UNIVERSITY OF CAMBRIDGE

North West Cambridge

Future Phases of Eddington

March 2026

Design Code

A new quarter for Cambridge

A new quarter for Cambridge

North West Cambridge will create an exemplary new University quarter, which will contribute to meeting the needs of the wider city community, and which will embody best practice in environmental sustainability. The Future Phases will maintain the standards set by Phase 1.

Housing for the University and the City

North West Cambridge is the University of Cambridge's response to the need to provide affordable housing for staff so it can attract and retain top talent to retain its global competitiveness.

By housing our staff in a purpose-built, high-quality neighbourhood, we also reduce the demand on the wider housing market in the city.

Open to all

North West Cambridge is open to all. The University's investment in the community is evident in the school, nursery, post-doc centre, hotel, supermarket, community centre, sports facilities and parkland as well as homes delivered in phase one. North West Cambridge is an open part of the city with cycleways, footpaths, roads and public transport routes that connect North West Cambridge with the city and key locations including Cambridge West.

Phase 1

Playground

Brook Leys park

Community Centre

School

Document History

Version	Date	Description
P0	01.09.2025	Issued for Planning
P1	14.11.2025	Code numbering amended - text not modified.
P2	27.03.2026	First amendment

This version of the document is a revision of the Design Code issued in September. For ease, new and modified codes have been highlighted with red text on headings.

Contents

Introduction

Introduction

This Design Code has been prepared by Hawkins\Brown and is submitted as part of the Outline Planning Application. The Proposed Development will form the Future Phases of North West Cambridge (also referred to as the Site, or Eddington). The Outline Planning Application has been submitted on behalf of The University of Cambridge (UoC), ("The Applicant").

The Future Phases of North West Cambridge will provide residential accommodation, student accommodation, workspace and academic floorspace as well as supporting other uses including retail, nursery, health and recreation uses. Whilst also providing high quality public realm and open spaces.

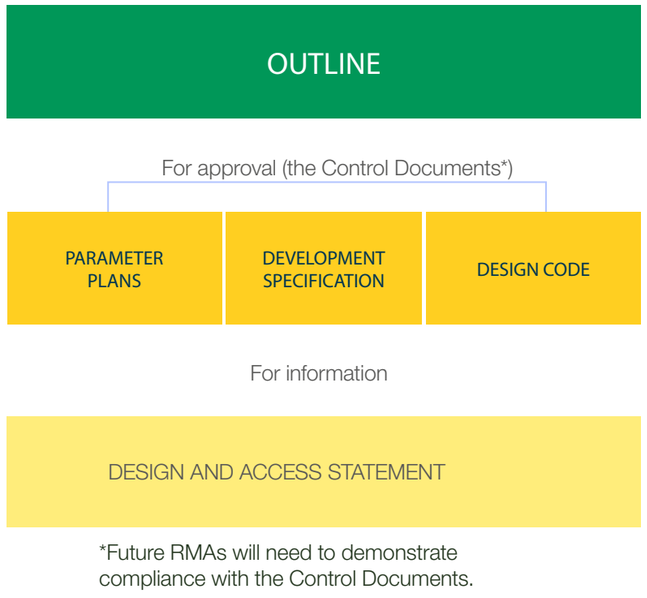
The purpose of the design code is to set out illustrated and written design guidance for future planning applications, to ensure the quality and coordination of the development, and to contributes to creating a distinctive place. The code must be referred to for future design decisions and serve as a tool to inspire innovation, promote best practice, embed sustainable design and maintain project quality throughout delivery.

Format of the application

The Outline Planning Application includes a large number of documents and drawings including:

Control Documents (for approval)
The Control Documents are those seeking approval from the local authorities on the character, appearance, quality and quantum of development. These include the Development Specification, the Parameter Plans, and the Design Code. The Design Code has been written to be read in conjunction with these other Control Documents, to ensure that the future phases of Eddington reach the quality of design, placemaking, inclusivity and identity that is illustrated in the outline application.

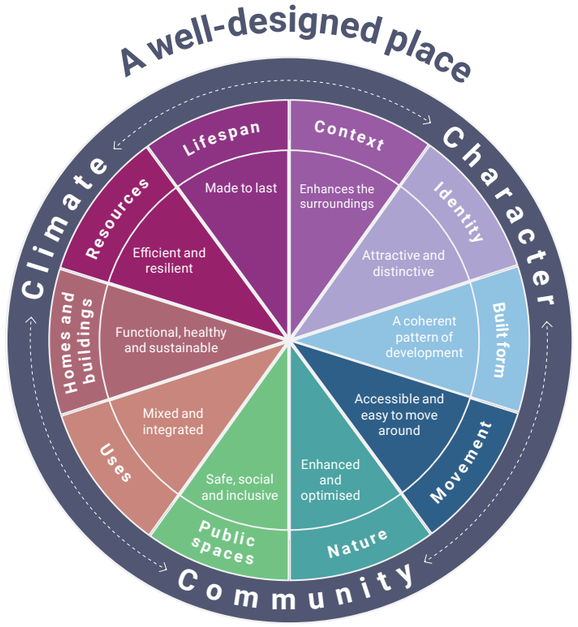
Supporting Documents (for information)
The Supporting Documents are not for approval and include the Design and Access Statement, as well as all supporting statements and technical assessments which form part of the Environmental Impact Assessment. The Design and Access Statement describes how the design has been developed and how it has responded to considerations, public and stakeholder consultation and other inputs to develop the principles for land-use, amount, scale, layout, landscape and an overarching approach to character and appearance.
An Illustrative Masterplan (as described within the Design and Access Statement) has been developed to show one way in which the Parameter Plans and Design Code can be interpreted.



*Future RMAs will need to demonstrate compliance with the Control Documents.

NPPF and NMDC

The National Planning Policy Framework (NPPF) establishes the requirements and guidance for the assessment and production of design codes. It states that design codes should respond to local character and design context to produce frameworks for creating high-quality places. It also identifies that the production of the codes should be developed following an approach that is consistent with the principles as set out in the National Model Design Code.
The National Model Design Code 2021 (NMDC) , develops more detailed guidance for the production of design codes. This proposal provides a specific response for the Future Phases of North West Cambridge in this national policy context. It tailors a response that is most appropriate to the specific characteristics and opportunity, and balances a level of prescriptive control and degree of variety and change over time to deliver design quality over the long-term.
Central to the national policy guidance are the principles identified as the 10 Characteristics of Well Designed Places (National Design Guide). These characteristics define the key topics that should be considered in the production of design codes (where appropriate).

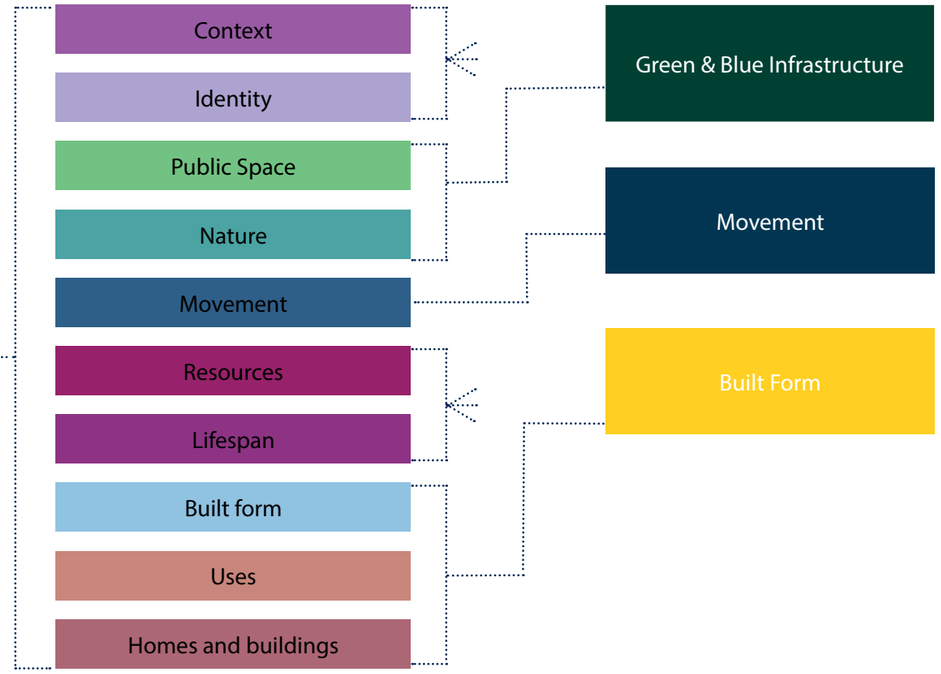


The ten characteristics of well-designed places, National Model Design Code

An integrated approach

The Design Code for the Future Phases of North West Cambridge has developed an integrated approach that reconciles the 10 Characteristics into three clearly defined sections: Green and Blue Infrastructure, Movement and Built Form.

By distilling the characteristics in to these three central themes, this Design Code is able to succinctly emphasise the overarching vision for the Site as a response to the existing context and identity of the place. It then develops specific design guidance for both Landscape and Built form (at both a comprehensive sitewide scale and in response to more local Character Area conditions) to maximise a clarity in the design priorities and usability of the design guidance (whilst still reflecting the full range of policy characteristics).



Approach to Design Code

The Design Code has been developed through engagement with the relevant statutory bodies and technical consultant input. This process has ensured that the Design Code reflects the ambition for North West Cambridge.

The Design Code has considered four strategic themes, as set out below:

Access and inclusivity

The ambition is for exemplary accessibility combined with social and economic inclusion to create a place that everyone, regardless of their age or disability, can enjoy and participate comfortably and independently.

Specialist access consultants David Bonnet Associates (DBA), have contributed to the Design Code to ensure that the Proposal's ambitions are captured in the Control Documents.

Sustainability

North West Cambridge has demonstrated an exemplar approach to sustainability to date. This ambition remains at the top of the priorities.
The Design Code's approach to sustainability establishes guidance and objectives emerging from the Sustainability Strategy to ensure that the documents remain relevant with changing policy and technology and there is a balance between flexibility and commitment that fosters creativity and innovation.

- Refer to Sustainability Statement
- Refer to Energy Statement

Landscape character

Landscape is a critical part of the proposal, particularly in relation to the existing context. The emerging design has been developed in close collaboration with the Landscape and Visual Impact Assessment (LVIA), which has directly informed the proposals.
As such, a number of design codes provide specific guidance shaped by the feedback and recommendations of the LVIA.
The LVIA will be used as a reference for the development of proposals at the RMA stages. In particular, the following codes are referenced within the LVIA and should be read in tandem with this document: SW.102, SW.109, SG.24, SG.25, SG.27, SG.30, SG.31, GH.33, GH.34, CA.03, CA.32, IS.01, IS.03, IS.12, IS.13, IS.32, IS.35, BL.04, BL.05. BL.14, BL.18.

- Refer to LVIA

Building from Phase 1

Through Phase 1, the University has successfully delivered a high-quality, well-integrated environment that reflects the intended character and aspirations of the wider masterplan. The lessons learned and the experience gained from Phase 1 provide a strong foundation for the next stages of development.

The Future Phases will build upon and extend the principles, exemplary character, and sense of place established in Phase 1. These will be evolved and adapted to respond to new opportunities, emerging needs, and the unique qualities of different parts of the site. In doing so, the University will continue to ensure that each phase is delivered to exemplary standards, contributibg meaningfully to the overall vision, delivering a cohesive and vibrant place that reflects the values of the institution and meets the needs of future communities.

Stewardship

The University of Cambridge will take on the role of masterdeveloper, overseeing and coordinating the delivery of the site to ensure the ambitions and vision set out in the planning and design frameworks are fully realised. This leadership role involves not only setting the strategic direction but also actively managing the implementation process to maintain quality, coherence, and long-term value across all phases of development.

- Refer to Landscape maintenance and management plan

How to read the Design Code

This Design Code is organised in two scales: Sitewide and Place. This approach enables the document to provide coherent design guidance across the development and to respond to specific design opportunities associated with the character of each area. It is therefore necessary to read and use both the Sitewide chapter and the relevant Place chapter (or chapters) for future design proposals.

Sitewide codes apply to the whole Site and establish the general strategic principles and guidance that is relevant to all spaces and buildings. These codes should be read first to understand the key principles for the development.

Place codes provide further specific guidance for particular spaces or buildings in response to the particular character of an area of the Site.
For an understanding of guidance for a particular area of development or public realm, both the Sitewide and relevant Place chapters should be read (see diagram on opposite page for Place extents). The neighbouring Places should also be read for context.

Places

- [SG] Shared Gardens
- [NE] Neighbourhoods
- [CL] Community Lane
- [GH] Gravel Hill
- [CA] Cartwright Avenue & The Common
- [IS] Innovation Street
- [BL] Brook Leys

How to use the Design Codes

The Codes are formed of 4 key components that both articulate the specific approved guidance requirements as well as providing additional referencing information, rationale and illustrative material to support interpretation. These components are identified below:

1. Key objectives guiding design codes
2. Illustrative Diagram summarising key strategies
3. Design code reference number
4. Design code heading
5. Design code text, with status identified in bold
6. Design code rationale describing the purpose behind the design code
7. Supporting graphics (a range of forms of illustrative material and corresponding caption that help interpret the code)
8. Reference to design code specifically addressed by the illustrative material
9. Cross reference to other sections of the design code and application drawings

Sitewide example

Places example

Terminology and status

The Design Code adopts a consistent hierarchy of status throughout that is emphasised in bold letters for each code. This is a critical component of the guidance - identifying the strength of the design guidance, level of commitment and the implications for how designers respond and future RMAs are assessed.

The approach taken is through the use of “must”, “should” and “could” statements. The specific definition of the respective code status is described in the diagram below:

Mandatory	**“must”**	Principles that must inform RMA submissions
Non-Mandatory	**“should”**	Principles that are encouraged (but also allow for alternative scenarios to be proposed within a RMA submission that meet equivalent objectives)

It is recognised that the approach to design changes over time, and due to the mixed use nature of the North West Cambridge site as well as the long-term implementation process, it may be possible in the future for designs to come forward that are not entirely Design Code compliant. Any areas of non-compliance with the mandatory aspects of the Design Code should be raised with the Local Planning Authority, and a thorough rationale for non-compliance must be set out, demonstrating why the Design Code has not been fully complied with. Any variations to the approach should be agreed through the pre-application process if possible.

Reviewing the Design Code

The Design Code captures the objectives of the Future Phases of North West Cambridge based on the current social, climate and technological frameworks at them time of writing. These may change over the lifetime of the project and as such the content of the code could be reviewed with the Local Planning Authority as part of a collaborative and open process. Changes must be consistent with the core vision and value/principles of the project, as outlined in the Sitewide chapter.

Parameter Plans

Green infrastructure, play and open space

PP.01. Public open space that requires planting

Planted public open space **must** be provided in the locations described by the Parameter Plan.

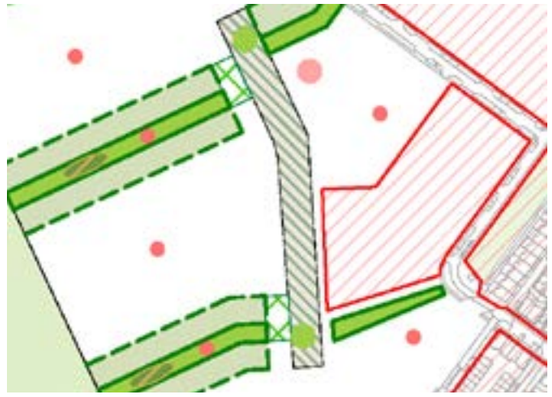
Refer to Innovation Street / Green and blue infrastructure / Planting and biodiversity.

PP.02. Fixed location of public open space

Public open space **must** be provided in the locations described by the Parameter Plan. Public open space is not limited to these areas.

PP.03. Public open space

Public open space (The Common) **must** be provided adjacent to Cartwright Avenue.



PP.04. Fixed location for public open space within building development zones (Shared Gardens)

Public open space within building development zones (Shared Gardens), with fixed location, **must** be provided in the locations described by the Parameter Plan. The public open space must also partially include area in shown as variable location on the Parameter Plan as described on the Shared Gardens chapter.

Refer to PP3-10003 - Access and Movement Plan

Refer to Shared Gardens / Built Form / Layout

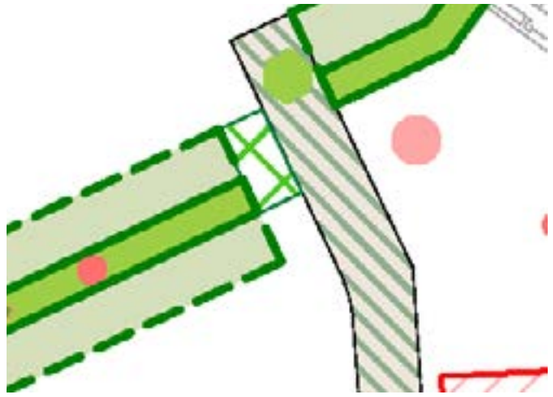
PP.05. Variable location for public open space within building development zones (Shared Gardens)

An area of public open space **must** be provided in the variable location for public open space. The width of open space within development is set in the Shared Garden chapter of this Design Code.

Refer to Shared Gardens / Built Form / Layout.

PP.06. Zone for pedestrian crossing

Pedestrian crossings **must** be provided in the zones indicated on the Parameter Plan. This is not a maximum number of crossings.



PP.07. Community growing space

Community growing space **must** be provided in the zones indicated on the Parameter Plan. Community growing is not limited to these areas.

PP.09. Allotments

Allotments **must** be provided in the zones indicated on the Parameter Plan. Allotments are not limited to these areas.

Refer to Sitewide / Green and blue infrastructure / Community and amenity.

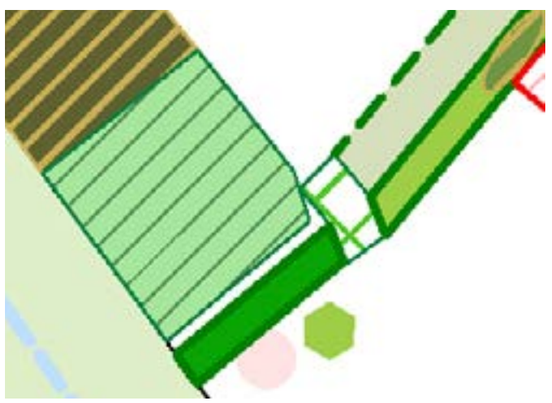
PP.08. Indicative location of LAP/LEAP/NEAP

Playspace in the form of LAP's / LEAP's and NEAP's **must** be provided. Indicative location is shown on the Parameter Plan. Final location and size to be determined at detail design stages.

Refer to Sitewide / Green and blue infrastructure / Community and amenity.

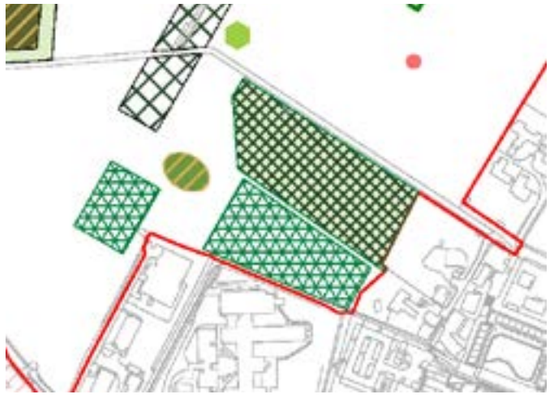
PP.10. Formal sports

Provision for formal sports **must** be located in the area described on the Parameter Plan. Final location and size to be determined at detail design stages.



PP.11. Existing landscape feature

An exising landscape feature that **must** be retained, enhanced and extended. Development is permitted in this land, within the gaps of the retained woodland. Cat A tree must be retained and protected.

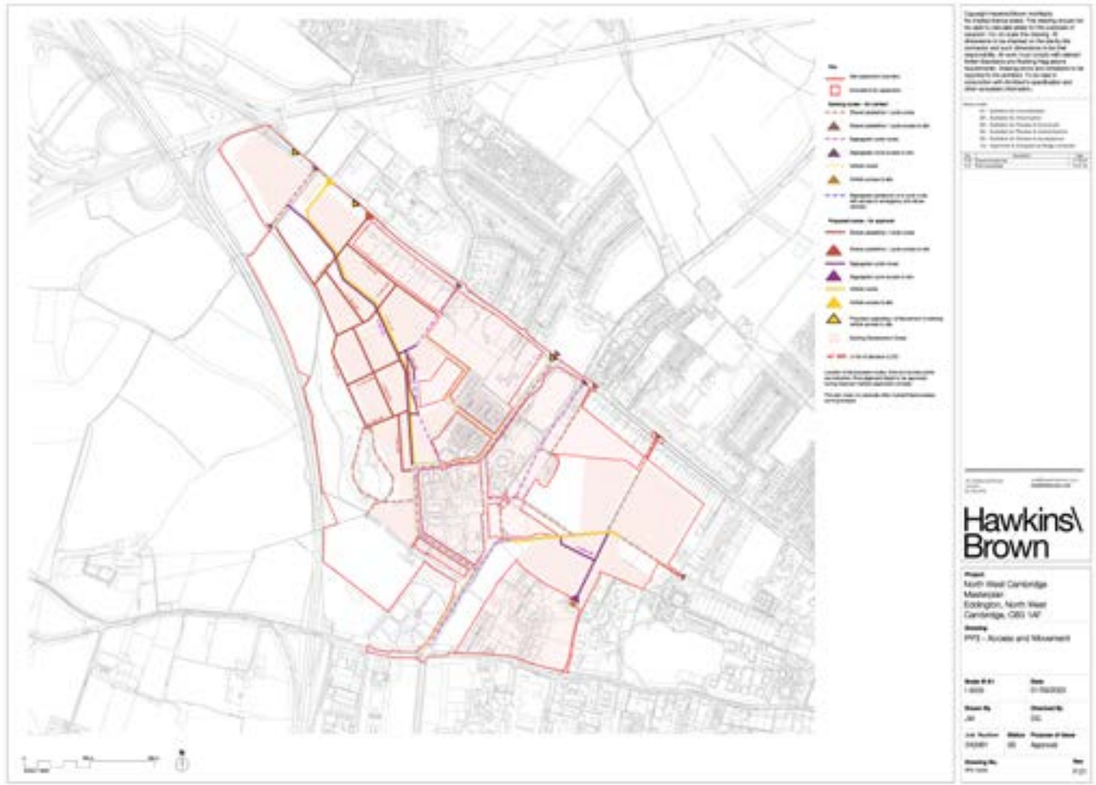


PP.12. Indicative location of landscape bunds

The design of Brook Leys **should** include landscape bunds in the area identified in the Parameter Plan. The shape and contour of the bund should help with noise mitigation if required - depending on the final layout of adjacent development. It should also contribute to the reduction of material movement from earthworks. Further detail on Levels section of the Sitewide chapter.

Refer to Sitewide / Levels

Access and movement



PP.13. Location of access

Number and type of access to the site **must** be provided as described on the Parameter Plan. Locations are indicative and to be determined at detailed stages. Access to building development zones are not described but should be limited to one per zone where practical.

Refer to Sitewide / Movement.

PP.14. Location of routes within the site

Number and type of routes within **must** be provided as described on the Parameter Plan. Locations are subject to Limits of Deviation.

