge referencing trumpington village detailing

Corbelled eaves referencing trumpington village detailing

Local stock brick laid in flemish bond referencing trumpington village detailing

Reconstituted stone cill referencing trumpington village detailing

Timber boarding or hanging tiles referencing trumpington village detailing

3-course brick arch lintel referencing trumpington village detailing

Post and lid canopy with simple lead roof referencing trumpington village detailing

Plinth referencing trumpington village detailing

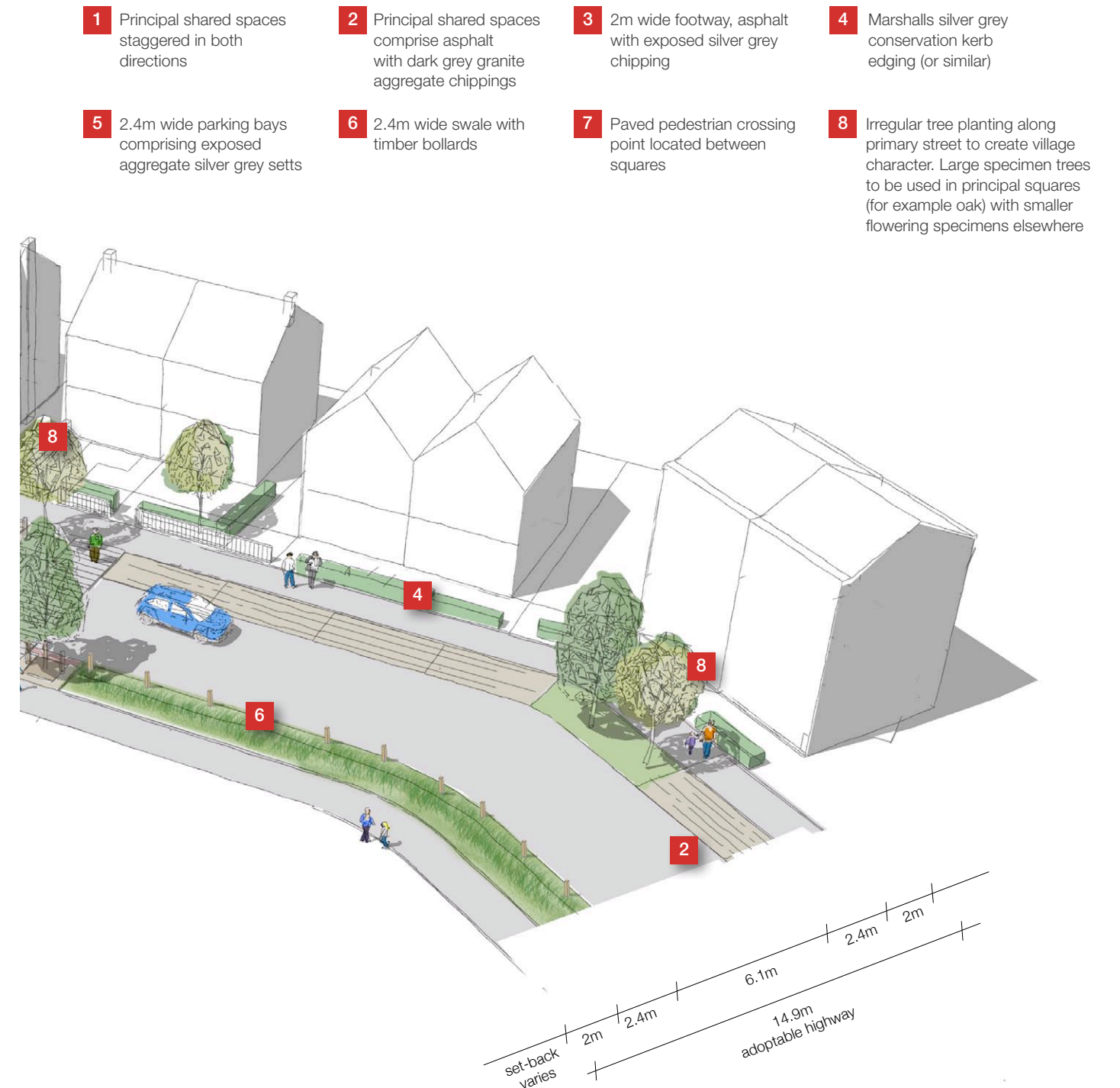
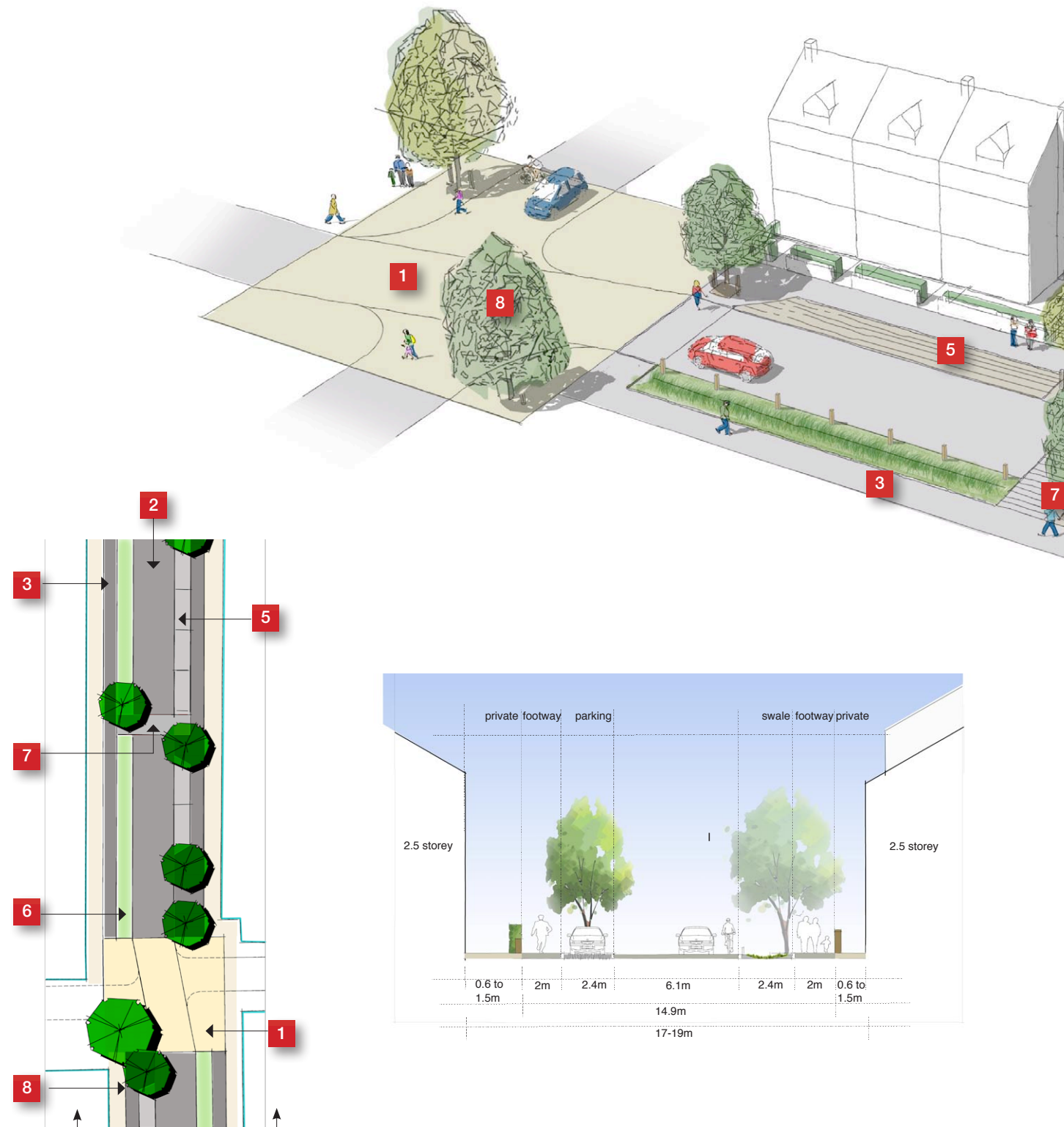


Quality of materials, detailing and workmanship will ensure a locally distinctive feel to the housing. Linked with good landscaping and boundary treatment will ensure the vision of the master plan is realised.