PP.15. Limits of Deviation

Limits of Deviation are described to allow routes to have a level of flexibility. Route location **must** not exceed these maximum dimensions. The Limits of Deviation apply to all the length of the route, unless otherwise stated.

PP.16. Number of inflections on Cartwright Avenue

The alignment of Cartwright Avenue **should** respect the number of inflections shown on the Parameter Plan.

► Refer to Cartwright Avenue & The Common / Movement.

PP.17. The Common

The Common **must** include routes across for pedestrian and cycle movements, connecting the Ridgeway to Cartwright Avenue negotiating changes in level.

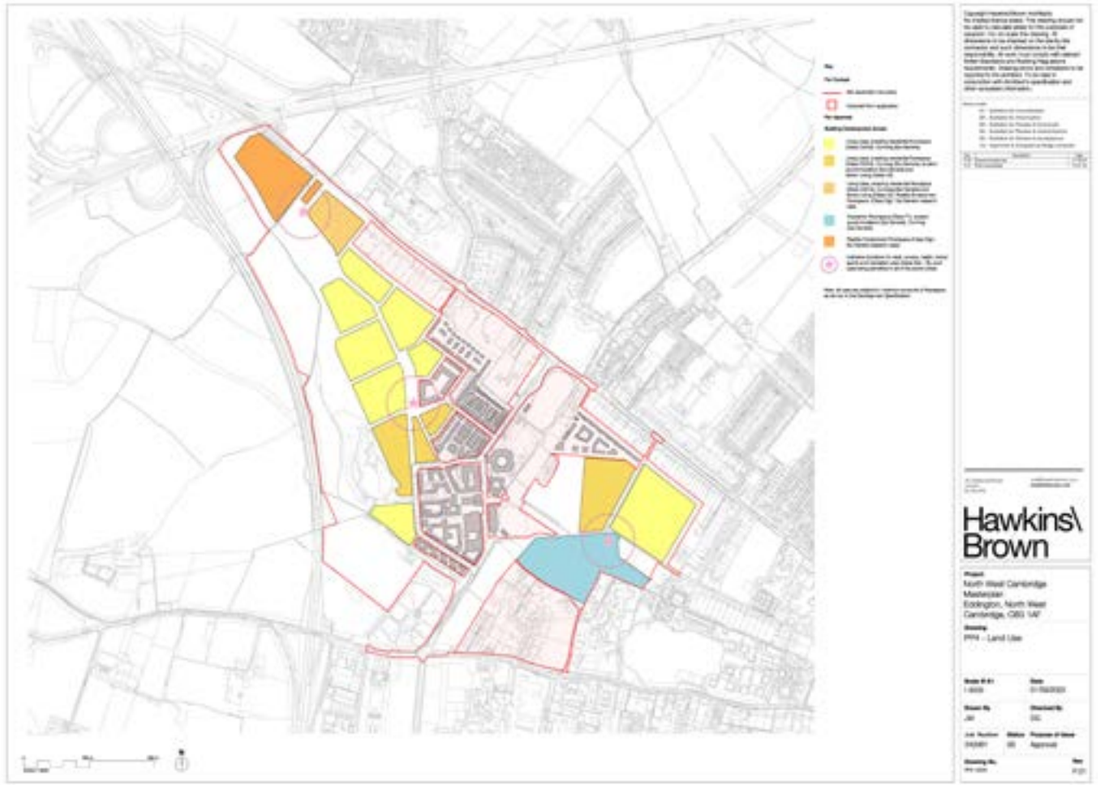
► Refer to Cartwright Avenue & The Common / Movement.

PP.18. The Community Lane

The Community Lane **must** connect through Neighbourhoods and Shared Gardens continuously. The route does not need to be linear, but it must be easy to navigate.

► Refer to Community Lane / Movement.

Land use



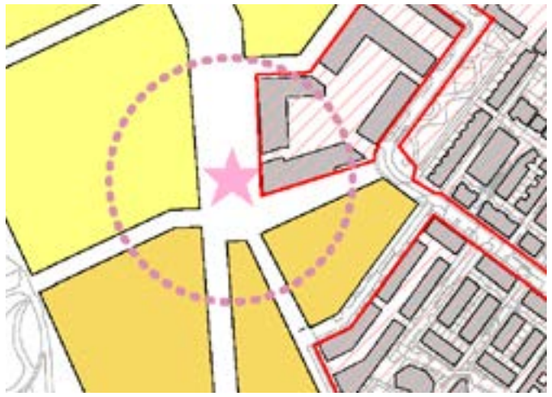
PP.19. Land uses

Land uses are described with the predominant land use listed first. Proposed land uses **must** be as described in the Parameter Plan.

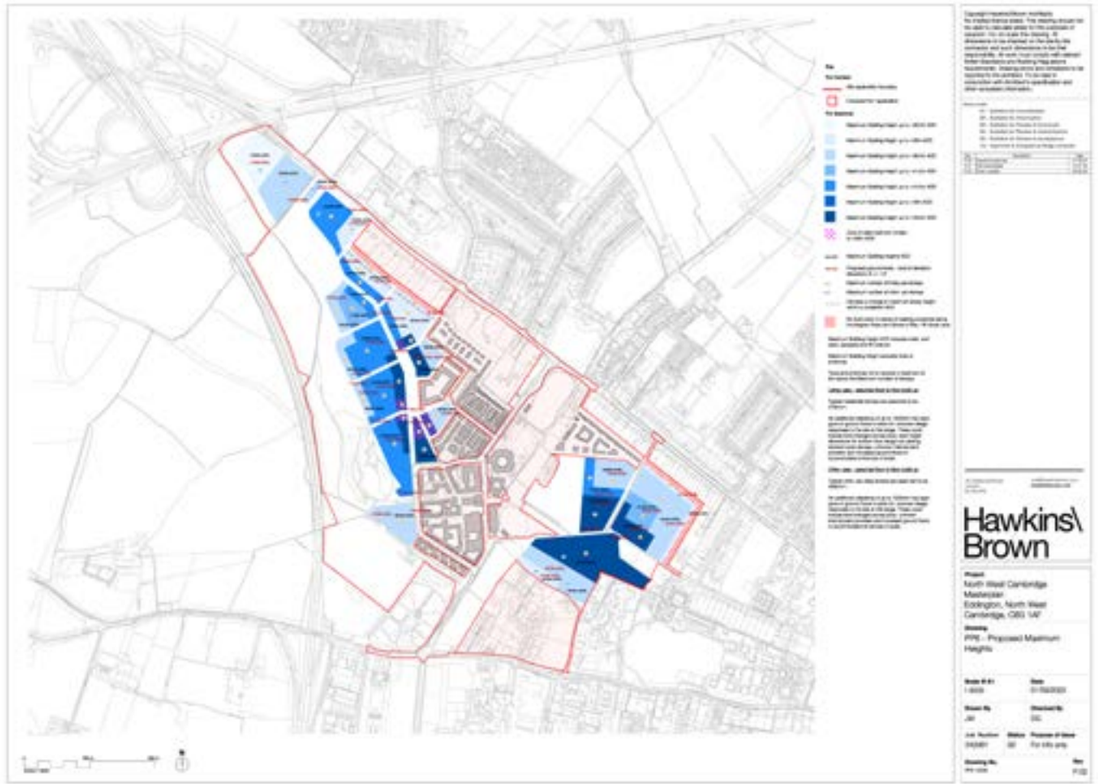
PP.20. Indicative location of ancillary uses

Ancillary uses **must** be clustered as described by the Parameter Plan. Location is indicative and final location and size is to be determined at detail stages.

- Refer to Gravel Hill / Built Form / Layout - general
- Refer to Innovation Street / Built Form / Layout



Proposed maximum heights



PP.22. Maximum heights

The maximum heights are defined by the maximum number of storeys and a horizontal plane under which built form can be placed. Buildings **must** comply with both the maximum number of storeys and maximum building heights.

PP.21. Maximum heights defined as AODs

Maximum heights are defined Above Ordnance Datum (AODs). They are annnotated on the plan - also distinguished through a colour scale - and **must** be adhered to in the locations described by the Parameter Plan.

PP.23. Zone for taller elements

Taller built form must be limited to the zones and heights described on the Parameter Plan

PP.24. Maximum number of storeys

+xxm AOD

The maximum heights described as storeys **must** be adhered to in the locations described by the Parameter Plan. Indicative floor to floor heights for a built storey are given on the Parameter Plan.

PP.25. Change in maximum number of storeys

Where a change in maximum number of storeys is described with a dashed line across a single zone, heights **must** be limited within the zone described on the Parameter Plan.

PP.26. Permanent features

All building elements **must** be located under the maximum heights with the exception of antennas and flues. These may exceed the maximum height but must be limited to 8m above the maximum number of storeys.

PP.27. Proposed ground levels

Proposed ground levels are described in AODs. Levels **must** be within +/- 1m deviation from the AOD described in the Parameter Plan.

PP.28. No build zone

No build zones are shown in areas of particular sensitivity. Built form **must** not encroach on these areas.

Sitewide

Place principles

The mission for the Future Phases of North West Cambridge is to:

Foster healthy living together

Over the past decade, there has been a growing recognition of the importance of social sustainability. The design of the public realm reflects a post-pandemic understanding of the vital role outdoor spaces play in supporting individual well-being and community cohesion. The proposal creates places that are close to nature, encourage people to linger and connect, support walking, cycling, and active lifestyles, stimulate the mind, promote healthy diets, and offer a welcome respite from the pervasiveness of digital life.

Reduce whole place carbon

While much of the carbon impact will be determined in later design stages—through material choices and detailing—the proposal sets an early commitment to carbon reduction. In response to the climate emergency and the University's sustainability goals, the design incorporates efficient building envelopes, mid-rise forms (4–6 storeys), reducing earthworks, nature-based solutions, above-ground parking, and a strong emphasis on active travel.

Design for present and future

The proposals embraces a regenerative ethos, creating biodiverse, low-maintenance landscapes that work with the natural topography and water run offs. It integrates adaptable energy and water systems that can evolve with technological advancements, ensuring long-term resilience and sustainability.

Illustrative Masterplan

Existing Places

1. Brook Leys (Phase 1)
2. Lagoon
3. Girton Gap
4. Cricket pitches
5. SSSI Travellers' Rest Pit
6. Sports pitches
7. Local centre
8. Storey's Field Centre
9. Primary school

Proposed Places

1. Shared Gardens
2. Neighbourhoods
3. Community Lanes
4. Brook Leys (Future Phases)
5. Innovation Quarter
6. Cartwright Avenue & The Common
7. Gravel Hill

Other features

1. Amenity (sports + growing)
2. Northern bunds
3. Horse Chestnut Avenue

A14
Girton Road
Girton College
Huntingdon Road
Thornton Road
Darwin Green
Whitehouse Lane
Cartwright Avenue
Glidenhowe
Eddington Avenue
Milne Avenue
Aston Terrace
M11
Ridgeway
Pheasant Drive
Wileman Way
Burkitt Lane
Turing Way
Garrod Street
Storey's Way
Trinity Hall Sports Ground
Madingley Road
Madingley Rise
Churchill College

Green and blue infrastructure

Character

Key objectives

Enhancing and consolidating existing habitats and site features
This Site contains a number of valuable environmental assets, which form the foundation for the proposed development. The existing landscape on the Site is one of gently undulating farmland dissected by shallow river valleys such as the Washpit Brook.

To the north and west of the Site, lie the Western Claylands and further north, the Fen Edge landscape. The design builds upon these to create an integrated and ecologically responsive environment that is designed for today and the future.

Introducing a rich variety of distinctive place characters.
The ambition is to foster places where nature and biodiversity can flourish, while also bringing nature closer to people's homes and foster healthy living together. The public realm includes a range of spaces that vary in character and function, support different ecological conditions and community uses, and contribute to a vibrant and resilient landscape framework. These include:

Brook Leys
Large scale urban-rural edge landscape of naturalistic character. Publicly accessible open space accommodating habitat creation, informal recreation, playable spaces and surface water drainage detention zones.

Girton Gap
Publicly accessible land. Open space with a focus on habitat creation and public recreation and playable spaces.

Horse Chestnut Avenue
An existing avenue of mature Horse Chestnut trees and retained green transport movement corridor.

Green network
A network of green infrastructure incorporating and expanding on existing vegetation with new native planting and habitat corridors. The green network provides continuity with Phase 1 green and blue infrastructure, and existing site features.

Sport and amenity zones
Centralised hubs of sport facilities, playable space, and growing spaces. These zones include formal sport, equipped playable spaces, allotments and community garden spaces supporting the site wide amenity strategy.

Shared Gardens
Car-free, publicly accessible open spaces within Neighbourhoods providing contact with nature, active forms of travel and community amenity.

Neighbourhood streets and spaces
Neighbourhoods maximise opportunities for soft landscape and include amenity space through a network of streets and spaces contributing to form the particular character of each individual Neighbourhood.

Cartwright Avenue and The Common
Direct movement spine, including distinct character zones relating to adjoining Neighbourhoods including public open space at The Common.

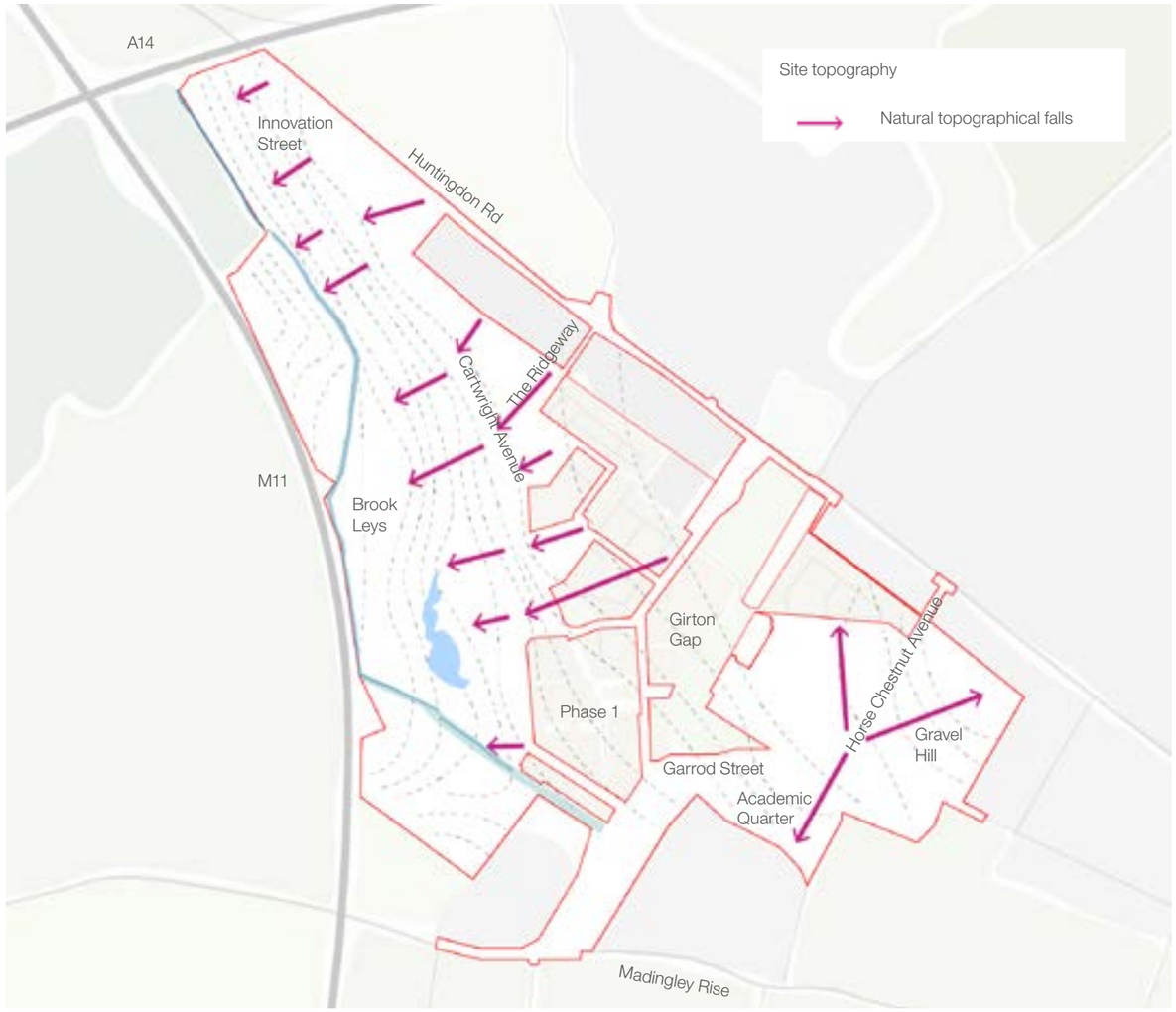
Innovation Street
Non-residential quarter with a framework of existing trees, hedgerows bolstered by proposed woodland, scrub, hedgerows with an emphasis on habitat creation, to provide a strong green setting and sense of buildings placed in the landscape.

Levels

Key objectives

Accessible and Inclusive
The natural topography of the Site typically falls to the west, with a level change of up to 12metres. The topographical variation is negotiated in ways that are accessible and inclusive.

Landscape-led solutions
The Future Phases place an emphasis on landscape-led strategies to address changes in level. These might include the use of gentle slopes, terraced landscapes, green corridors, and integrated pathways that follow the natural contours of the land. Such approaches contribute to a more sustainable and visually harmonious public realm and reduce solutions such as retaining walls that may increase embodied carbon.



SW.01. Working with the existing

Finished levels in the public realm **must** respond to and reflect the existing site topography.

To minimise earthworks and support the site wide drainage and sustainability strategies.

SW.02. Earthworks

Level strategies **should** minimise earthworks and soil handling where practical.

To reduce the carbon footprint and maximise re-use of existing assets.

SW.03. Accessibility

Level changes **must** be managed in a way that is usable and safe for wheel chair users.

To facilitate the usability of the public realm and create inclusive spaces.

Refer to Sitewide / Green and Blue Infrastructure / Inclusivity.

SW.04. Nature-based solutions

Level changes **should** be based on nature-based solutions, such as slopes, with maximum 1:3 gradients. Retaining structures should be avoided where practical. If required, retaining structures must be made of reinforced earth or gabions where practical.

To facilitate the usability of the public realm and reduce the carbon footprint.

SW.05. Landscape continuity

Levels between different development zones or between development zones and public open space **must** be continuous in some areas and enable accessible connections between them. Continuity and connectivity must consider phasing.

To create continuous and interconnected routes and spaces.

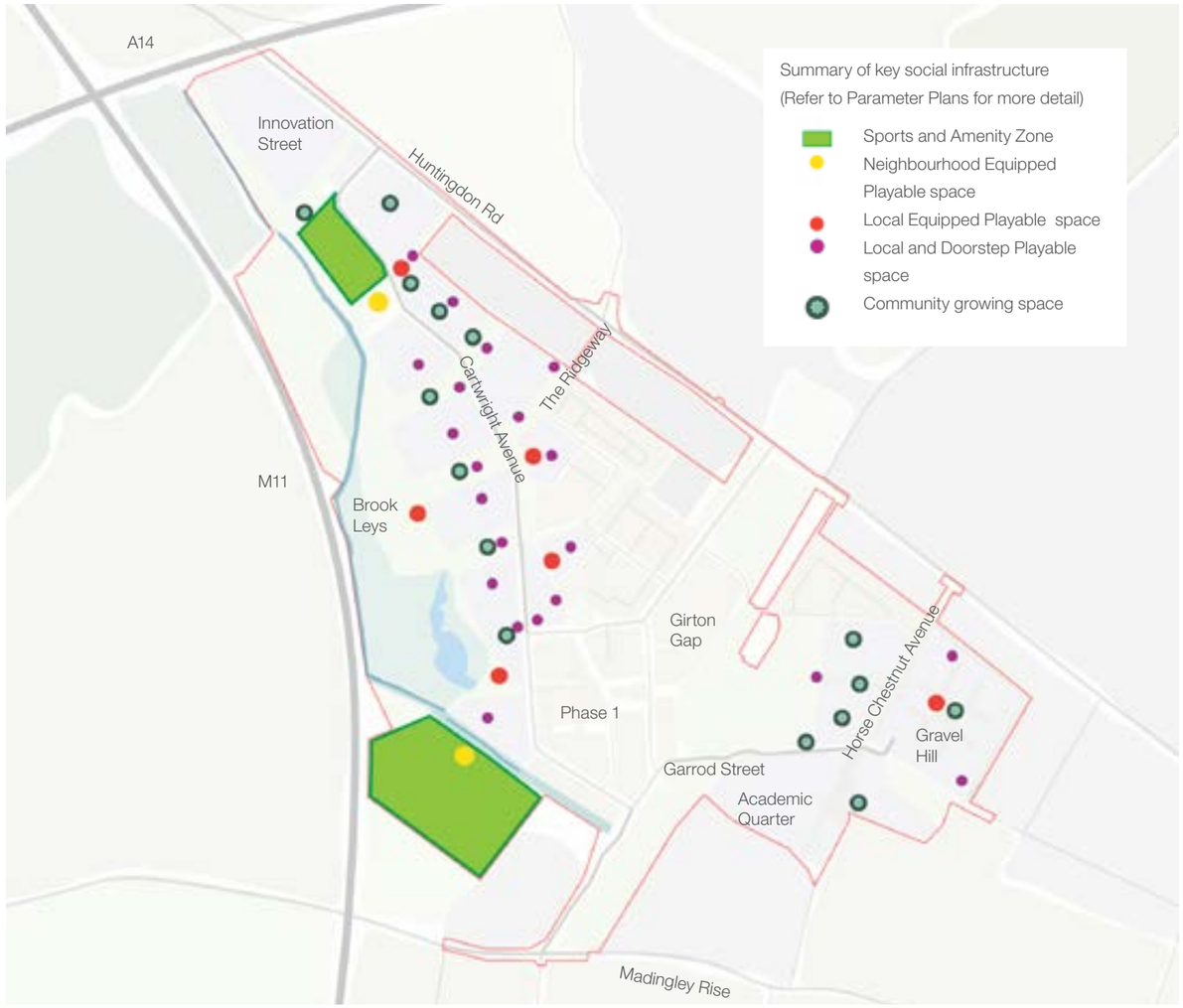
Community and amenity

Key objectives

To foster community cohesion through

Points of concentration
Spaces are designed to encourage organic social encounters. Landscape elements including seating, shading, bicycle parking, planting, play or space for programmed or unprogrammed events are clustered together, to nurture a sense of belonging and shared identity among residents.

Healthy and active lifestyle
Green and blue infrastructure, such as walking trails, cycle routes, natural play areas, and biodiverse landscapes encourage daily physical activity and offer restorative experiences for all the community. These elements are not only recreational but also serve as vital connections between neighbourhoods, enhancing accessibility and encouraging movement across the Site.



SW.06. Proximities

The design of the public realm **must** position different forms of amenity in proximity to one another, where appropriate. This should be incidental, for example, by locating cycle parking next to seating areas. Or to support spatial function such as combining play, communal growing and seating areas.

To foster social interaction.

SW.07. Communal growing spaces

The design of the public realm **must** include areas for communal growing. These areas must include an external water point -tap located on a near building-, and areas for seating.

To promote healthy and sustainable lifestyles, and promote community cohesion.

SW.08. Public Art

The public art strategy **should** be integral to open space design, and create spaces for people to meet. This could be achieved for example by providing areas for activity, or shading, and/or visual reference and should be socially inclusive.

To foster social interaction and community cohesion.

SW.09. Drinking Fountains

Drinking fountains **should** be included in the public realm in reasonable places, close to development.

To promote active use of the public realm, supporting healthy lifestyles.

SW.10. Varied and accessible play

The public realm **must** include a variety of playable spaces and 'Play on the way' throughout the Site, for all age groups including youth provision.

To ensure access for all, benefiting the health, wellbeing and social cohesion of the community.

SW.11. Distribution of play

Playable spaces **must** be distributed across the Site and located within easy walking distance of homes.

To ensure equitable access to play areas.

SW.12. Nature Play

Playable spaces **must** include natural play elements such as timber, planting or landforms, and space for imaginative play.

To encourage contact with and creative exploration of, nature.

SW.13. Sports

Sports and amenity zones **must** include formal sport, allotment space, equipped and informal playable spaces.

To support the sitewide amenity strategies promoting health and wellbeing.

Inclusivity

Key objectives

To create an exemplar public realm, which is welcoming and accessible to all and delivers

Equitable access
Creating an inclusively accessible public realm with best practice design principles baked in to serve the whole community. Accessible spaces, routes and social amenity should be considered as integral to the design and planned in to all Future Phases.

Comfort and resilience
Creating a public realm which is welcoming, safe and comfortable, which encourages interactions with the external environment and considers the long term.

SW.14. Accessibility and inclusivity

Access routes **should** be level or sloped as gently as possible. If sloped, gradients should be no steeper than 1:21 with level landings every 500mm rise maximum.

To provide a legible, continuous network of accessible routes suitable for wheelchairs.

SW.15. Integrated steps and ramps

Where level changes are managed with steps or ramps, these **must** be integrated as part of the landscape design. Stepped and ramped routes should have equal importance and both routes should be convenient and direct.

To provide inclusive access through the public realm and to homes.

SW.16. Accessibility

The public realm and landscape **must** be designed to achieve an accessible and inclusive environment where everyone can comfortably and independently use the open spaces.

To provide exemplar public realm serving the whole community.

SW.17. Seating

The design of the public realm **must** include seating areas. These should be strategically distributed to avoid long distances without resting areas, and where appropriate should be located next to other activities such as play and/or community growing.
Seating materials must be robust and contribute to the character of the particular area they are in.

To cater for a variety of needs, offering inclusive facilities across the public realm.

SW.18. Lighting

Lighting **should** be uniform and avoid creating glare, pools of bright light and strong shadows. Where there are steps or ramps, design must ensure people who are blind or partially sighted can distinguish steps and changes in gradients.

To provide inclusive safety and security across the public realm.

▶ Refer to Lighting Design Concept Proposal

SW.19. Shading

The design of the public realm **must** include shaded areas which are comfortable for walking and seating. This could be achieved for example through tree canopies or other shading structures.

To provide a comfortable and resilient public realm, and areas for people to meet.

SW.20. Wheelchair access to seating

Seating **must** include sufficient space adjacent to at least one end to allow a wheelchair user to sit alongside a companion, ensuring inclusive and equitable access to social space.

To provide exemplar public realm serving the whole community.

SW.21. Building interface

Where the public realm meets built form, entrances **must** be designed to achieve an accessible and inclusive standard where everyone can comfortably and independently navigate between inside and out.

To provide exemplar public realm serving the whole community.

Planting and biodiversity

Key objectives

Habitat creation
Native species are used to promote biodiversity and expand on successful habitat creation. They are combined with appropriate non-native species for climate resilience, added wildlife value as well as structure and moments of distinctiveness and beauty.

Soft landscape
Within each character area, landscape design places an emphasis on soft landscape over hard, favouring natural solutions, with a typically planting naturalistic style in creating distinctive yet coherent character areas. Common themes of productivity, biodiversity and legibility are to be inter-woven throughout.

Defining the edge
Eddington's rural-urban edge condition calls for a particular response to local landscape character, considering grouping of trees, or individual landmarks, open grassland and natural lines of division filtering and framing views.

LVIA mitigation
The design of the emerging landscape contributes to the mitigation of the visual impact of new buildings, through strategic location of planting and species as well as and linked to massing strategies.

SW.22. Existing assets

Existing natural and designated features including hedgerows, Category A and TPO trees **must** be retained in accordance with the arboricultural survey and impact assessment recommendations.

To preserve the natural assets and landscape character of Eddington.

▶ Refer to Arboricultural impact assessment.

SW.23. Existing habitats

Existing habitats of high biodiversity value **must** be retained in situ, with no additional public access provided.

To protect and enhance biodiversity.

▶ Refer to Biodiversity net gain report.

SW.24. Tree species and character

Proposed tree species **must** be selected to provide a distinct character to any given Place, and align with the surrounding landscape character.

To support placemaking, aid legibility, mitigate visual impact and provide resilience through diversity.

SW.25. Seasonality of tree species

Proposed tree species **must** provide year-round interest through foliage, blossom and autumn colour and tree form.

To support placemaking, aid legibility and provide resilience through diversity.

SW.26. Tree scale and hierarchy

Proposed trees must be of appropriate scale for any given space. This must provide a coherent hierarchy and include landmark trees that are capable of achieving a mature canopy height visible above or between the building massing.

To create a legible public realm, aid wayfinding, mitigate visual impact and provide visual balance to built form.

SW.27. Tree canopy height

Close to circulation routes, tree canopy heights **should** provide pedestrian headroom.

To support the movement strategy and reduce future maintenance requirements.

SW.28. Canopy Cover

Proposed trees **must** achieve a site wide net gain in canopy cover compared to the existing.

To create a robust and sustainable tree legacy.

SW.29. Tree location

Proposed tree species, size and location **must** support legibility and wayfinding. For example by lining routes, positioning specimen or landmark trees along the route, or at junctions and crossings.

To create a legible public realm and aid wayfinding.

SW.30. Climate resilient planting and tree species

Proposed planting and tree species **must** be resilient to climate change and drought tolerant.

To provide a diverse and resilient landscape supporting the sustainability vision.

SW.31. Low maintenance

Proposed planting and tree species **should** be low maintenance, and include edible species for human food production, and wildlife foraging.

To create a robust and sustainable legacy.

SW.32. Productive landscapes

Proposed planting and tree species **should** include edible species for human food production, and wildlife foraging, such as edible fruit or berry bearing shrubs, trees and hedgerows.

To encourage food cultivation, foraging and contact with nature.

SW.33. Biodiversity

Proposed planting and tree species **must** maximize habitat creation. This should include living roofs where practical.

To cater for a variety of needs, offering inclusive facilities across the public realm.

SW.34. Planting on SuDS

Above ground SuDs **must** include planting.

To maximise biodiversity opportunities and visually express water.

SW.35. Planting on streets

Planting **must** be incorporated within the streets.

To enhance biodiversity, and maximize soft landscape in the public realm.

SW.36. Landscape around car parking

Planting **must** be integrated into street level parking solutions, for example with trees in between groups of car storage spaces or with hedges or low-level planted screening.

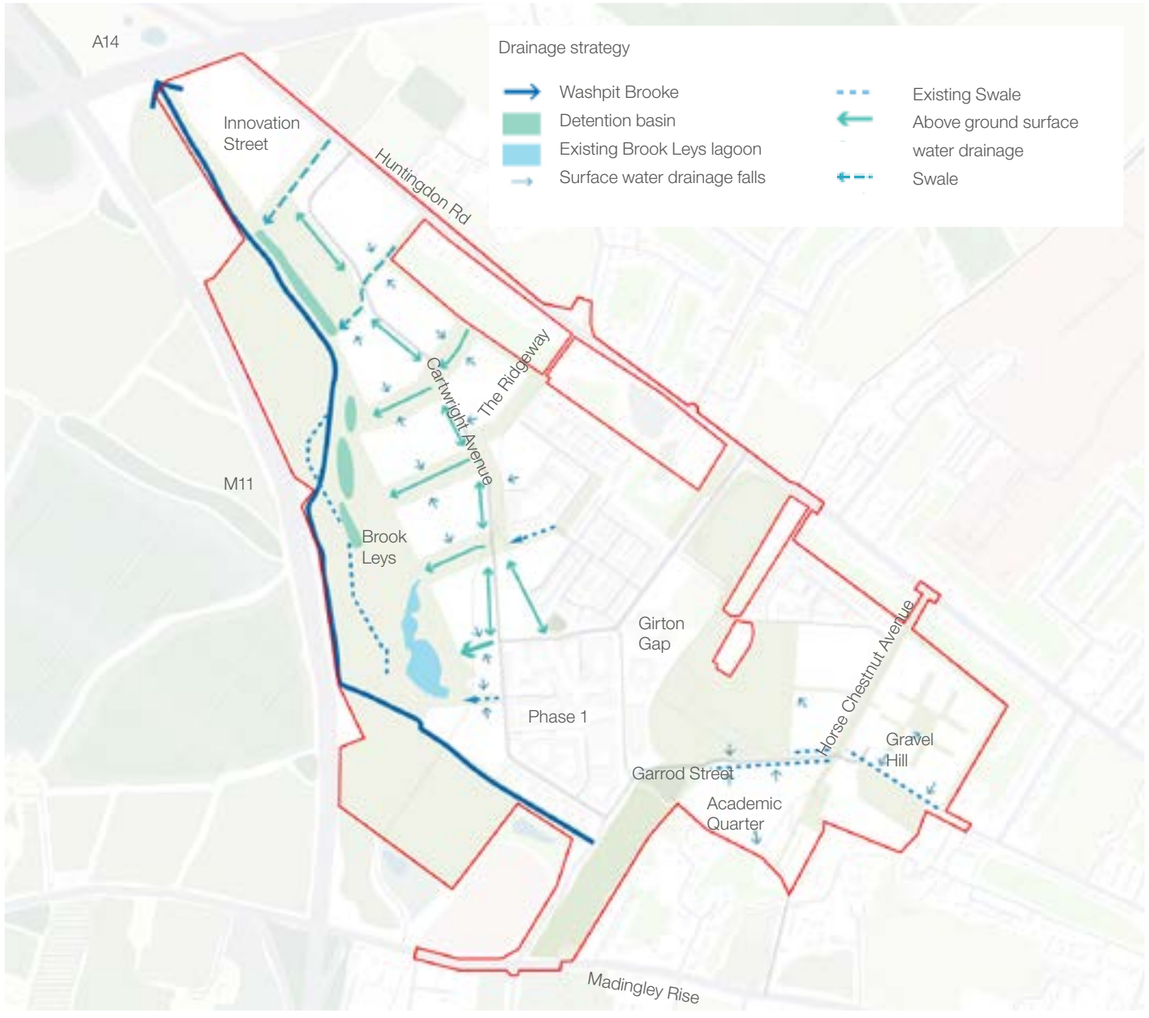
To mitigate the visual impact of car storage on the public realm.

Water and drainage

Key objectives

Sustainable and resilient
Integral above ground SuDS systems are a vital component of the Future Phases. They create a sustainable and resilient urban environment by managing surface water runoff and protecting water quality.

Healthy ecosystems
By creating biodiverse, low-maintenance landscapes that work with the natural topography and drainage run off, a variety of integrated SuDS elements can also support the amenity strategy for the community at Eddington and a regenerative ethos contributing to a healthier ecosystem.



SW.37. Existing water features

Key existing water features such as the lagoon, swales and Washpit Brook **must** be maintained.

To preserve the Site's natural water systems.

SW.38. Building from Phase 1

Design proposals for water and drainage **must** extend the principles of Phase 1. This could be achieved for example, through visible response to water, connecting to existing provisions.

To conserve and enhance existing watercourses and promote the movement, and / or capture and re-use of water.

SW.39. Water drainage systems

A mixture of below ground and above ground SuDs features **should** be used, Below ground systems should be used where it suits the usability of the public realm.

To create usable green spaces within the Site.

SW.40. Above ground water drainage

Above ground SuDS features **should** reflect natural water movement through the Site, and should be planted. These could include swales, rain gardens or bio-retention beds within the public realm or green open space.

To express a positive response to the existing topography and natural systems.

SW.41. Public realm coordination

Below ground attenuation **must** be coordinated with tree planting, paving and other above ground features so that attenuation is not visible and does not impact on the public realm.

To ensure the resultant streetscape responds to, but is not led by the below ground provision.

SW.42. Headwalls

Headwalls for inlets, outlets and culverts **must** be discrete integrated solutions, avoiding large obtrusive structures in the landscape.

To create an attractive, soft landscape setting .

Movement

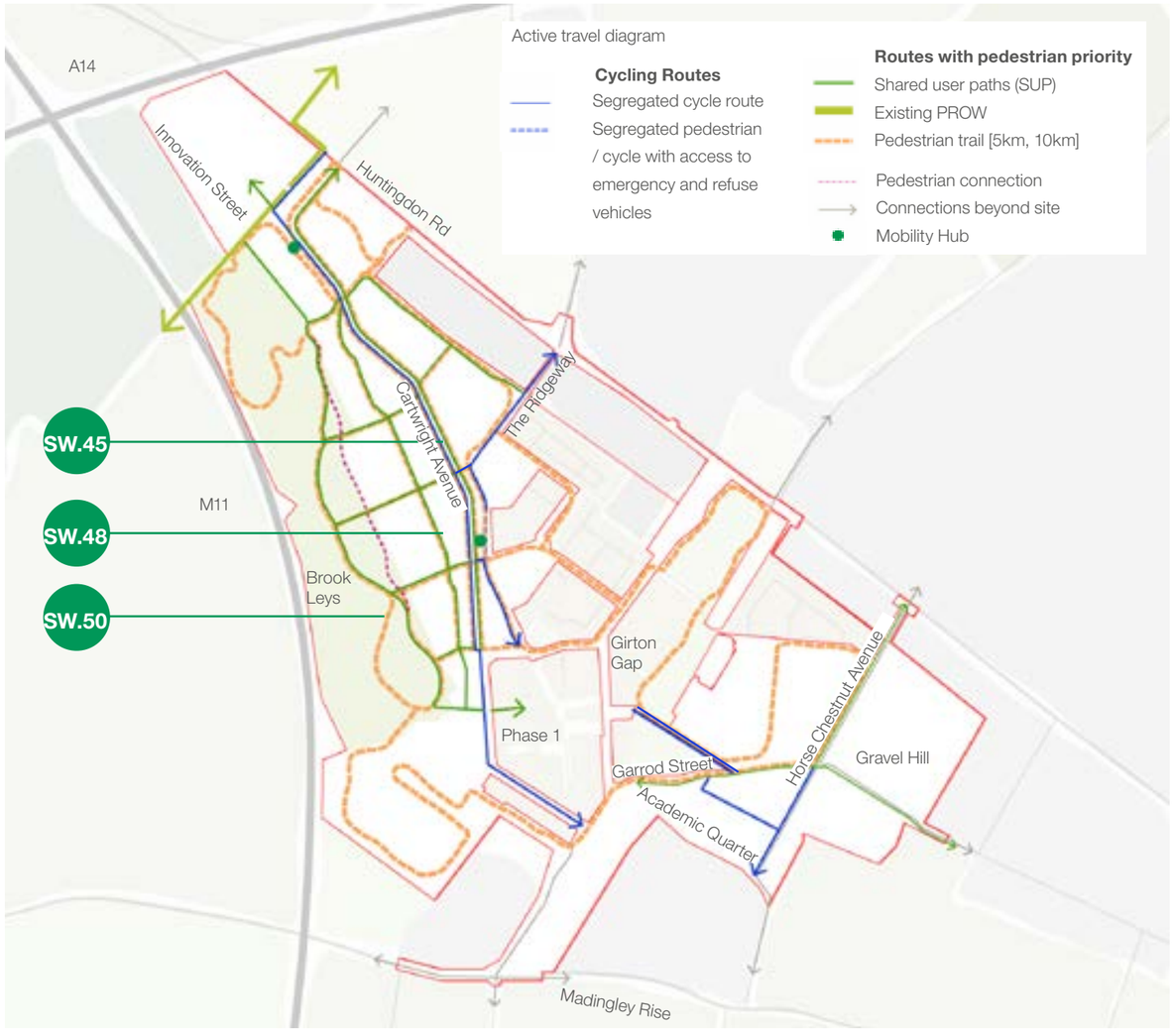
Active travel framework

Key objectives

Phase 1 has seen car ownership levels fall and a preference for cycling and walking amongst residents. Active travel is proposed as an end to end loop, placing the relationship with private cars as the last choice.

Easy access
Key to the promotion of active travel is easy access to movement options that encourage active travel and healthy lifestyles.

Optionality
Enabling a range of movement routes will future proof the development, ensuring maximum adaptability.



SW.43. Pedestrian priority

Pedestrian movement **must** be prioritised by including continuous footways across junctions and a connected and cohesive network of footways and footpaths.

To create safe movement for pedestrians.

SW.44. Trails

The design of the public realm **must** include trails that are continuous and could form exercise loops - for example a 5km route.

To promote health and wellbeing and community cohesion.

SW.45. Cycling priority

Cyclists **must** have priority of movement over vehicles. Segregated cycle infrastructure must have priority over vehicular traffic at conflict points within the network.

To create safe movement for cyclists.

SW.46. Variety in character

The design of the public realm **must** include routes that are varied in character and cater for different users.

To create an attractive and inclusive public realm.

SW.47. Cartwright Avenue

Cartwright Avenue **must** include footways at both sides of the carriageway and a segregated bi-directional cycle lane connecting to Phase 1.

To create safe, efficient and integrated movement routes.

SW.48. Community Lane

Design proposals **must** include a route through Neighbourhoods to the west of Cartwright Avenue. This route must connect the sports and amenity to the north of the Site to Local Centre through Phase 1 (Pheasant Drive).

To promote and encourage sustainable transport choices.

SW.49. Continuity of the Community Lane

The Community Lane **must** connect with and through the Shared Gardens. The route must be continuous even if built in different phases.

To create a clearly legible route, to promote and encourage sustainable transport choices.

SW.50. Movement on Brook Leys

The design of Brook Leys **must** include Shared User Paths (SUP) connecting to Phase 1, Neighbourhoods and Shared Gardens.

To cater for a variety of cycle users, with a permeable network of routes and promote health and wellbeing.

SW.51. Connections beyond the Site

Newly proposed routes at the edges of the Site **must** connect to other existing and proposed routes beyond the Site where practical. Key connections are indicated on the diagram on this page.

To promote and encourage sustainable transport choices.

SW.52. Door to door

Active travel **must** be facilitated at the start and end of vehicular trips. This should include cycle parking, space for cargo bikes, and kids bicycles or scooters.

To promote and encourage sustainable transport choices.

▶ Refer to Sitewide / Movement / Cycle strategy and parking.

SW.53. End-to-end facilities

Buildings with commercial uses **must** provide end-to-end facilities. This should include accessible showers, changing rooms, drying facilities and/or lockers proportionate with the scale and use of the building.

To support and foster active travel.

SW.54. Achieving low speed

Crossing points **must** be incorporated into Cartwright Avenue at regular intervals. These must be positioned to form legible connections with key open spaces such as the Shared Gardens and The Common. Shared use crossing points must be coordinated with Active travel Routes. Crossing points should be clearly legible, for instance by using a change in materials, and distinctive tree planting.

To form a legible movement network, and encourage low traffic speeds on Cartwright Avenue.

▶ Refer to PP3-10003 - Access and Movement Plan

Cycle strategy and parking

Key objectives

Streets and shared paths facilitate different types of cycle users.

Easy access
Cycle infrastructure in the public realm and within homes facilitates the use of cycles before cars.

Optionality
Cartwright Avenue provides a segregated, fast moving route to the Local Centre. The neighbourhoods connected by a community lane which facilitates slow cycling, meandering routes and parents with young children learning to cycle. Brook Leys, offering adventure trails and an opportunity to explore. Enabling different routes to encourage many different forms of cycle movement aims to reduce car usage, reducing carbon footprints and fosters healthier lifestyles.

SW.55. Easy access

Cycle parking **must** be made more accessible than car storage. This could be achieved, for example, by separating car storage from home entrances, or placing bicycle parking close to home entrances.

To promote and encourage sustainable transport choices.

SW.56. Cycle parking in apartments

Cycle parking for apartments **should** be located at ground floor and close to apartment entrances. It must be safe, secure, covered and include oversized and non-standard bicycle parking.

To create an attractive, soft landscape setting .

SW.57. Cycle parking in houses

Residential thresholds to houses or maisonettes **should** include space provision for cycle parking within the curtilage of the dwelling, where practical.

To future proof properties and provide a variety of cycle parking solutions.

SW.58. Visitor cycle parking

Cycle parking for visitors **must** be safe, secure and include oversized and non-standard bicycle parking. Visitor cycle parking must be provided for all apartment blocks and must be located close to main entrances.'

To create inclusive and equitable transport options, supporting active lifestyles.

SW.59. Commercial cycle parking

Commercial cycle parking **should** be split between long stay and short stay. Long stay cycle parking should be safe secure and covered and include oversized and non-standard bicycle parking. Short stay cycle parking must be convenient and well designed as part of the public realm.

To enable door to door active travel, supporting active lifestyles.

SW.60. Cycle parking within buildings

Where cycle parking is integrated into buildings within stores, entrances to the stores **must** be visible, provide positive street frontage and be well overlooked, encouraging passive surveillance.

To create inclusive and equitable transport options, supporting active lifestyles.

SW.61. Formal sports cycle parking

Where cycle parking is provided associated with sports facilities, parking **must** be located with close proximity to main arrival points, be within clear sightlines of facilities, and include oversized and non-standard bicycle parking.

To create inclusive and equitable transport options, supporting active lifestyles.

SW.62. Cycle maintenance

Space for cycle maintenance **should** be provided in appropriate locations, either internal to cycle stores or associated with mobility hubs.

To promote and encourage sustainable transport choices.

SW.63. E-bikes

Provision for future trends for cycles **should** be included. This could be in the form of non-standard cycle bays which could be adapted to provide charging in the future.

To promote and encourage sustainable transport choices.