M

5.3: Village quarter

Primary Street – adoptable highway 14.9m

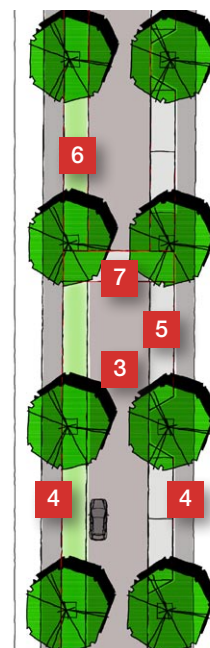
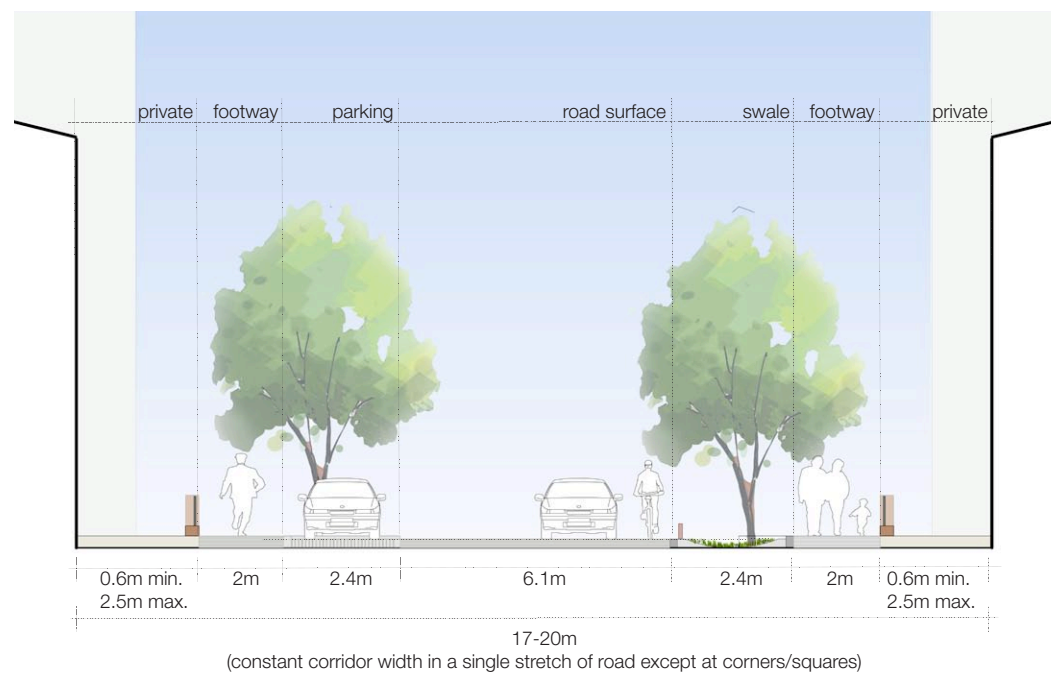
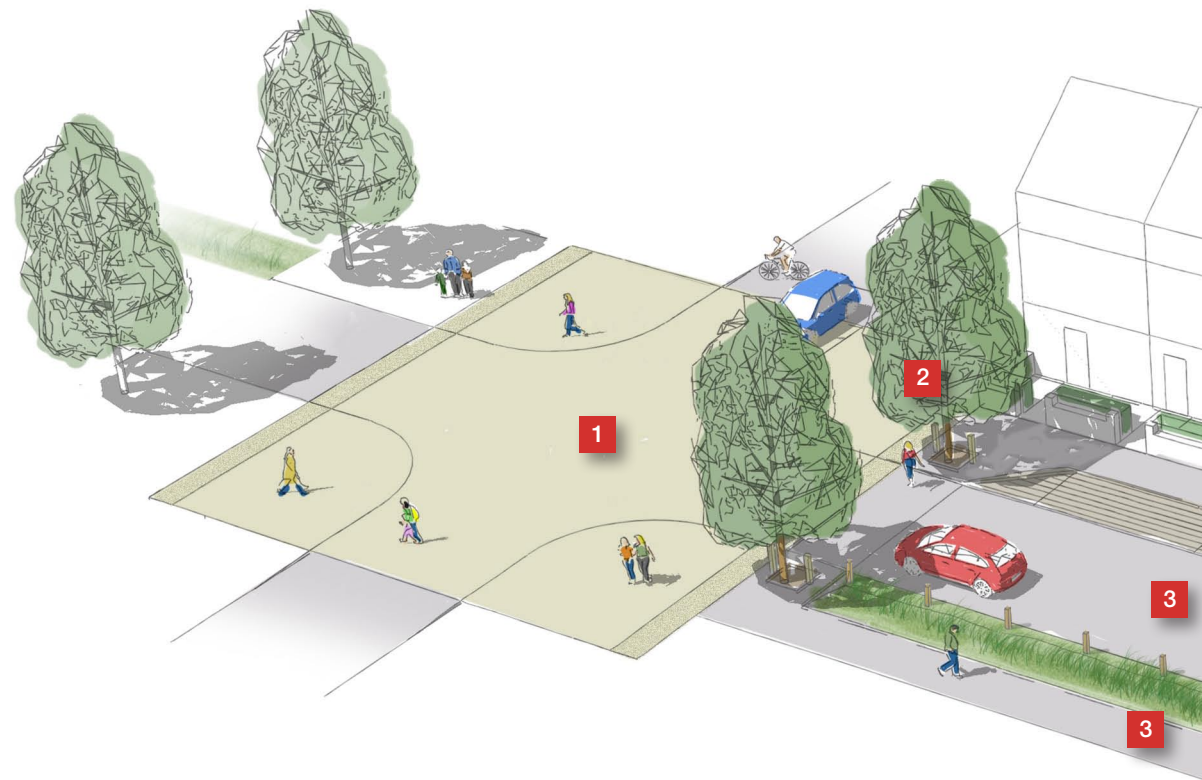