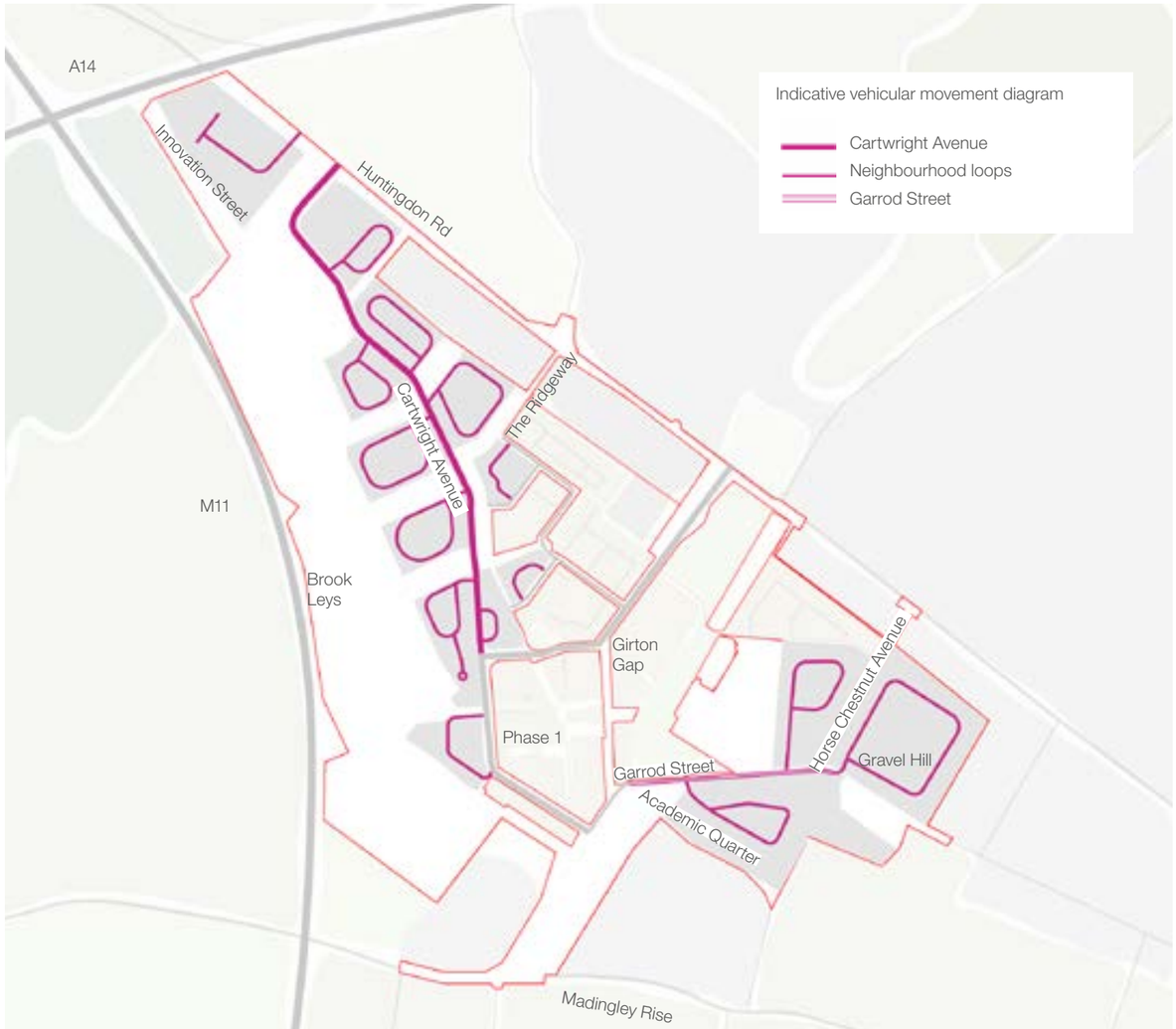
Vehicular access and car storage

Key objectives

Neighbourhood loops
Neighbourhood loops are low-speed, pedestrian priority environments which have a range of street typologies, designed to slow traffic. The principles for vehicle movement across the Site is to limit movement to neighbourhood loops, accessed from Cartwright Avenue.

People centred streetscape
People centred street design, which encourages neighbourhood connections and social cohesion places cars in clusters, away from front doors.

Flexible car storage
A range of solutions that are flexible to accommodate behavioural changes in the future.



SW.64. Slow-speed neighbourhoods

Roads **must** be designed to reduce traffic speed. Cartwright Avenue should be designed to -nominally- 20 mph street incorporating traffic crossings with pedestrian priority. Neighbourhood should be designed to be -nominally- 10 mph streets and should include pedestrian priority crossing and changes in direction

To create a cohesive development that reads as one.

▶ Refer to Neighbourhoods / Movement

SW.65. Achieving Slow-speed neighbourhoods

The design of streets **must** incorporate place-based speed reduction measures, such as contrasting surface raised tables, landscaped build outs with trees to interrupt forward visibility, tight corner radii. Measures should be contribute to create self-reading, low speed street design.

To break down highway linearity and support low speed environments.

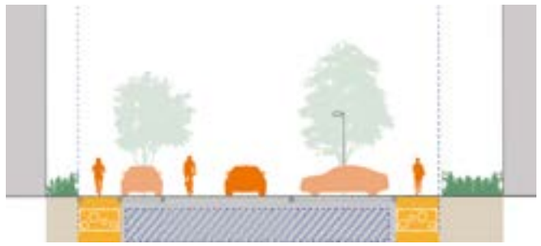
SW.66. Access to Neighbourhoods via Cartwright Avenue

Neighbourhoods located to the east and west of Cartwright Avenue **must** be accessed via this road for vehicular traffic. An additional emergency access must also be provided that would not need to be a highway junction but capable of accommodating a fire tender in emergencies. Additional pedestrian and cycling accesses to Neighbourhoods between buildings must be provided.

To create healthy, low-speed neighbourhoods.

Cartwright Avenue illustrative section -
more detail in Cartwrigh Avenue & The Common chapter

Neighbourhood illustrative sections -
more detail in Neighbourhoods chapter



SW.67. Neighbourhood loops

Neighbourhoods accessed from Cartwright Avenue **must** be laid out to form a movement loop with one vehicular connection to Cartwright Avenue.

To create healthy, low-speed neighbourhoods.

Refer to Neighbourhoods / Movement

SW.68. Access to Gravel Hill

Gravel Hill to the east of Phase 1 **must** be accessed via Garrod Street. Development zones west of Horse Chestnut Avenue could include an additional access from the north.

To create healthy, low-speed neighbourhoods.

Refer to Gravel Hill / Movement

SW.69. Car storage solutions

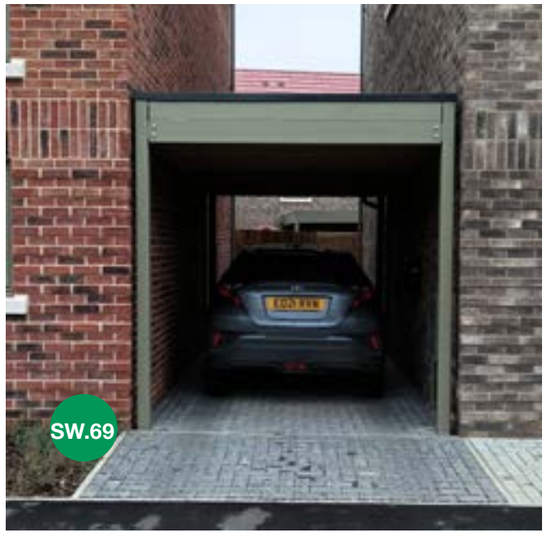
Neighbourhoods **should** accommodate a variety of car storage solutions such as on-plot, podium, and /or on-street (Illustrative pictures below), in ways that contribute to the streetscape.

To cater for different needs and create positive streetscapes that are not visually dominated by cars.

SW.70. Distribution of car storage solutions

Car storage **must** not be accommodated on key open space such as Shared Gardens, Brook Leys or Girton Gap. Apartments or Houses facing these, should be accommodated on-street or accessed via the facade opposite to the open space when on-plot. Houses should combine on-plot and on-street car storage solutions whereas apartments could use podium solutions in courtyards within neighbourhoods.

To provide varied solutions that allow streets to reduce the visibility and the connection to cars.



SW.71. Landscape around surface car parking

Planted landscape **must** be used to mitigate the visual impact of car storage on the public realm, for example with trees in between groups of car storage spaces or with hedges or low-level planted screening. This applies to both surface and on-street solutions. The number of consecutive on-street parking bays should be limited and designs must demonstrate that parking arrangements do not dominate the street or negatively affect the pedestrian experience.

To create an attractive landscape setting.

SW.72. Accessible car storage

Car storage for Blue Badge holders **should** be located on level areas, and as close as possible to the entrances to the building they serve.

To provide inclusive access through the public realm and to homes.

SW.73. Integration of podium parking

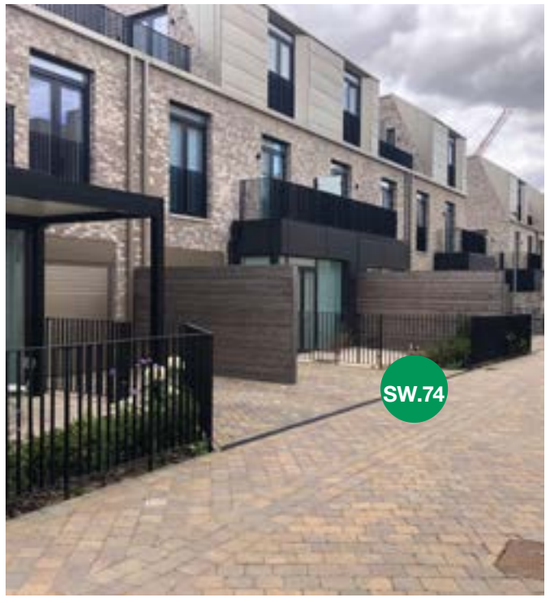
Where provided, podium parking **must** be integrated into the overall design. Podium solutions should be designed to avoid dominating streetscapes, ensure entrances are discrete, and incorporate planting along street facing edges, or other active uses where appropriate.

To support active frontages, minimise visual impact and contribute positively to the public realm.

SW.74. Adjacency to Phase 1

Plots that interface with Phase 1 **must** utilise the existing road network to provide vehicle access without prejudice to earlier Phases.

To create a cohesive development that reads as one.



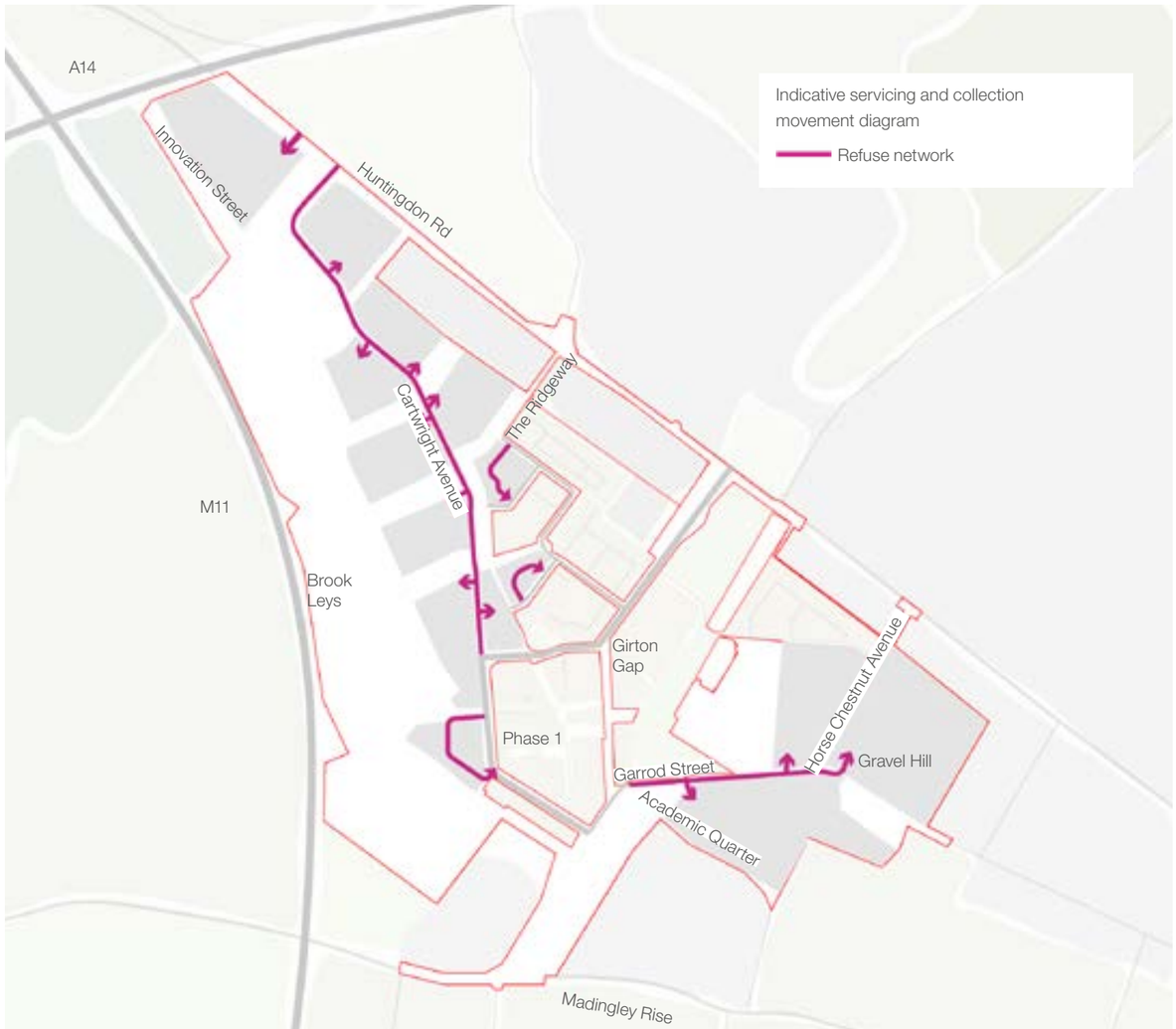
Servicing and collection

Key objectives

Simple access
Singular access points into Neighbourhoods are intended to simplify junctions and provide efficient use of space with minimal hard surfaces to maximise greening for healthier neighbourhoods.

The consolidation of the servicing network which doubles up with the vehicular loops reduces the amount of carbon whilst providing access to all buildings via a road.

Integration with building design
All storage rooms are an integral part of buildings providing a coherent approach across the Site and a positive contribution to streetscapes.



SW.75. Refuse collection route

The refuse collection route **must** prioritise vehicles moving in a forwards direction along the neighbourhood loops avoiding vehicles reversing. Turning heads could be provided in areas where there is not sufficient space for a loop system.

To reduce the carbon footprint and to provide efficient hard surfaces where possible.

SW.76. Residential waste system

Residential waste **must** be provided in underground refuse systems (URS) where practical.

To reduce the carbon footprint and maximise use of the existing waste strategy.

SW.77. Coordination of underground waste bins in the public realm

Underground bins **must** be located leaving sufficient space from other landscape elements - such as Street furniture, lighting posts, trees, planting and parking spaces- to be able to walk around and manoeuvre. Bins should be located in levelled areas avoiding curved segments of the street where practical.

To reduce the carbon footprint and maximise use of the existing waste strategy.

SW.78. Servicing to commercial buildings

Servicing to buildings with employment uses **must** not be located on main façades. Service yards must also be located in less prominent areas at the back or side of buildings.

To create a pedestrian focused environment.

SW.79. Integrated residential refuse storage

Where refuse storage is provided on-plot it **must** be well integrated and designed into the curtilage of properties.

To create considered streetscapes with integrated servicing.

▶ Refer to Sitewide / Built form / Integration of façade elements.

SW.80. Integration of commercial use storage

Commercial storage **must** be well integrated into building façades. Where hazardous collection is required it must also be well integrated and provide safe environments.

To create considered streetscapes with integrated servicing.

▶ Refer to Sitewide / Built form / Integration of façade elements.

Connecting to Phase 1

SW.81. Connecting to the Ridgeway

Pedestrian and cycle connections to the Ridgeway **must** be facilitated at both ends of the Common connecting the different levels.

To create an attractive and inclusive public realm.

Refer to Cartwright Avenue & The Common / Movement / The Common.

SW.82. Continuity between Cartwright Avenue and Turing Way

Turing Way **must** be directly connected to Cartwright Avenue for all modes of transportation. Protected cycle tracks must be provided.

To enable the wider connection to Cambridge and beyond.

SW.83. Visual connection to the Community Centre

Proposed development **must** ensure visual connection along Pheasant Drive between Brook Leys and the community centre.

To ensure a visual connection to Brook Leys is maintained from the local centre.

SW.84. Buildings facing Phase 1

Proposed buildings facing Phase 1 **must** positively respond to the architectural language of the existing buildings.

To ensure a cohesive masterplan that does not compromise existing homes.

Mobility Hubs

SW.85. Number and location of mobility hubs

A minimum of 2 mobility hubs where people can access multiple types of transportation modes in a single place **should** be included as part of the public realm design, one located in The Common and one as part of the sports and amenity provision towards the north of Cartwright Avenue.

To promote and encourage sustainable transport choices that are visible within key public spaces.

SW.86. Neighbourhood mobility hubs

Additional smaller neighbourhood mobility hubs **should** be provided in each neighbourhood. These should include car club spaces, scooter and bike and cargo bike hire.

To promote and encourage sustainable transport choices.

SW.87. Uses in mobility hubs

Mobility hubs **must** include other functions such as delivery collection points, rapid electric bicycle charging points, bus time table digital displays or maps of the local area.

To provide hubs that are flexible and serve the community with multiple uses.

SW.88. Proximity and visibility from public transport

Mobility hubs **should** provide shared transport solutions but also be located and designed in a way that creates visible connections to public transport and active travel networks around them.

To promote and encourage sustainable transport choices that are visible within key public spaces.

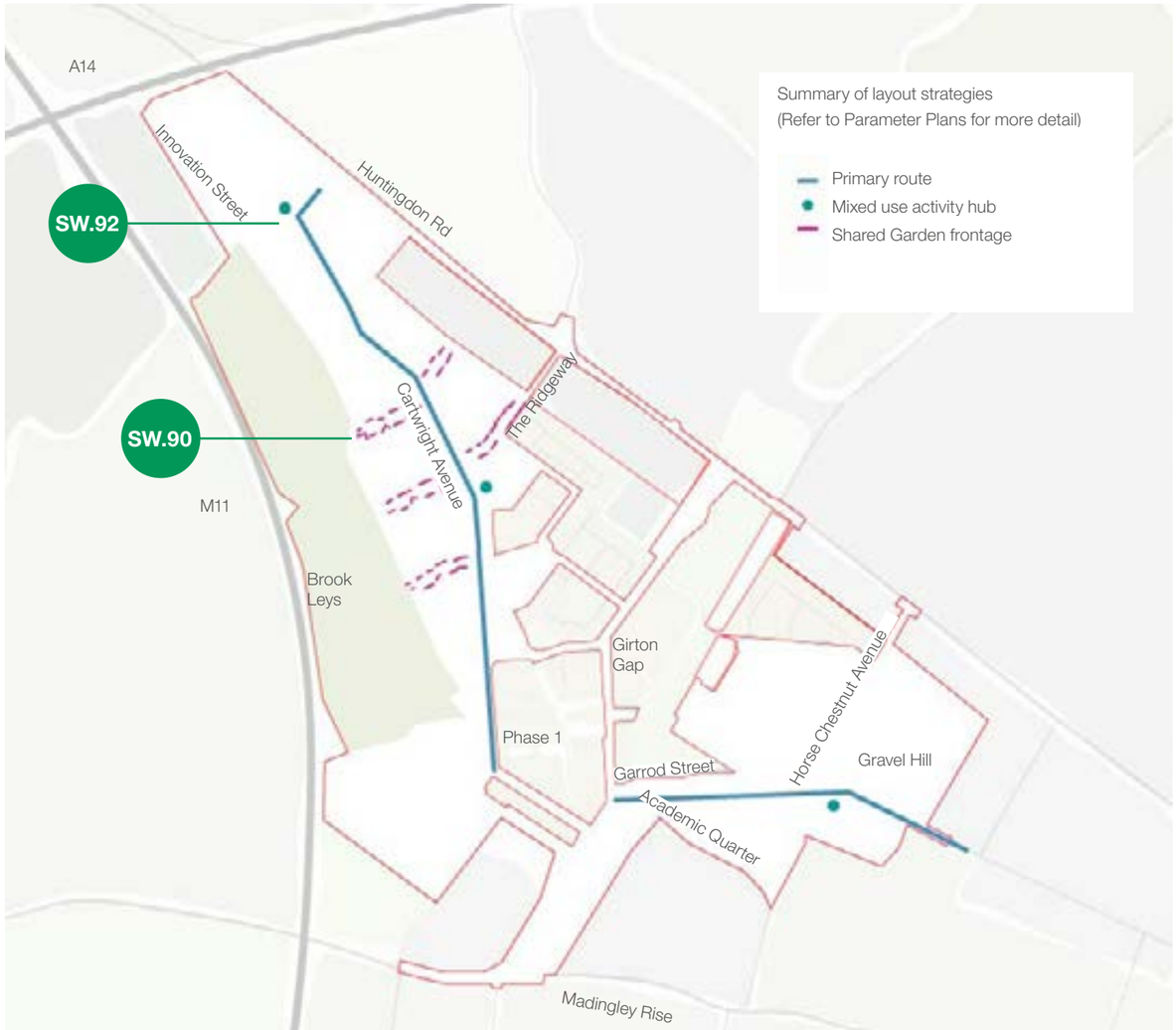
Built Form

Land use and layout

Key objectives

Varied streetscape
Building location, positioning and type contributes to create rich and varied neighbourhoods. They provide a range of spaces with diverse characteristics that cater for the different needs. That includes streets that are more linear and formal, but also Shared Gardens with a more natural character and informal geometries introducing spatial complexities that can stimulate neural plasticity whilst creating visually interesting and well-defined and inviting spaces.

Activity hubs
Uses that facilitate social interaction are clustered together creating activity hubs.



SW.89. Variety

The layout of streets and buildings **must** create a varied streetscape with formal alignments defining streets within Neighbourhoods and informal arrangements for example facing Shared Gardens.

To create varied streetscapes and avoid coalescence

SW.90. Shared Gardens

The layout of the buildings adjacent to Shared Gardens **must** allow gaps.

To provide views through to green spaces, supporting connection to nature.

SW.91. A mix of building types

The proposal **must** include a variety of building types. These could include stacked duplexes, semi-detached, terraced houses, and/or blocks of flats.

To create diverse neighbourhoods and visual interest.

SW.92. Mixed use activity hubs

Buildings for land uses with shared facilities -such as student living, senior living or co-living-, **should** be located in proximity to other retail or social infrastructure uses such as nursery, cafés, mobility hubs or key open spaces.

To concentrate social uses facilitating social interaction and creating mixed use activity hubs.

▶ Refer to PP4-10004 - Land Use Plan

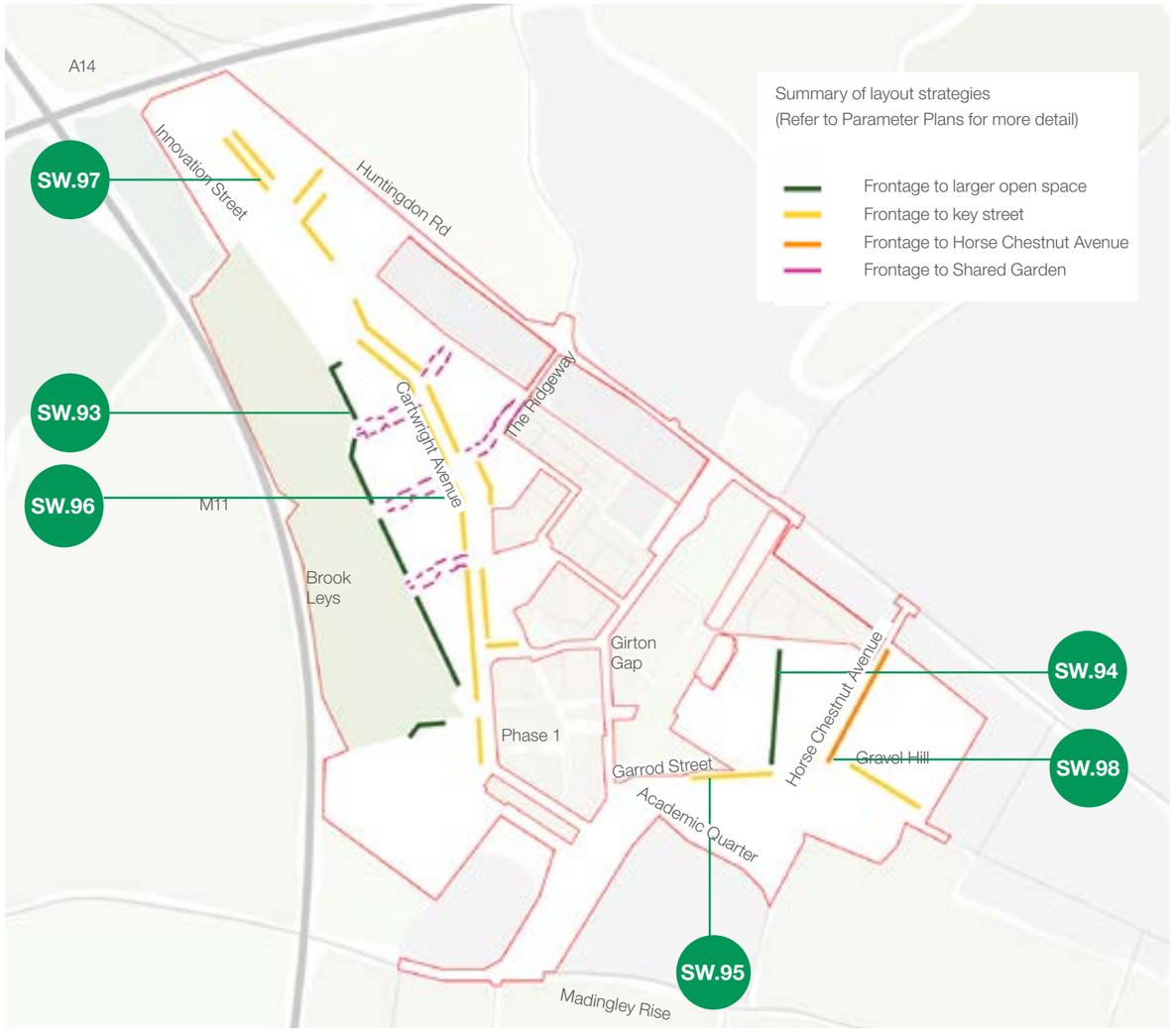
Key frontages

Key objectives

Frontages to larger open space
Frontages to larger open space create a new edge to the city and mark the transition to the countryside. They also create visual connection between streets and nature.

Frontages to key streets
Frontage to key streets are urban in character defining street edges.

LVIA mitigation
Skyline articulation, variation in scale, height and materiality contribute to the mitigation of the landscape impact of new buildings.



SW.93. Brook Leys frontage

The layout of the buildings facing Brook Leys **must** create a clear frontage with breaks. This frontage will define a new edge for Cambridge to be seen from close and distant views. Building design, massing and facade strategies should contribute to variation at close and longer-range.

To create a continuous frontage and urban edge facing landscape.

▶ Refer to Massing and Character on Sitewide and Brook Leys chapters.

SW.94. Girton Gap frontage

The layout of the buildings facing Girton Gap **must** create a clear frontage with breaks. The frontage must introduce breaks reflecting the landscape strategies and features. Buildings with different uses, such as residential or student houses should have common design features that contribute to the reading of the frontage as a whole. This could be achieved through tone and materiality, composition or common architectural elements - balconies, windows, etc.

To create a continuous frontage and urban edge facing landscape.

SW.95. Garrod Street frontage

The layout of the buildings facing Garrod Street **must** create a clear frontage with breaks. Ground floor facades must have a positive contribution to the open space.

To create a continuous frontage and urban edge facing landscape.

SW.96. Cartwright Avenue frontage

The layout of the buildings fronting on to Cartwright Avenue **must** create a clear frontage with breaks.

To create a continuous frontage that is urban in character and defines a key route

SW.97. Innovation Street frontage

The layout of the buildings fronting the Innovation Street **must** create positive streetscape.

To define a street and provide continuity to Cartwright Avenue.

SW.98. Horse Chestnut Avenue frontage

The layout of the buildings facing Horse Chestnut Avenue **must** have clear boundary conditions that respond to the natural character of the Avenue. Where this frontage includes lower elements such as garden edges, these must be coherent and integrated with the design of building façades.

To create a clear boundaries to Horse Chestnut Avenue.

SW.99. Facade permeability and passive surveillance

Building façades **must** contribute to the activation and passive surveillance of the public realm with windows, terraces and entrances.

To create safe environments.

SW.100. Building entrances

Building entrances **should** activate the public realm, particularly in locations where residential is the predominant or only use.

To create an active and animated public realm.

Massing and character

Key objectives

Articulated massing
North West Cambridge creates a new urban edge. The articulation of the massing, including, breaks, stepping, modulation are critical tools to achieve this.

Variation
Part of the success of creating an articulated massing and city edge lies in the variation in tone, materiality and / or roofscape.

LVIA mitigation
Ultimately, these strategies contribute to the mitigation of the landscape impact of new buildings.

SW.101. Articulated skyline

Buildings **must** contribute to define an articulated skyline, in particular fronting the western boundary of the Site - please refer to diagram on this page. This could be achieved, for example through varying heights, setbacks, layout and / or tone and materiality.

To create a dynamic silhouette on the skyline.

► Refer to Sitewide / Built Form / Massing and Character / Massing breaks

SW.102. Massing reflective of landscape strategies

Massing **must** reflect the Green infrastructure / corridors (Shared Gardens). These could be achieved for example by stepping down the massing to indicate an opening, or utilising roofscape to indicate a break in the rhythm of Brook Leys.

To mark the location of the Shared Gardens.

SW.103. Brook Leys

The heights of Brook Leys **must** range between 3 and 6 storeys with an articulated silhouette.

To create variation within the massing.

► Refer to PP6-10006 - Maximum Heights Plan

SW.104. Layering

The distribution of massing and heights **must** create a sense of depth and layering through gaps in the massing and stepping down, for example towards Brook Leys.

To create a varied skyline and a sense of built form beyond.

SW.105. Legibility of the massing strategies

The distribution of heights **must** create a legible massing strategies. Taller massing should cluster around The Common.

To contribute to the legibility of the structure and hierarchies of the emerging proposal.

SW.106. Stepping down towards the edges

Massing **must** step down towards the edges and have a scale that is commensurable with the massing of the existing neighbours.

To facilitate a transition to an appropriate neighbouring scale.

SW.107. No build zone

Design proposals **must** leave a 20 metre no build zone adjacent to existing properties on Huntingdon Road and 19 acre field. Please see diagram on previous page for more detail.

To facilitate a transition to an appropriate neighbouring scale.

► Refer to PP6-10006 - Maximum Heights Plan

SW.108. Massing breaks

Buildings **must** introduce breaks in the massing; to avoid long façades, facilitate access to light and create visual permeability between different spaces such as Neighbourhood Streets, Community Lanes, and / or Shared Gardens.

To allow views through and visual connection to green spaces.

SW.109. Massing modulation

Long façades **must** be broken down avoiding long homogeneous façades. This can be done through either massing breaks or steps, or through architectural expression.

To create a rich and varied streetscape with human scale.

SW.110. Variations in roofscape

Roof articulation **must** include a variety of solutions where practical; to reinforce the articulation of the skyline and contribute to visual interest through buildings of smaller grain.

To create a dynamic silhouette on the skyline.

SW.111. Balconies

A combination of balcony types **should** be included across each plot; to create diversity in character and architectural expression and assist setting out spatial hierarchies. A minimum balcony depth of 1.5m must be provided and be of proportional size to the scale of home and tenure. Balconies on external or more exposed façades should be sheltered.

To provide usable and comfortable private amenity and contribute to the legibility of the massing.

SW.112. Facade expression

Facade and building design **must** contribute to the stretscape as well as the legibility of the hierarchy of the public realm and the massing strategies. Building façades should be designed to provide visual richness and variation, avoiding monotony or excessive repetition. This could be achieved through massing, rhythm, vertical expression, composition, and/ or materiality - for example varying brick colour.

To have a building design that contributes to the principles of the masterplan.

SW.113. Impact of rooftop plant

Plant and associated infrastructure **must** be integrated into the massing and design to reduce visual bulk, avoid skyline clutter and maintain a coherent architectural form.

To create a harmonious environment.

▶ Refer to Sitewide / Built Form / Integration of facade elements

SW.114. Design of taller buildings

The design of taller forms must be designed with careful attention to proportion, arcitulation and relationship with the street. Facades should be designed so they are considered attractive from all angles. They must contribute to the legibility of the public realm, massing strategies and key views in terms of skyline articulation, relationship with the ground plane and streetscape.

To contribute to set out visual hierarchies.

SW.115. Cambridge character

Facade and building design **must** contribute to form a contemporary version of the Cambridge Character. This could be achieved through materiality, composition, thresholds and other architectural elements.

To contribute to the character of Eddington and Cambridge.

SW.116. Residential Tone and Materiality

The selection of tone and materiality across Neighbourhoods **must** be varied, robust, durable and primarily non-reflective.

To distinguish buildings, mitigate coalescence and ensure the durability of the buildings.

SW.117. Commercial Tone and Materiality

The selection of tone and materiality across Innovation Street and Academic Quarter **must** be varied, robust, durable and primarily non-reflective.

To distinguish buildings, mitigate coalescence and ensure the durability of the buildings.

SW.118. Coordination of secondary materials

All facade elements and secondary materials - such as windows, balustrades, rainwater, or other details **must** be fully coordinated with the rest of the facade design.

To create a harmonious environment.

▶ Refer to Sitewide / Built Form / Integration of facade elements

SW.119. Tone and wider composition

Each building **must** make a positive contribution to the composition of the frontages they form part of, in particular those seen from distant views.

To contribute to landscape character and the perception of Eddington and the Cambridge edge.

SW.120. Design quality

Emerging detailed design **must** demonstrate the principles of the massing and character design codes through detailed studies - such as bay studies.

To contribute to landscape character and the perception of Eddington and the Cambridge edge.

Homes

Key objectives

Positive entrances
Entrances are critical as they are the interface between the public and the private realm. They are also critical in creating a positive experience and sense of ownership.

Integrated storage and curtilage
Homes require storage of different elements. Their integration into a coordinated design approach is key to a positive contribution to the streetscape and user experience.

SW.121. Private entrances

All entrances **must** provide shelter of a scale that relates to the number of homes within the building. Measures such as recessed front doors or overhanging canopies would achieve this. Private Entrances should create a sense of place and ownership. This could be achieved, for example through signage, distinctive front doors or thresholds that can accommodate personalisation.

To provide shelter and weather protection.

SW.122. Communal entrances

Entrances to apartments **should** be scaled to allow several residents to arrive at similar times and benefit from a sheltered entrance. This can be internal. They should also enable access to cycle stores.

To provide shelter and weather protection.

SW.123. Active frontages

Blank façades at street level **should** be avoided, where practical. This can be achieved by providing windows to habitable rooms with natural surveillance.

To avoid post occupancy installation of privacy screening.

SW.124. Private amenity

Private amenity **must** be a minimum depth of 1.5 metres when it is provided in the form of a balcony. Balconies that take non-traditional forms must be 1.5 metres wide at their narrowest point. Defensible space at ground floor should also be 1.5m wide if usable as a terrace for dwellings. Where two or more spaces for private amenity are together, they should include visual screening.

To provide meaningful and usable amenity.

SW.125. Defensible space

Defensible space **must** be provided for ground floor habitable rooms and private amenity space. Designs should adopt a layered approach, using elements such as planting, clear edges with low boundaries, and changes in level.

To create privacy while maintaining passive surveillance to the public realm, and to maximise greening.

SW.126. Seating

External seating close to front doors **should** be included where appropriate.

To provide moments for social interaction with neighbours.

SW.127. Natural light and ventilation

Dual aspect homes **should** be prioritised where possible. This can be achieved with typologies like deck / gallery access buildings.

To provide high quality homes and maximise natural ventilation.

SW.128. Letterboxes

Letterboxes **should** be provided at appropriate height and be accessible for all users, and in secure locations.

To provide usable letterboxes in homes.

SW.129. Internal storage

Storage provision in homes **should** not be compromised by M+E units or systems.

To provide adequate and usable stores in homes.

SW.130. Noise

Where there is a risk of noise from the M11, private amenity **should** be placed away from noise sources.

To provide adequate and usable stores in homes.

Integration of facade elements

Key objectives

Integral design
Façades include a number of elements. It is critical that all these are considered from the outset and well integrated through a coordinated design approach.

SW.131. Roof plant and other facade elements

Roof plants, chimneys, flues and vents **must** be well integrated with the rest of the facade and designed to minimise visual impact.

To ensure services are integrated into the architectural language.

▶ Refer to Sitewide / Built Form / Massing and Character.

SW.132. Services

Rain water pipes and other services **must** be coherent in design and tone with other facade elements such as windows, balconies or canopies. Where possible external utility boxes should be installed on the ground, if they are wall mounted, boxes should be placed on side elevations and not on fronts.

To ensure services are not unsightly on the streetscape.

SW.133. Refuse in buildings

Where refuse has to be accommodated within the curtilage of the buildings, design of stores **should** provide level access and good usability. Refuse stores should be consistent with the material language of the boundary treatment, this could be achieved by screening with a low brick wall or similar.

To ensure services are integrated into the architectural language.

SW.134. Lighting

External wall mounted lighting to front doors **must** be coherent in design and tone with other facade elements such as windows, balconies or canopies.

To ensure a common language amongst ironmongery.

SW.135. Cycle Parking

Cycle stores **should** be designed to be integrated into the design of the buildings they are part of. For apartments this could be details on the enclosure, for houses this could be an extension of the boundary treatment, this could be achieved by screening with a low brick wall or similar.

To ensure services are integrated into the architectural language.

SW.136. Integrated balconies

Balconies **must** be an integral part of the facade design. They could either reflect or positively distinguish from the main tone and materiality of the façades.

To have a coordinated approach to facade design.

SW.137. Curtilage

Low walls **should** be coherent in tone and materiality with the main façades. If railings or other elements are included, they should be coherent in design and tones with other facade elements such as windows, balconies or canopies.

To have a coordinated approach to facade design.

SW.138. Air source heat pumps

Air source heat pumps or similar **must** be discreetly located and integrated into overall design. Their siting should avoid prominent facades and frontage elevations and be coordinated with other service elements. Where external placement is necessary and visible from the public realm, units must be screened and visually integrated using architectural enclosures, ensuring they do not obstruct natural surveillance and contribute positively the overall character of the development.

To have a coordinated approach to facade design.

SW.139. Integration of specialist lab storage

Integration of specialist Laboratory storage, service areas, specialist gas storage systems and associated service infrastructure **must** be located within the main building footprint wherever practicable, supporting functionality and visual containment. Where externally located storage is necessary, these areas must be discretely located to avoid visual prominence from the public realm and enclosed within a boundary treatment that is architecturally and materially integrated with the overall design.

To have a coordinated approach to building and facade design.

SW.140. Substations and infrastructure buildings

Substations and other infrastructure buildings **must** be sensitively placed and well integrated with the surrounding buildings and landscape design. This includes the design of the buildings and their curtilage.

To avoid design that is detrimental of character.

Designing for the future

Key objectives

Future proofing
North West Cambridge will be built over many years and even once built, conditions - including climate- are expected to change. Design considerations need to anticipate and provide the resilience to face these changing conditions.

SW.141. Passivhaus principles

Facade design **must** follow Passivhaus principles such as: consider the shape size and orientation of windows for example reducing glazing areas where there is more access to daylight, prioritise living areas with larger windows facing south, consider overheating from low sun on east and west orientations, and include shading elements on facade where appropriate.

To provide high quality, efficient homes.

SW.142. Photovoltaic panels

The design and installation of the photovoltaic (PV) panels **must** be integrated with the rest of the design. This could be achieved for example through the alignment between panels or with other facade elements.

To provide sustainable energy sources.

SW.143. Form

The design of the homes **must** have simple forms, avoid steps in massing and include terraced housing where appropriate.

To enable efficient form factor.

SW.144. Overheating

The design of the homes **must** consider overheating. This could be achieved, for example through solar shading, glazing ratio, ventilation, orientation or dual aspect where practical.

To provide reduce overheating in homes.

SW.145. Fuel poverty

All homes **should** be designed to reduce the amount of energy used in daily life. This could be achieved, for example, through the use of renewable energy sources, water re-use and consider orientation to allow natural methods of ventilation and solar gain.

To provide high quality, efficient homes.

SW.146. Wholeplace carbon

All homes **should** be designed to reduce carbon. This could be achieved, for example, through the careful management of the manufacturing, transport and construction of building materials, in-use building emissions and considering off-site manufacturing.

To provide high quality, sustainable homes.

▶ Refer to Sitewide / Green and blue Infrastructure / Planting and biodiversity

▶ Refer to Sustainability Statement

SW.147. Sustainability charter

Design proposals **must** contribute to the sustainability approach as set by the Sustainability Charter.

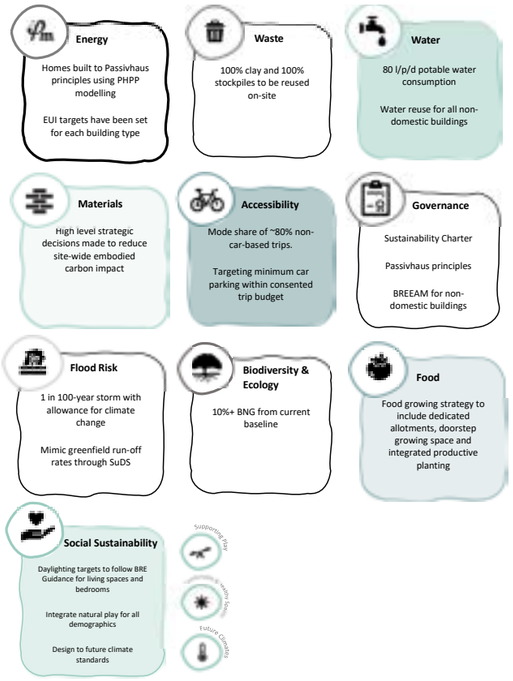
To safeguard a sustainable approach to future design that embeds the Place Principles and ensures stewardship.

▶ Refer to Sustainability Statement

SW.148. Noise mitigation

The design of the building and the public realm **must** include strategies for noise mitigation, in particular from the M-11. Strategies could include, the use of building form to create beneficial screening, especially for private amenity, dual aspect properties facing the noise source, and / or use of façade sound insulation.

To create high quality homes.



Sustainability charter

Shared Gardens

Shared Gardens

The shared gardens are safe, linear, green spaces for the community which link the more urban centre of Eddington with the rural nature of Brook Leys. The character, layout and facilities in the gardens are intended to foster social interaction, provide spaces to dwell, garden and rest outside.

Minimum dimensions for the shared gardens are included in the parameter plans.

Green and Blue Infrastructure

Character and levels

SG.01. Diverse character

The character of the Shared Gardens **must** be diverse with a transition from formal urban character towards Cartwright Avenue to informal, naturalistic character towards Brook Leys.

To create a sense of transition between urban and rural, and provide variety of experience.

SG.02. Predominant softscape character

Shared Gardens **must** be predominantly soft landscape with an approximate ratio of 70:30 soft to hard landscape.

To support biodiversity and promote contact with nature by bringing nature to close to doorsteps.

SG.03. Markers

The design of the Shared Gardens **must** include features marking the transition from and to other spaces, for example on to Brook Leys or Cartwright Avenue. The features could include trees, planting, or other structures.

To create a distinctive place, with clear thresholds.

► Refer to Shared Gardens / Planting and biodiversity.

SG.04. Topography and access

Shared Gardens **must** respond to reflect the existing site topography. Level changes should be based on nature-based solutions such as slopes, and facilitate the usability of the Shared Garden.

To mediate level change, respond to the natural topography and create usable spaces.

SG.05. Lighting

Low-level lighting **should** be provided to illuminate the pathway. Additionally, decorative lighting can be used to enhance the ambience of the gardens.

To provide safety and security for all users with low impact on ecology.

► Refer to Lighting design concept proposal.

SG.06. Boundary to amenity

The boundaries to private amenity in the Shared Gardens **should** reflect the open nature of the shared amenity. They should be limited in height for visual permeability, and be constructed with robust, durable materials.

To re-enforce the open character of the space and facilitate social cohesion

Community and amenity

SG.07. Play

Shared Gardens **must** include areas for play, which also incorporate seating and shelter.

To ensure equitable access for all, benefiting the health, wellbeing and social cohesion of the community.

► Refer to Sitewide / Green and Blue Infrastructure / Community and Amenity

SG.08. Playable spaces and residential uses

Playable spaces **must** not be located less than 5 metres from windows to domestic habitable rooms.

To avoid nuisance.

SG.09. Community growing

Each Shared Garden **must** include at least one space for communal growing. This space must include a water point (tap), and areas for seating. Community growing space must be sized to include space to plant, space to gather, be accessible, and others that may be appropriate for each case.

To promote healthy and sustainable lifestyles, and promote community cohesion.

SG.10. Public Art

Shared Gardens **should** include public art, suggesting spaces for people to meet and where practical providing space for it.

To foster social interactions and promote cultural connections.

► Refer to Public art strategy

Planting and biodiversity

SG.11. Support of character transition

Species selection **must** contribute to the character transition from urban to rural (from Cartwright Avenue to Brook Leys), for example using larger native species in Brook Leys, with grassland and native scrub to a more formal and semi-ornamental mix fronting Cartwright Avenue.

To support the placemaking strategy by creating a distinctive sense of place.

SG.12. Marker trees

Landmark trees **must** be located in appropriately scaled space, where they can assist with wayfinding and legibility.

To create a robust and sustainable tree framework with long term large scale canopy cover.

SG.13. Variety of scales and maturity

Planting **should** include species of different scale and levels of maturity. Larger scale and mature trees must be located within the widest sections of the shared gardens, to maximise long-term growing space.

To create a resilient planting structure, for optimal visual impact and establishment rates.

SG.14. Productive landscape

Planting on the Shared Gardens such as boundary treatments or planting between buildings **should** include edible species;

To create landscapes that could contribute to food production.

Water and drainage

SG.15. SuDS on Shared Gardens

SuDS **must** be incorporated into the Shared Gardens. This should include a variety of solutions such as rain gardens, and / or bioretention beds and permeable surfaces and should be expressed above ground where they do not compromise the usability of the public open space.

To express a positive response to the existing topography and natural systems.

► Refer to Sitewide / Green infrastructure / Water and drainage

SG.16. Below ground drainage solutions

Piped connections **should** be used to convey surface water where space is constrained.

To facilitate usable amenity space within the shared gardens.

Movement

SG.17. Publicly accessible

The design of the public **must** be publicly accessible.

To create inclusive public open spaces.

SG.18. Car free

The design of the public realm **must** be car free.

To create safe movement for pedestrians.