5.4: Urban, riverside and gateway quarters

Streets, public realm and landscape

Streets

M Primary street – adoptable highway 14.9m



- 1** Paved raised shared surface
- 2** Regular avenue planting at 17.5m spacing along entire length of primary street. Trees to be a minimum of 6m from building edge with raised canopies. See page x for tree species list
- 3** Asphalt with exposed silver grey chipping
- 4** Marshalls silver grey conservation kerb edging (or similar)
- 5** 2.4m wide parking bays comprising exposed aggregate silver grey setts
- 6** 2.4m wide swale
- 7** Paved pedestrian crossing point located between squares
- 8** Walled front gardens with set back of between 0.6m and 1.5m along primary street



5.5 Transitions in architectural styles or typologies

This section provides guidance on transitions of housing styles or typologies between:

- character areas
- development plots
- either side of the street or along it

One of Cambridge's delights is the juxtaposition of architectural styles, with contemporary and traditional architecture often cheek by jowl. The code is not intended to prohibit innovative or distinctive architectural approaches, but there are a number of simple devices that help avoid architectural discord or a disparate streetscene – these are set out below and must be considered by designers when developing layouts.

Colour, tone and materials



- Harmonising colours and tones are consistently used as an architectural approach to provide unity, especially where building proportions or architectural style differ – Portugal Street, Cambridge.



- Simple range of materials, colours and tones used in architecture and public realm help create successful transition in building typologies – Accordia



- Architectural restraint with materials and tones is important given contemporary form, this approach is particularly applicable for the transition between the urban and the riverside / gateway quarters – Tennis Court Road

Chapter 6

Delivery and review