SG.19. Long Shared User Path

The design of the public realm **must** include a Shared User Path (SUP) for walking, wheeling and cycling along its length, connecting to key spaces at their end (for example Cartwright Avenue and Brook Leys).

To complement and connect the primary active transport networks within the wider site.

SG.20. Shared user path layout

The layout and location of the SUP **must** leave sufficient space for other activities such as community growing, play or seating areas. The route should also include at least one change of direction to slow the speed of cycles.

To promote the use and activation of the Shared Gardens.

SG.21. Connection to Cartwright Avenue

The design of the connection of the Long SUP **must** be suitable for facilitating the continuation of walking, wheeling and cycling. The connection should have a change of surface material to denote the transition between movement corridors.

To complement and connect the primary active transport networks within the wider site.

SG.22. Shared user path width

The SUP **must** be of a minimum width of 3 metres. As the SUP meets Cartwright Avenue, appropriate designs to manage the transition to segregated infrastructure must be provided.

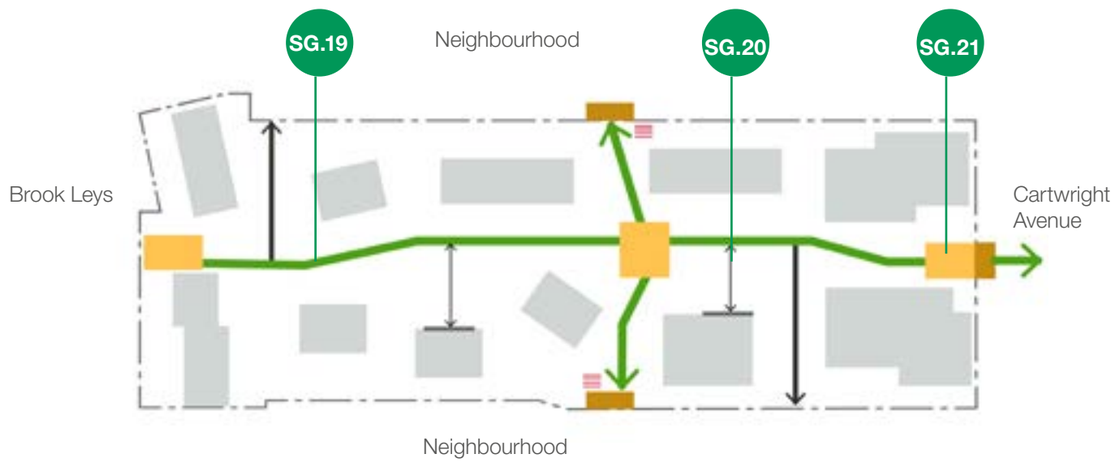
To complement and connect the primary active transport networks within the wider site.

SG.23. Transversal connections

The Shared Garden **must** include a SUP connecting the Community Lane at either side and should include at least one pedestrian route connecting Neighbourhood Streets at either side of the Shared Garden (see diagram below).

To complement and connect the primary active transport networks within the wider site.

▶ Refer to Sitewide / Movement / Active travel framework.



Built Form

Layout

SG.24. Development and Non-development Zones

Shared Gardens include a Fixed location of public open space where development is not permitted and a Variable location of open space where development is permitted. Buildings **must** not be located within the Fixed location of public open space.

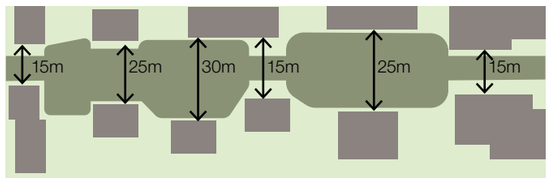
To ensure a minimum provision of shared public open space.

Variable location of public open space
Fixed location of public open space

SG.25. Varying width

Buildings within the Variable location of public open space **must** leave a corridor of open space of varying width, with dimensions ranging from 15 to 30 metres between buildings façades. Moments of compression of space, with built form should be achieved in places establishing a series of outdoor “rooms”.

To avoid long linear spaces and reinforce the sense of centrality.

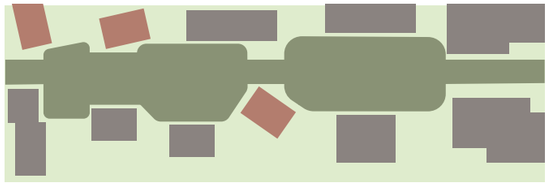


Buildings
Illustrative width

SG.26. Building rotation

Two to four buildings within each Shared Garden **should** be laid out at a different angle. Buildings should sit in the landscape as objects and avoid excessive terracing, this could be reinforced with projections, such as balconies or non-linear placement of buildings.

To accentuate vistas and create visual interest.

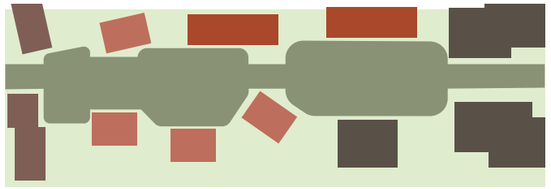


Illustrative location of buildings with non-orthogonal rotation

SG.27. Variety of building types

The edges of the Shared Gardens **should** be constituted by different building types. These could include stacked duplexes, clusters of semi-detached houses, terraced houses, and/or blocks of flats with different floorplates.

To provide variety and avoid coalescence.

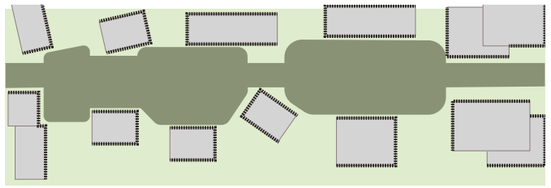


A variety of building types including stacked duplex, clusters of 3 semi-detached houses, terraced housing and blocks of flats

SG.28. Multiple frontages

Buildings **must** have multiple frontages addressing various spaces including the Fixed location of public open space of the Shared Gardens, the Neighbourhood Street and/or the spaces in between buildings.

To ensure a variety of frontages, avoiding traditional “backs” and “fronts”.

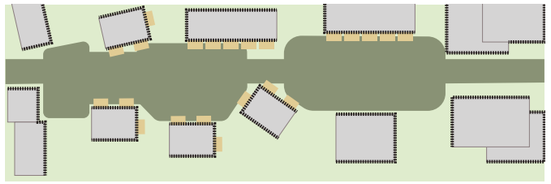


Frontage (may include entrances and / or private amenity)

SG.29. Private amenity

The location and treatment of the private amenity **must** contribute to the activation of the public realm. This could be achieved, for example through openings, low and/or visually permeable thresholds of a maximum of 1 metre high), and/or the inclusion of benches or seating. Private amenity could also be located at grade or slightly elevated from the public realm.

To ensure a variety of frontages, avoiding traditional “backs” and “fronts”.



Indicative location of private amenity

Massing and character

SG.30. Transition in massing

Massing **must** include stepping in height. Stepping should avoid difference in heights of more than 3 storeys between adjacent buildings in the plot.

To contribute to the articulated skyline and avoid contrasting scales.

SG.31. Massing breaks

Buildings **must** introduce breaks in the massing creating permeability between the Neighbourhood streets and the Shared Garden.

To ensure visual permeability between the Shared Gardens and adjacent streets.

SG.32. Sense of depth

Buildings and heights **should** be distributed in ways where a number of buildings are visible when looking along a Shared Garden from its Fixed location of public open space.

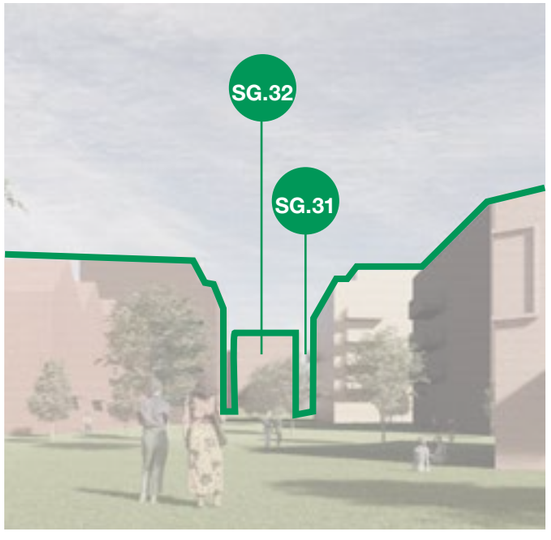
To create a sense of depth and visual interest.

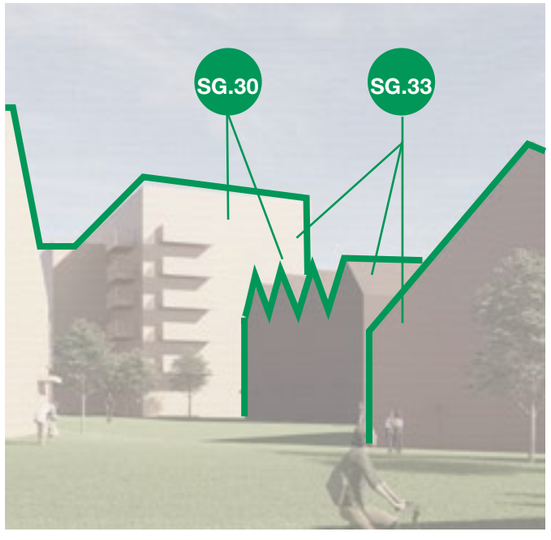
SG.33. Tone and materiality

Tone and material selection **must** be selected to distinguish massing and avoid visual coalescence.

To contribute to the legibility of the massing.

▶ Refer to Sitewide / Built Form / Massing and character.





Neighbourhoods

Neighbourhoods

The neighbourhoods east and west of Cartwright Avenue will have a distinct character defined by the streetscape and public realm, the landscape design and architecture. Streets will be multi-purpose spaces allowing for vehicle access but pedestrians and cyclists will have priority, and the streets will integrate play and planting.

Green and Blue Infrastructure

Character and levels

NE.01. Coherent character

All components of the landscape design **must** be coordinated and form a coherent whole. This includes tree and planting, lighting, car storage, pavements and / or refuse. Street clutter should be avoided and prevent any obstruction to access routes.

To create a high quality, cohesive public realm design, with distinctive sense of place.

NE.02. Managing level changes

Defensible space in front of buildings **must** allow sufficient space for stepped or ramped level change to / from the public realm to facilitate at least one level threshold per unit or communal entrance.

To ensure consistent inclusive access to buildings throughout

NE.03. Location of stairs and ramps

Stairs, ramps, seating or other elements on building thresholds **must** not obstruct walking and cycling routes.

To ensure clear circulation and inclusive access throughout the public realm.

NE.04. Lighting

Whilst lower lighting levels are encouraged for residential areas, lighting **must** still be sufficient for car storage areas, pedestrian pathways, and cycling routes.

To provide a safe and secure public realm

▶ Refer to Lighting design concept proposal.

Community and amenity

NE.05. Doorstep play

The design of the public realm **must** include doorstep playable space;

To introduce opportunities for play on the way.

NE.06. Play in communal areas

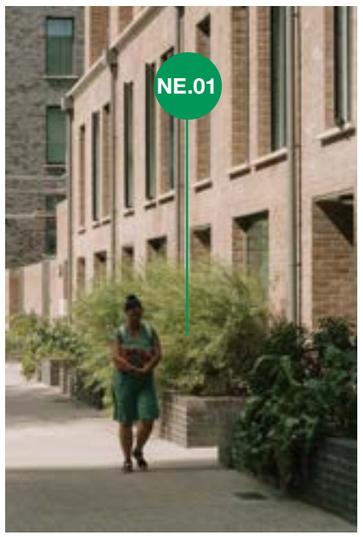
Communal spaces **must** include resident doorstep playable space.

To support the site wide play strategy.

NE.07. Growing in public realm and communal areas

The public realm and communal spaces **must** include provision for resident growing or edible planting for communal foraging.

To support site wide food production objectives for health and well-being.



Planting and biodiversity

NE.08. Trees in massing breaks

Trees **should** be clustered in massing breaks;

To create visual connections assisting with navigation and wayfinding.

NE.09. Trees on streets

Trees on streets **should** be arranged in linear rows that contrast with the informal groupings of other areas such as Brook Leys or Shared Gardens.

To provide a distinction in character between shared open space and public realm for legibility.

NE.10. Planting

Planting **must** be incorporated within the streets.

To enhance biodiversity, and maximize soft landscape in the public realm.

Water and drainage

NE.11. Permeable paving

The public realm **must** include permeable paving. This must be applied to car storage bays, and should be considered for all footpaths and pedestrian or cycle routes.

To support site wide surface water drainage strategy and masterplan sustainability vision.

NE.12. SuDS on Neighbourhood streets

SuDS beds **must** be incorporated into the street design, and must support planting to enhance biodiversity. SuDS features could include rain gardens, bioretention beds or swales where space allows.

To support site wide surface water drainage strategy and masterplan sustainability vision.

▶ Refer to Sitewide / Green infrastructure / Water and drainage chapter.

Movement

NE.13. Publicly accessible

Neighbourhood streets **must** be publicly accessible.

To create inclusive public open spaces.

NE.14. Pedestrian priority

Footways **should** prioritise crossing points, for example through raised tables or other forms of pedestrian crossing prioritisation, in particular in corners or key crossings including connection to the Community Lane.

To ensure slow vehicular design speeds and convey pedestrian priority.

NE.15. Vehicular movement loops

Street layouts **must** define loop layouts with one vehicular connection to Cartwright Avenue.

To encourage healthy, low-speed neighbourhoods.

NE.16. Slow-speed streets

Neighbourhood streets **should** include a change in geometry, materials and direction where practical.

To ensure slow vehicular design speeds and convey pedestrian priority.

► Refer to Sitewide / Movement / Vehicular access and car storage

NE.17. Narrowing carriageway

Carriageway width **should** narrow down to the minimum required for each segment of road. For example, it could widen in front of bay car storage but narrow down where car storage is laid out in parallel. Widths must be informed by operational requirements for emergency and waste services.

To encourage healthy, low-speed neighbourhoods.

NE.18. Car storage close to main junction

The Neighbourhood street parallel to Cartwright Avenue **could** accommodate more car storage than other Neighbourhood streets if required; to reduce vehicular traffic on Neighbourhood streets. Car club spaces should be included in these locations with a direct relationship to the neighbourhood mobility hubs. Planting must be included between groups of 4 to 6 car storage bays with a minimum of 2 metres width to allow for tree planting.

To create an attractive, soft landscape setting.

NE.19. Clustered on-street car storage on pedestrian-priority areas

On-street car storage **should** be distributed in clusters with planted landscape areas between them.

To create an attractive, soft landscape setting.

NE.20. Shared visitor car storage

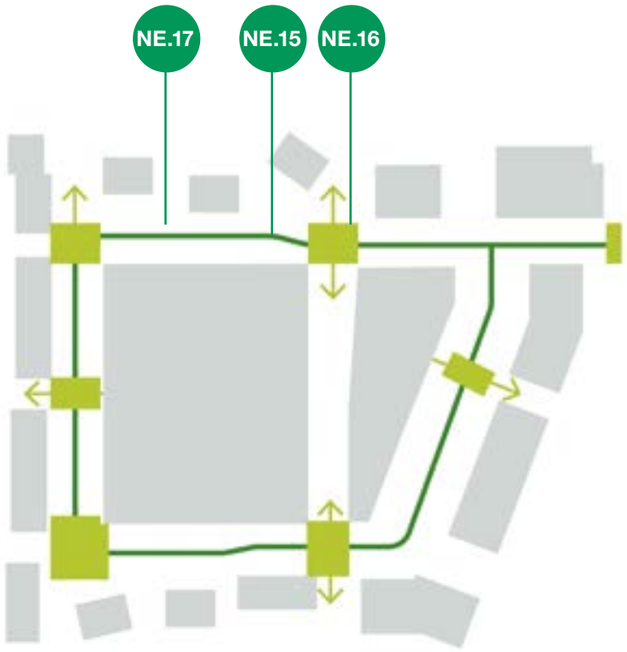
Where practical, visitor car storage on neighbourhood streets **should** be shared with servicing parking or with non-allocated residential spaces.

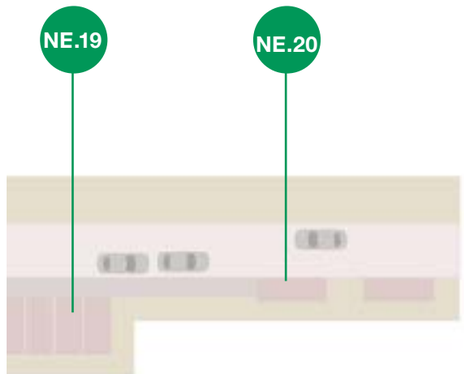
To introduce opportunities for play on the way.

NE.21. Visitor cycle parking

The Community Lane **must** include visitor cycle parking for a range of bike storage types. Visitor cycling storage should be located next to other street furniture, such as seating; to foster social interaction. Cycle parking should not be located so that it becomes an obstruction to access routes.

To create inclusive and equitable transport options, supporting active lifestyles.





Built Form

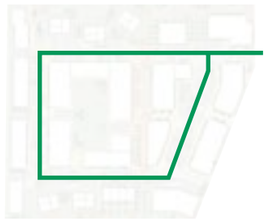
Layout

NE.22. Buildings shaping movement

Buildings **must** be laid out and aligned to form a loop movement system with one connection to Cartwright Avenue.

To encourage healthy, low-speed neighbourhoods.

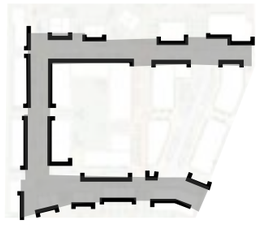
Refer to Sitewide / Movement / Vehicular movement



NE.23. Buildings defining streets

Buildings **must** be laid out and aligned in ways that form streets.

To create good streetscape and build from Phase 1.



NE.24. Street widths

Street width **should** be as narrow as practical, please see illustrative section below for reference.

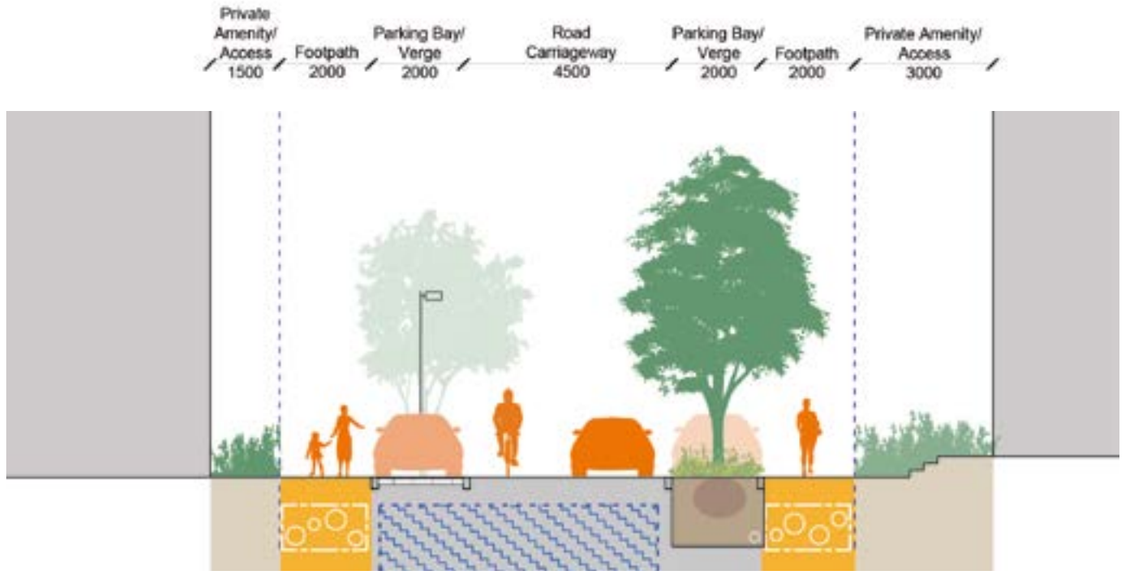
To create intimate streets which facilitate social interaction.

NE.25. Thresholds

Building fronts and front public realm **should** include threshold spaces that support informal seating, social interaction and visual connection to the street.

To create intimate streets which facilitate social interaction.

Illustrative section



Massing and character

NE.26. Transition in massing

Massing **must** include stepping in height. Stepping should avoid difference in heights of more than 3 storeys between adjacent buildings in the plot.

To contribute to the articulated skyline and avoid contrasting scales.

NE.27. Massing breaks towards Brook Leys

Massing breaks **must** create a visual hierarchy where bigger gaps in the massing visually connect streets with adjacent Shared Gardens leaving narrower gaps towards Cartwright Avenue or Brook Leys.

To contribute to the legibility of the massing and landscape.

▶ Refer to Sitewide / Built Form / Massing and character.

NE.28. Massing breaks towards Huntindon Road backs

Buildings facing adjacent properties **must** introduce breaks in the massing.

To create a visually permeable edge.

NE.29. Variations in roofscape

Roofscape types **should** be distributed to create varied streetscape.

To contribute to the character of the Neighbourhood streets.

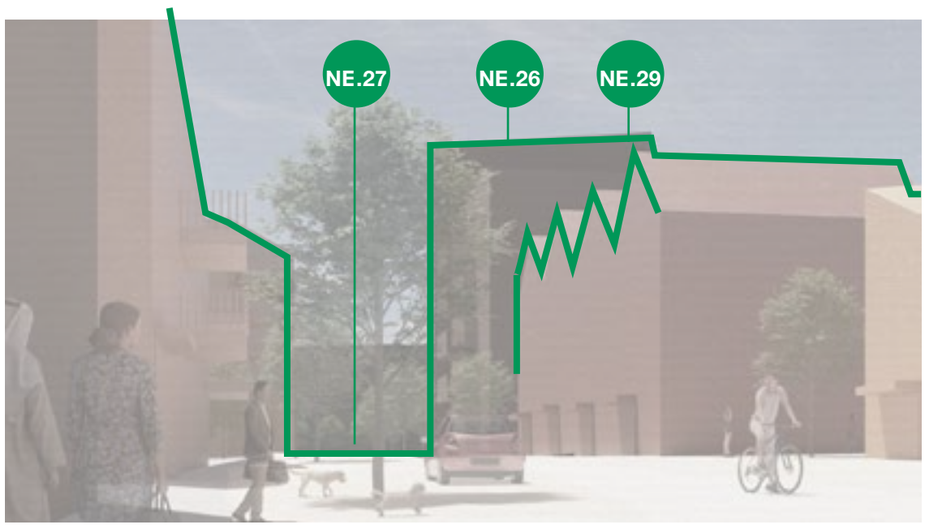
▶ Refer to Sitewide / Built Form / Massing and character.

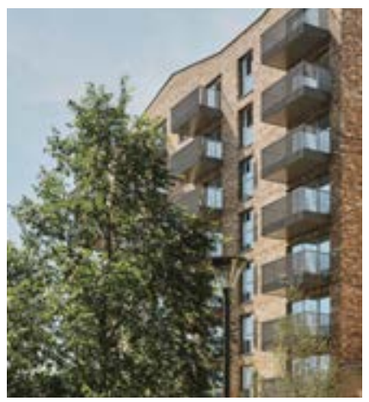
NE.30. Tone and materiality

Tone and material selection **must** be selected to distinguish massing and avoid visual coalescence.

To contribute to the legibility of the massing.

▶ Refer to Sitewide / Built Form / Massing and character.





Community Lane

Community Lane

A pedestrian priority, safe and leisurely street. Connecting the school, community centre, and Local Centre, to formal sports and growing areas to the north of the site.

Green and Blue Infrastructure

Character and levels

CL.01. Coherent character

The entire Community Lane **must** be designed with a single identifiable character and a united palette of materials along its full length so that there is consistency in paving, planting, street furniture and lighting along the entire length of the route.

To ensure the Community Lane is delivered to a consistent standard.

CL.02. Soft character

The design of the Community Lane **should** be based of soft lines and sinous shapes where practical. This could include planters and cycling and pedestrian paths.

To create a rich and visually engaging character.

CL.03. Managing level changes

Where level changes are required, they **must** form an integral part of the design of the public realm and buildings. This could be achieved, for example, though ramped access creating a continuous and accessible route.

To ensure inclusive access, space efficient design and a coherent public realm.

CL.04. Managing level changes

Where level changes are required, they **must** form an integral part of the design of the public realm and buildings. This could be achieved, for example, though ramped access creating a continuous and accessible route.

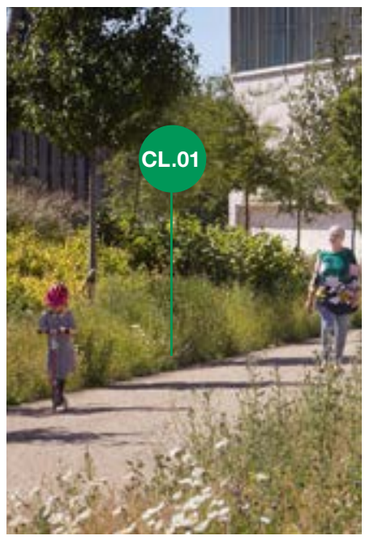
To ensure inclusive access, space efficient design and a coherent public realm.

CL.05. Lighting

The lighting design along the community lanes **should** be deliberately understated, providing enough visibility for users without disrupting the natural environment. Low level lighting ensures safety while maintaining a calm, discreet ambiance that blends with the surroundings.

To create a distinct hierarchy with the adjacent streets and open space, assisting with legibility and wayfinding.

▶ Refer to Lighting design concept proposal.



Community and amenity

CL.06. Doorstep play

The design of the public realm **must** include doorstep playable space;

To support the site wide play strategy.

CL.07. Inclusive seating

Resting areas **should** provide choice of seating options to accommodate the needs of a variety of people, including people with mobility impairments and wheelchair users.

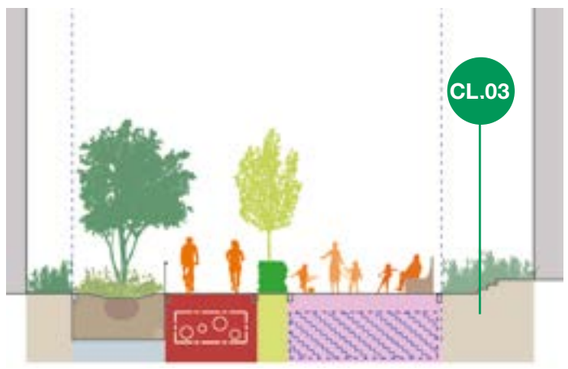
To ensure inclusive access, in the public realm.

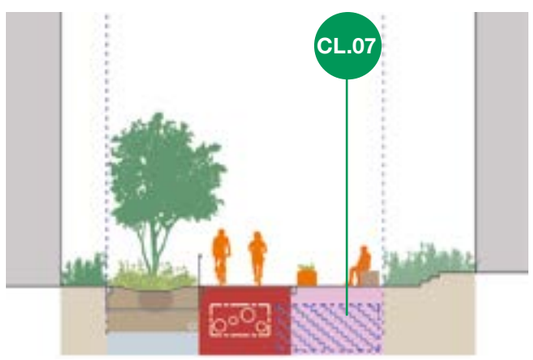
CL.08. Safety on playable spaces

Playable space must be separated from cyclists. This could be achieved for example through soft landscaping or nature based solutions.

To design out potential points of user conflict and create a safe public realm for all.

Illustrative sections





Planting and biodiversity

CL.09. Trees

Tree species and location **must** support legibility and wayfinding, for example by lining routes, positioning specimen trees within wider sections of the route, or at junctions and crossings.

To create a legible and coherent public realm

CL.10. Planting strip

Planting **must** be incorporated within the Community Lane. This should be minimum of 2m where practical.

To enhance biodiversity, and maximize soft landscape in the public realm.

Water and drainage

CL.11. Permeable paving

Where there are instances of the pedestian priority route being shared with vehicles the public realm **must** include permeable paving. This must be applied to car storage bays, and should be considered for all footpaths and pedestrian or cycle routes.

To support site wide surface water drainage strategy and sustainability vision.

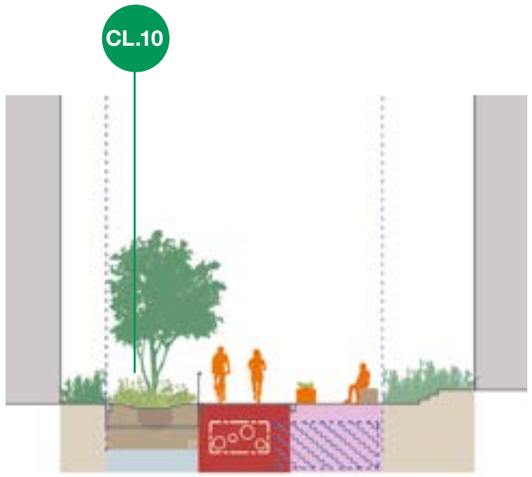
CL.12. SuDS on Community Lane

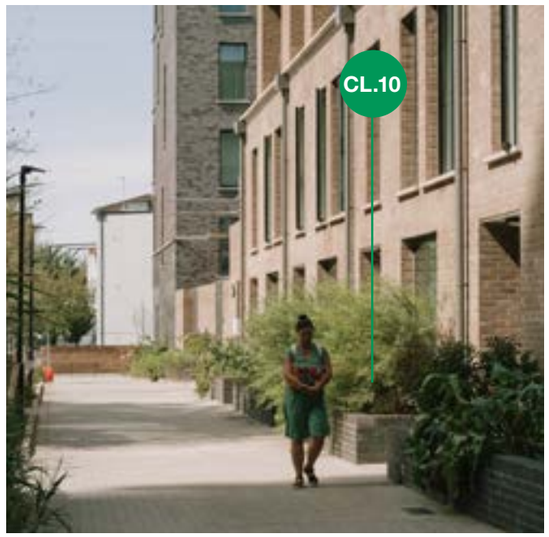
SuDS **must** be incorporated into the public realm, and must support planting to enhance biodiversity. SuDS features could include rain gardens and/or bioretention beds.

To support biodiversity, site wide surface water drainage strategy and masterplan sustainability vision.

▶ Refer to Sitewide / Green infrastructure / Water and drainage chapter.

Illustrative section





Movement

CL.13. Publicly accessible

The Community Lane **must** be publicly accessible.

To create inclusive public open spaces.

CL.14. Continuity of the Community Lane

The Community Lane **must** provide a continuous route connecting Pheasant Drive to the south and the formal sports, and growing space to the north.

To provide a continuous safe route to the Local Centre.

CL.15. Pedestrian and cycling only areas

Where there is sufficient distance between Cartwright Avenue and Brook Leys for the Community Lane to be separated from the Neighbourhoods movement loops, the Community Lane **must** be pedestrian and cycling access only (see diagram below).

To create inclusive and equitable transport options, supporting active lifestyles.

CL.16. Pedestrian and cycling priority areas

Where distance between Cartwright Avenue and Brook Leys does not allow for Community Lanes to be separated from the Neighbourhoods movement loops, the design of the Community Lane **must** have pedestrian priority crossings. This may happen in plots where pinch points occur. (see illustrative diagram below).

To create inclusive and equitable transport options, supporting active lifestyles.

CL.17. Shared User Path

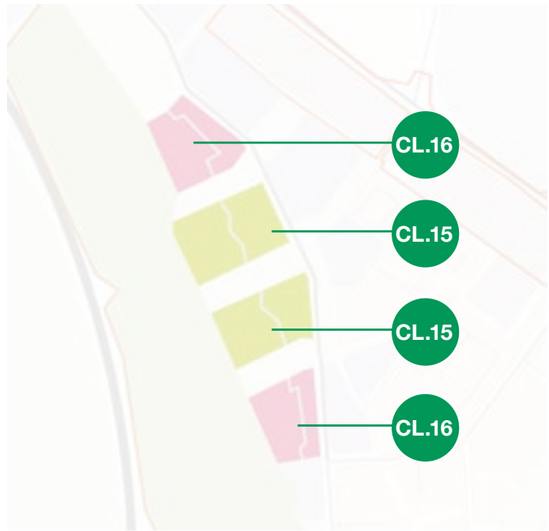
The Community Lane **must** include a Shared User Path (SUP) of a minimum of 3 metres wide. The SUP could have a sweeping layout.

To control speeds and avoid overly linear spaces.

CL.18. Visitor cycle parking

The Community Lane **must** include visitor cycle parking for a range of bike storage types. Visitor cycling storage should be located next to other street furniture, such as seating; to foster social interaction. Cycle parking should not be located so that it becomes an obstruction to access routes.

To create inclusive and equitable transport options, supporting active lifestyles.



Different conditions of the Community Lane

Built Form

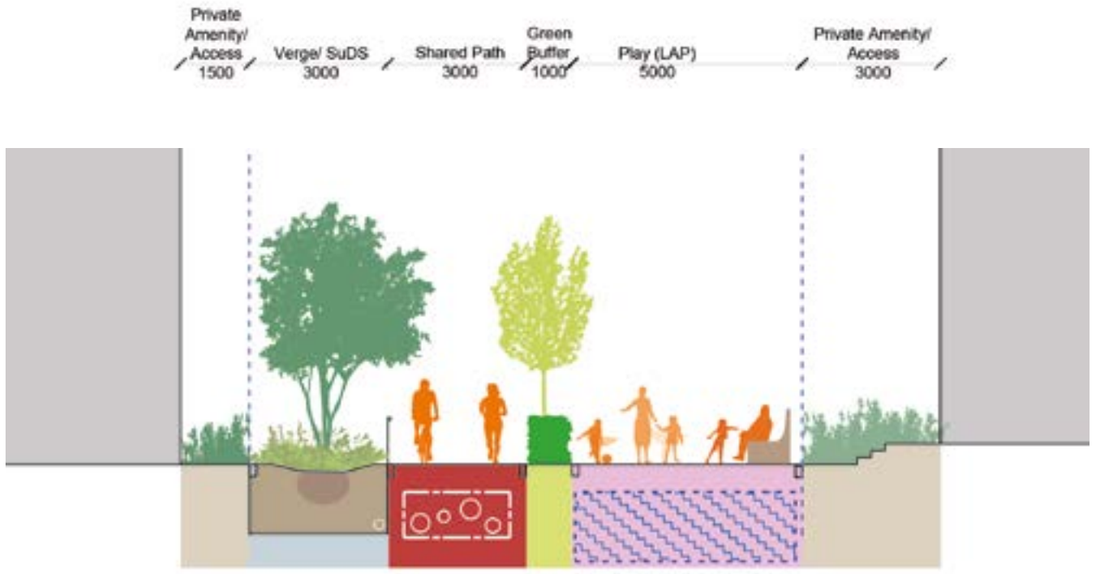
Layout

CL.19. Varying width

Buildings **must** be laid out to create varying widths along the Community Lane. Please refer to the illustrative sections on this chapter.

To create variation and interest along the Community Lane.

Illustrative section



Massing and character

CL.20. Transition in massing

Massing **must** include stepping in height. Stepping should avoid difference in heights of more than 3 storeys between adjacent buildings in the plot.

To contribute to the articulated skyline and avoid contrasting scales.

CL.21. Tone and materiality

Tone and material selection **must** be selected to distinguish massing and avoid visual coalescence.

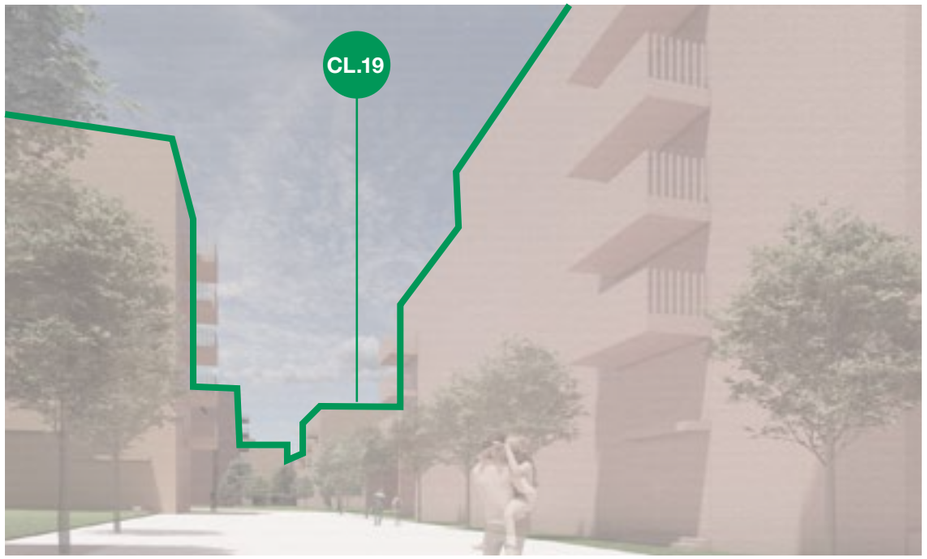
To contribute to the legibility of the massing.

Refer to Sitewide / Built Form / Massing and character.

CL.22. Facade articulation

Building design **must** be articulated and provide a balance between consistency and variety .

To create edges that are visually engaging but not overly incoherent.



Gravel Hill

Gravel Hill

Gravel Hill is the eastern most part of North West Cambridge, separated from phase 1 by the Girton Gap in the west, which also extends to the south and incorporates the Travellers Rest Pit SSSI.
Gravel Hill is a mixed-use area with residential areas and student accommodation north of Storey's Way and an academic quarter to the south.

Green and Blue Infrastructure

Character and levels

GH.01. Build from existing assets

Storey's Wood and Cricket Pitch wood, Horse Chestnut Avenue, Category A, TPO trees and existing natural and designated features, including hedgerows, **must** be retained in accordance with the arboricultural survey and impact assessment recommendations;

To preserve and enhance the natural assets of the site for amenity, cultural and biodiversity value.

GH.02. Neighbourhood Greens

Design proposals **must** include a dedicated green open space including playable space and community gardens.

To support the site wide open space strategies.

GH.03. Managing level changes

Defensible space in front of buildings **must** allow sufficient space for stepped or ramped level change to / from the public realm to facilitate at least one level threshold per unit or communal entrance

To ensure inclusive access for all.

Community and amenity

GH.04. Informal open Space

Design proposals **must** provide informal open space.

To provide a site wide network of open space and amenity.

GH.05. Play

Gravel Hill **must** include playable space.

To support site wide play and amenity strategy.

▶ Refer to Sitewide / Green and Blue Infrastructure / Community and Amenity

GH.06. Community growing

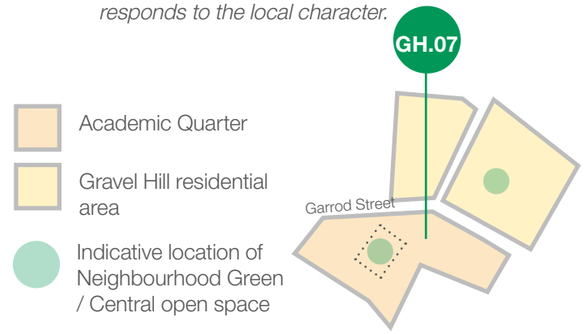
Community garden growing spaces **must** be provided close to a building and overlooked by homes. An external water point, seating and accessible routes must be included.

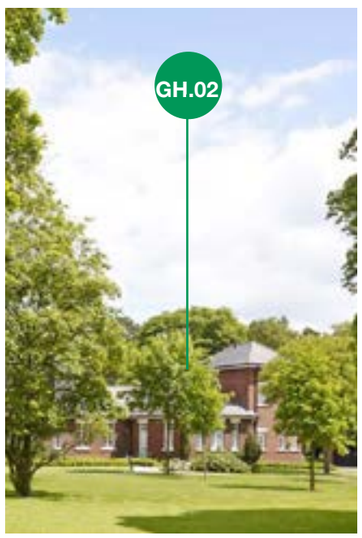
To support sustainability objectives providing space for food production.

GH.07. Academic Square

The design of the public realm **must** provide a sense of orientation and focal point. This should include a landmark tree and seating. Materiality - texture and tone- should be informed by the adjacent Conduit Head conservation area

To create a legible public realm that responds to the local character.





Planting and biodiversity

GH.08. Existing ecological corridors

Existing ecological corridors such as Horse Chestnut Avenue **must** be retained in situ and enhanced where appropriate, following with ecological advice.

To support the site wide open space strategies.

GH.09. Girton Gap

Girton Gap **must** be retained as predominantly green open space which must maximise potential for habitat creation

To support biodiversity strategies across the site, and respect the character of the Girton Gap

GH.10. Trees on streets

Trees on streets **should** be arranged in linear rows with more informal arrangements on the other spaces - such as the central open space or other intimate spaces across this character area.

To create a distinctive sense of place and legible public realm

GH.11. Planting

Planting **must** be incorporated within the streets;

To enhance biodiversity, and maximize soft landscape in the public realm.

Water and drainage

GH.12. Permeable paving

The public realm **must** include permeable paving. This must be applied to car storage bays, and should be considered for all footpaths and pedestrian or cycle routes.

To support site wide surface water drainage strategy and masterplan sustainability vision.

GH.13. SuDS

SuDS beds **must** be incorporated into the public realm, and must support planting to enhance biodiversity. SuDS features could include rain gardens, bioretention beds or swales where space allows.

To support site wide surface water drainage strategy and masterplan sustainability vision.

▶ Refer to Sitewide / Green infrastructure / Water and drainage chapter.

Movement

Connection to existing routes

GH.14. Pedestrian and cycling connection to Gravel Hill

Design proposals **must** connect Gravel Hill with the Ridgeway. Pedestrian routes should have a minimum width of 2 metres. Cycling routes should have a minimum width of 3 metres.

To promote active travel.

► Refer to Sitewide / Movement / Cycle strategy and parking

GH.15. Pedestrian and cycling access through Horse Chestnut Avenue

Design proposals **must** allow pedestrian and cycling access from Horse Chestnut Avenue extending into the Academic Quarter. External lighting types and locations must be designed and positioned to minimise impact on existing tree root protection areas. Existing type of lighting provision to Garrod Street should be maintained. These routes should be lit and a minimum of 3 metres wide.

To promote active travel.

GH.16. Pedestrian and cycling access from the Local Centre

Design proposals **must** extend and connect to existing cycling and pedestrian routes leading to the Local Centre. These routes should be lit. Pedestrian routes should have a minimum width of 2 metres. Cycling routes should have a bi-directional width of 3 metres.

To promote active travel.

GH.17. Vehicular access through Garrod Street

Design proposals **must** provide a main vehicular access through Garrod Street.

To consolidate vehicle movements.

Academic quarter - streetscape

GH.18. Connection to Madingley Rise

Connection from the site to Madingley Rise **must** be pedestrian and cycling priority with opportunity for vehicular access.

To create inclusive and equitable transport options, supporting active lifestyles.

GH.19. Publicly accessible

Streets in the Academic Quarter **must** be publicly accessible.

To create inclusive public open spaces.

GH.20. Connected cycle lanes

The Academic Quarter **must** provide easy access to existing cycling routes.

To promote active travel.

GH.21. Active travel network

The movement network **must** prioritise cycling and walking.

To create inclusive and equitable transport options, supporting active lifestyles.

GH.22. Car storage

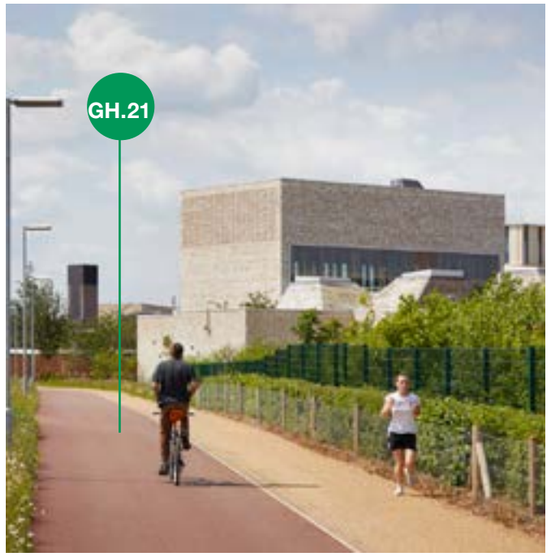
Car storage **must** be clustered in a way that reduces car presence on the street. For example on a corner or edge of the Academic Quarter. Car storage areas should include landscaping to soften clustered hardscape.

To allow streets to reduce the visibility and the connection to cars.

GH.23. Heritage

Landscape design **should** incorporate heritage elements such as paving insets or plaques, or use naming strategies referencing local landscape features.

To reinforce a sense of place and cultural continuity.



Residential Streetscape

GH.24. Publicly accessible

Residential streets **must** be publicly accessible.

To create inclusive public open spaces.

GH.25. Pedestrian priority

Pavements **should** prioritise crossing points, for example through raised tables or other forms of pedestrian crossing prioritisation, in particular in corners or key crossings including connection to the Community Lane.

To ensure slow vehicular design speeds and convey pedestrian priority.

GH.26. Narrowing carriageway

Carriageway width **should** narrow down to the minimum required for each segment of road. For example, it could widen in front of bay car storage but narrow down where car storage is laid out in parallel.

To create intimate streets which facilitate social interaction.

GH.27. Slow-speed streets

Streets **should** include a change in geometry, materials and direction where practical.

To ensure slow vehicular design speeds and convey pedestrian priority.

▶ Refer to Sitewide / Movement / Vehicular access and car storage

GH.28. Car storage solutions

The residential areas **must** seek to reduce street car storage where practical. This could be achieved, for example with rear car storage, integral car storage or similar.

To allow streets to reduce the visibility and the connection to cars.

GH.29. Cycling

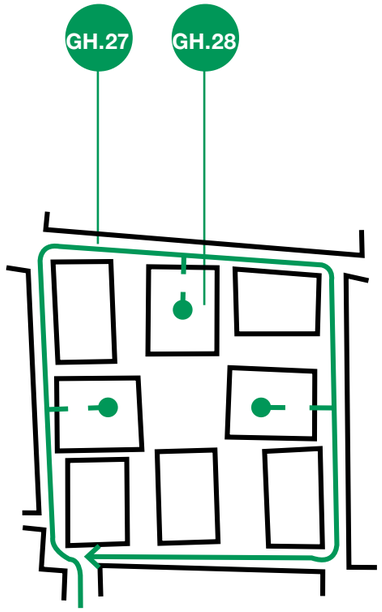
Active travel **must** be prioritised, with access to active modes of travel provided. This could be through cycle storage provided by front doors.

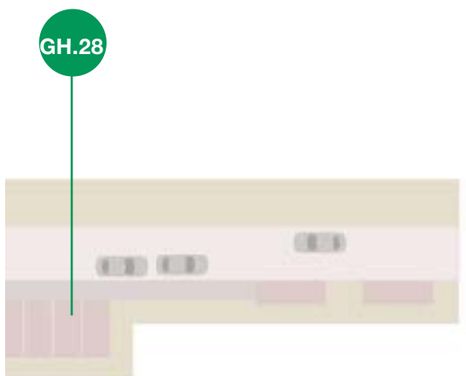
To create inclusive and equitable transport options, supporting active lifestyles.

GH.30. Visitor cycle parking

The Community Lane **must** include visitor cycle parking for a range of bike storage types. Visitor cycling storage should be located next to other street furniture, such as seating; to foster social interaction. Cycle parking should not be located so that it becomes an obstruction to access routes.

To create inclusive and equitable transport options, supporting active lifestyles.





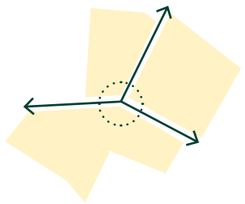
Built Form

Layout - general

GH.31. Mixed use hub

A mixed use hub **should** be located at the intersection of Garrod Street, Gravel Hill and Horse Chestnut Avenue, to create a focal space. This could be achieved, for example through creating an area of visual interest through vistas or architectural detail, and / or through clustering shared facilities or ancillary uses.

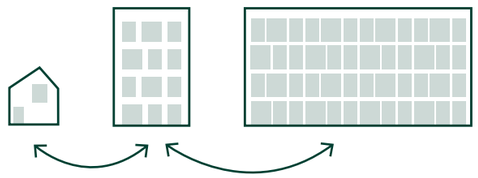
To create a focal point for social interaction.



GH.32. Architecture and character

Building design **must** contribute to a common character across building of different use classes. This could be achieved, for example through similar composition, tone and materiality, window type or other architectural detail.

To maintain a common family of buildings.



GH.33. Response to context

Building design **should** be informed by adjacent residential areas and incorporate key features where appropriate.

To help integrate the proposal with the adjacent context and Conservation Areas.

Academic Quarter

GH.34. Buildings defining a central open space

Buildings **should** be laid out to define a central open space. It should sit between different uses. Massing should maintain and / or create viewing corridors towards mature treescapes to the south where practical.

To provide a space that blends communities, fosters social interaction and do not create visual dominance over the Conduit Head Conservation Area.

GH.35. Edge to Girton Gap

Buildings **must** be laid out to define the edge of the public realm facing the Girton Gap. Their façades must be outward facing and positively contribute to it for example through facade hierarchy, openings, tone and materiality or architectural detail.

To provide a distinct edge to the development.

GH.36. Edge to Girton Gap - ground floors

The ground floor of the buildings facing the Girton Gap **must** make a positive contribution to this space. This could be achieved, for example by avoiding blank façades, servicing and services.

To activate streets and provide passive overlooking.

GH.37. Transition between built form and landscape

The design of the academic buildings **must** create transitions between built form and landscape. This could be achieved, for example through thresholds that are well landscaped.

To create a distinctive sense of place and legible public realm.

GH.38. Expression of shared amenity

Shared spaces and amenity **should** be expressed in the built form to promote social interaction and wayfinding. This can be achieved through a change of material or expression in facade. Heritage elements sshould also be included

To provide a space that blends communities and fosters social interaction.

GH.39. Student housing thresholds

Student housing threshold spaces **must** have a robust materials palette.

To facilitate frequent occupancy change over.

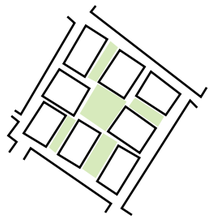
Residential

GH.40. Buildings shaping movement

Buildings **must** be laid out and aligned to form a loop movement system with one connection to Garrod Street.

To create healthy, low-speed neighbourhoods.

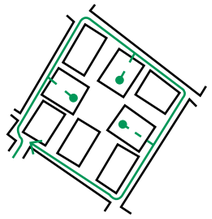
► Refer to Sitewide / Movement / Vehicular access and car storage



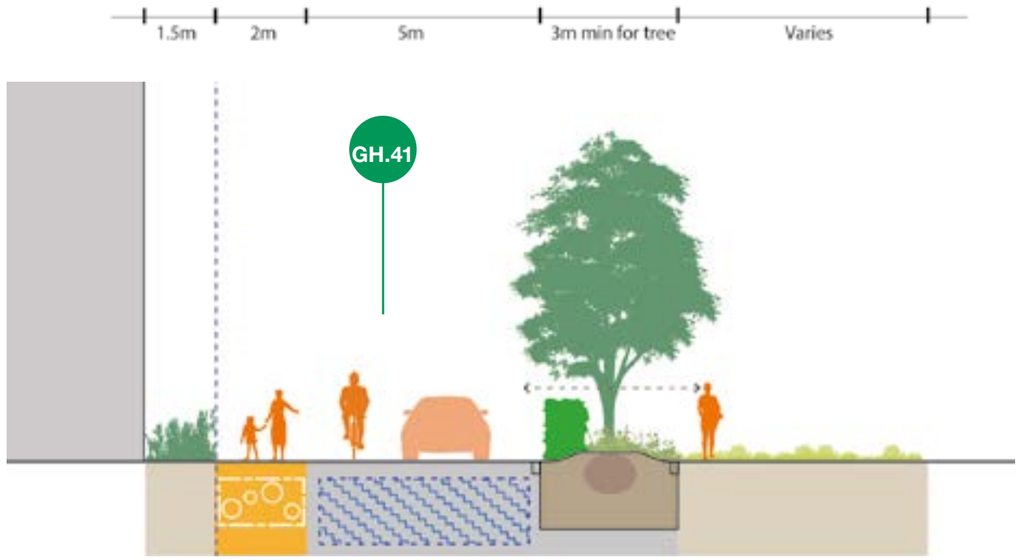
GH.41. Street widths

Residential street width **should** be as narrow as practical, please see illustrative section below for reference.

To create healthy, low-speed neighbourhoods.



Illustrative section



GH.42. Private amenity and Horse Chestnut Avenue

Private amenity space and any associated boundaries **must** respect the root protection area of TPO trees within Horse Chestnut Avenue, and must employ appropriate methods of delivery and long-term management approved with the relevant Local Authority.

To create a robust and sustainable legacy.

Massing and character

GH.43. Massing breaks and posivite interfaces

Buildings facing exising residential **must** introduce breaks in the massing.

To create a visually permeable edge.

GH.44. Variations in roofscape

Roofscape types **should** be distributed to create varied streetscape.

To contribute to the character of the Neighbourhood streets.

▶ Refer to Sitewide / Built Form / Massing and character.

GH.45. Roofs to the south

Roofscape facing south of the character area **should** be varied and avoid visual prominence over the Conduit Head Conservation Area.

To create a transition twards the existing townscape, including nearby Conservation Areas.

GH.46. Tone and materiality

Tone and material selection **must** be selected to distinguish massing and avoid visual coalescence.

To contribute to the legibility of the massing.

▶ Refer to Sitewide / Built Form / Massing and character.

GH.47. Built form Horse Chestnut Avenue

Built form extents **must** not encroach on the canopy spread and root protection area of existing trees within Horse Chestnut Avenue.

To create a robust and sustainable legacy.

Cartwright Avenue & The Common

Cartwright Avenue & The Common

Cartwright Avenue is the key primary road through the Future Phases providing access to the new neighbourhood via cycle, foot and car. The Avenue will be a generous route lined with large growing trees.
Cyclists and pedestrians will be provided with generous paths and vehicle speeds will be controlled through the highways design. Cartwright Avenue opens out into the Common which is a larger public open space with tree planting providing spaces to sit.

Green and Blue Infrastructure

Character and levels

CA.01. Distinctiveness

The character of Cartwright Avenue and The Common **must** be distinctive from that of the Neighbourhoods. This could be achieved, for example, through materiality, pavement, tree species, and / or street furniture.

To create a clearly distinct movement spine for orientation and legibility in the public realm.

CA.02. Continuity

Cartwright Avenue **must** have continuity along its length. This can be achieved with a palette of paving materials being established and consistent streetscape character.

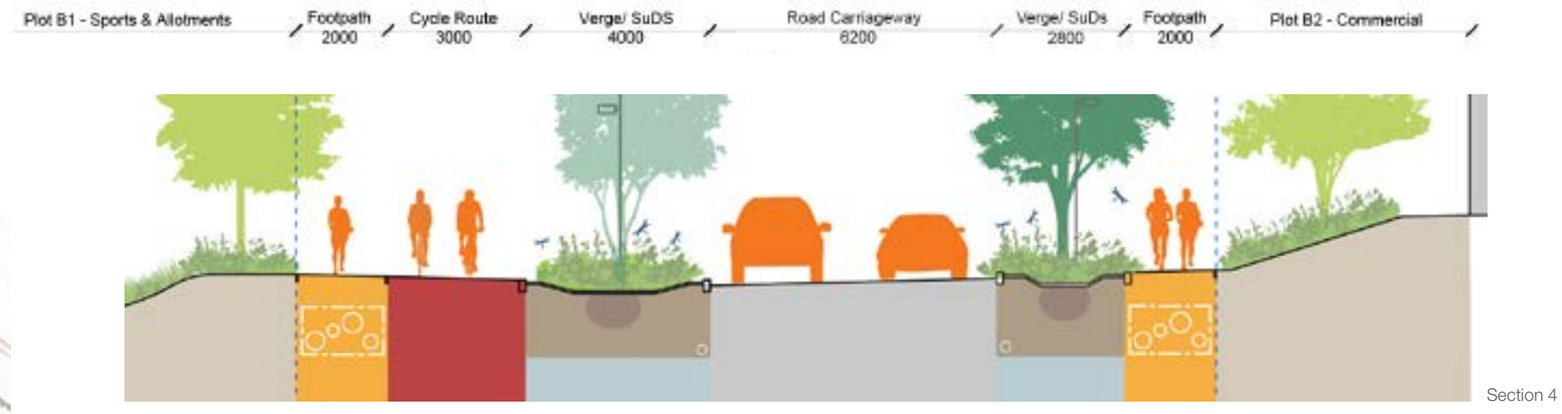
To create a common language, strengthening Cartwright Avenue as a clearly distinct movement spine.

CA.03. Variety

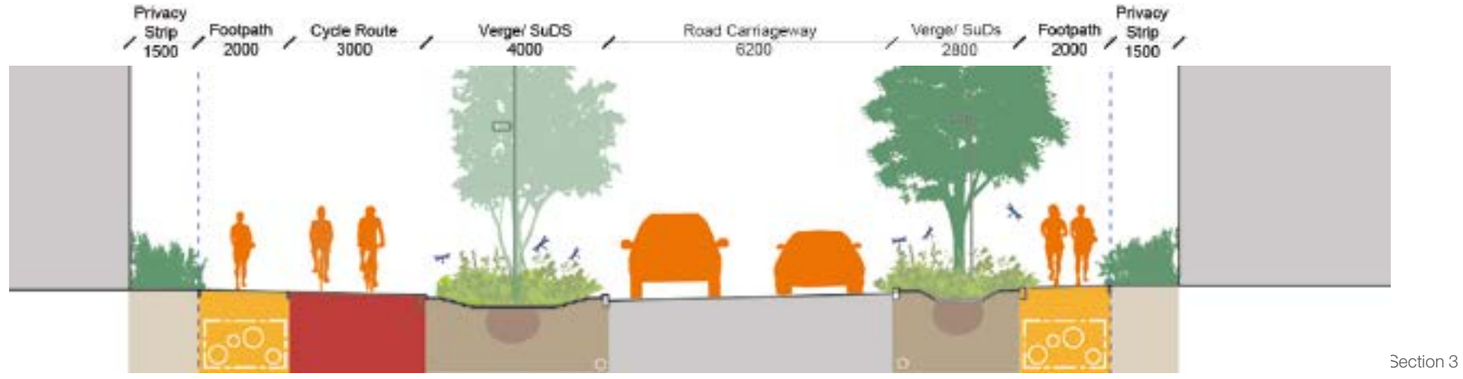
The character of Cartwright Avenue **must** transition along its length defining different characters. These changes in character must reflect the specific conditions and uses of each area, for example, the location of mobility hubs and bus stops, the transition from unidirectional to bidirectional systems, layout and massing transitions at The Common or in front of the sports area.

To create clearly distinct character areas for orientation and legibility in the public realm.

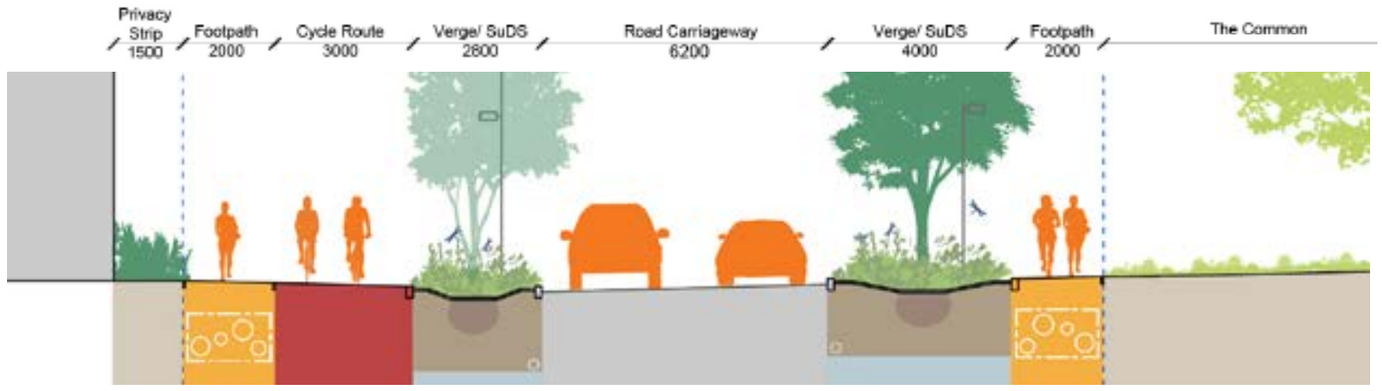
Illustrative sections



Section 4



Section 3



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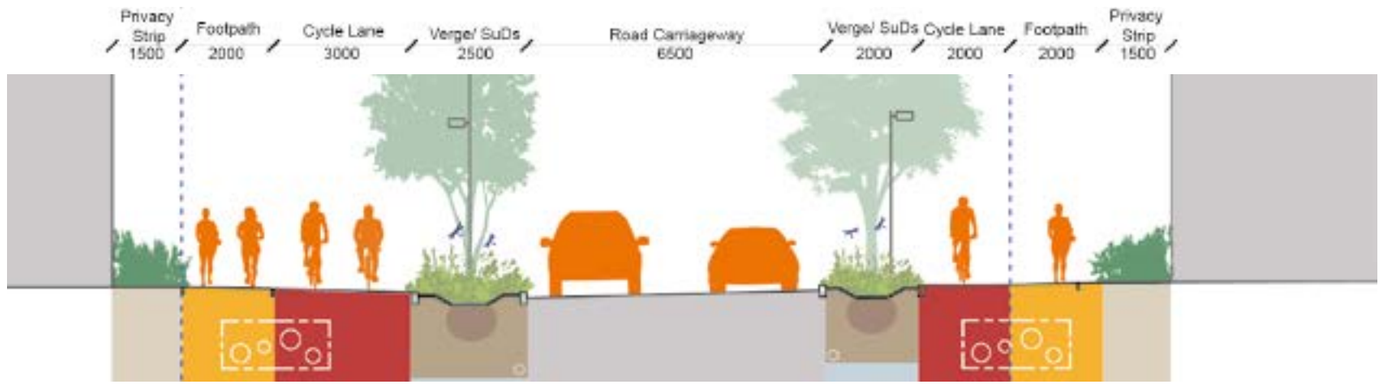


Section 1

Community and amenity

CA.04. The Common

The Common **must** be designed to read as a singular space. Character definition could be achieved, for example through consistent materiality, pavement, tree species, and / or street furniture.

To reinforce sense of place.

CA.05. Level changes at The Common

The design of The Common **must** integrate the level difference between the eastern and western, for example through the inclusion of level platforms, steps or seating areas with good visibility across the public realm and through buildings.

To create legible and accessible public realm.

CA.06. Steps and ramps in The Common

Where level changes must be addressed with steps & ramps, these must be integrated as part of the landscape design. Stepped and ramped routes should have equal importance and both routes be convenient and direct.

To ensure inclusive access in the public realm.

CA.07. Lighting

Lighting design approach **must** provide for a combined corridor catering to drivers, cyclists, and pedestrians.

To ensure efficiency and minimise visual clutter in the streetscape.

CA.08. Space to congregate at The Common

The Common **must** be designed as an area of congregation along Cartwright Avenue. This should be achieved, for example, though the location of seating, shaded areas, space for informal play or events.

To support the site wide active travel objectives and sustainability vision.

CA.09. Space for small informal events

The Common **must** include an area of hard standing with suitable space for ad-hoc pop-up events. This should include spaces for temporary vehicles, power connection and be integrated within the landscape proposals.

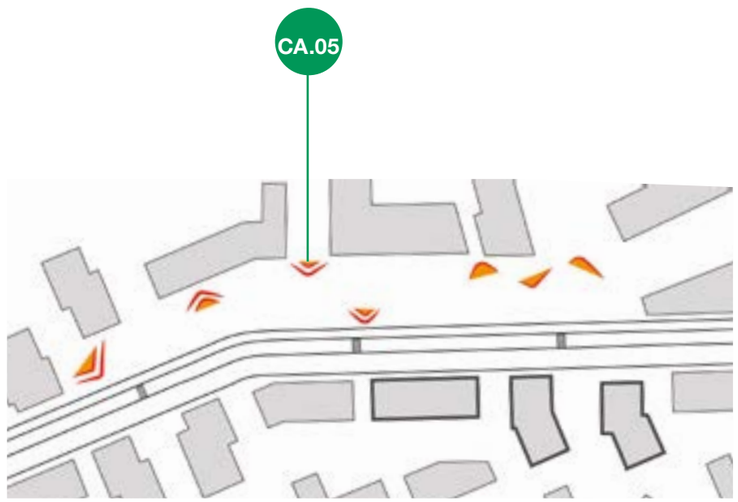
To provide high quality flexible use public realm space.

CA.10. Play

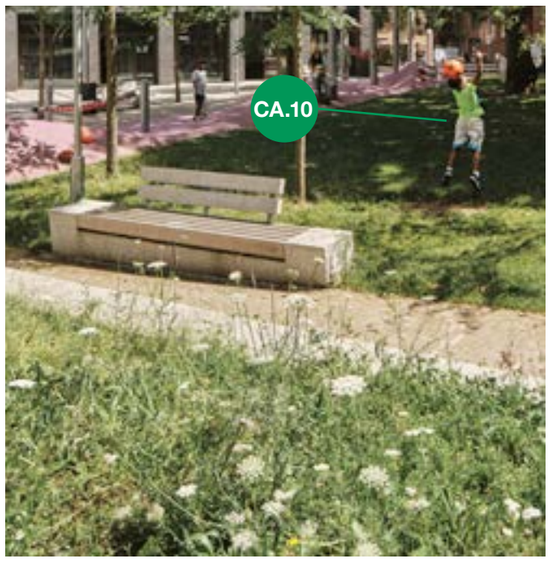
The Common **must** include playable spaces.

To support site wide play and amenity strategy.

▶ Refer to Sitewide / Green and Blue Infrastructure / Community and Amenity



Areas with good visibility



Planting and biodiversity

CA.11. Trees

Standard form trees **must** be included on both sides of the carriageway, with multi-stem trees integrated between standard form trees where visibility splays allow.

To create a consistent avenue and strong tree framework along the length of the Cartwright Avenue corridor.

CA.12. Tree size

Standard form trees **must** be of species capable of achieving medium- to large-scale mature size.

To ensure a strong framework for the long term, in scale with the width of corridor and adjacent building massing.

CA.13. Planting and character

Plant and tree species **must** be selected to provide a character that distinguishes from those of the neighbourhoods. The selection of plant and tree species should also reflect the varied character along Cartwright Avenue and The Common.

To reinforce a distinctive character and legibility.

CA.14. Planting diversity

Planting **must** include a diversity of types, sizes and densities.

To provide resilience and positive visual impact from day one of planting.

CA.15. Planting breaks

Planting breaks **must** facilitate the inclusion of street furniture, on-street visitor car storage and allow informal pedestrian crossing opportunities.

To ensure clear and legible public realm and viable tree planting for the long term.

CA.16. Asymmetrical planting

Planting **must** reflect the asymmetrical approach at either side of the carriageway.

To create a distinctive and consistent character to the spine corridor.

Water and drainage

CA.17. SuDS

SuDS **must** be incorporated into the public realm, and must support planting to enhance biodiversity.

To support site wide surface water drainage strategy and masterplan sustainability vision.

► Refer to Sitewide / Green infrastructure / Water and drainage chapter.

CA.18. Rain gardens

Rain gardens **should** be incorporated, including a drainage layer and field drain connecting to positive drainage.

To support site wide surface water drainage strategy and masterplan sustainability vision.

Movement

Streetscape

CA.19. Footways

Cartwright Avenue **must** include footways at both sides of the carriageway with a minimum width of 2 metres. Continuous crossings across accesses should be provided to ensure pedestrian priority.

To provide safe and pedestrian priority environments.

CA.20. Cycle track

Cartwright Avenue **must** include a segregated cycle track. The cycle track must connect to the existing infrastructure within Phase 1.

To provide appropriate transitional designs where uni-directionals meet bi-directionals.

CA.21. Landscape

Cartwright Avenue **must** include landscape verges at either side of the carriageway. The eastern landscape strip should have a minimum width of 2.5 metres and the western strip should expand and contract to account for accesses being formed from it and the need for vehicular storage before vehicles cross the cycle track. A flexible verge will also bring in some deflection which will reduce vehicle speeds.

To encourage healthy, low-speed streets.

CA.22. Street widths

Street widths **should** be as narrow as practical, please see illustrative section below for reference. Widths must be informed by operational requirements for emergency and waste services.

To encourage healthy, low-speed neighbourhoods.

CA.23. Carriageway

The road carriageway width **must** be as narrow as practical, allowing sufficient space for all forms of travel including buses.

To encourage healthy, low-speed neighbourhoods.

CA.24. Defensible space

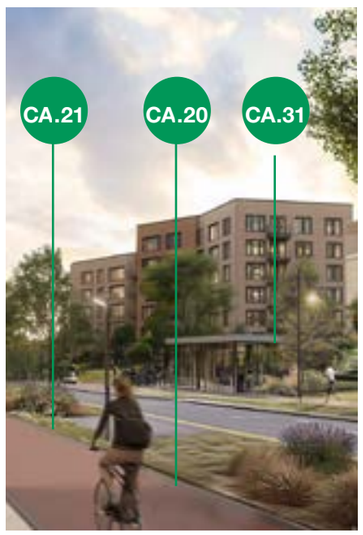
Cartwright Avenue **must** include defensible space strips in front of ground floor habitable rooms.

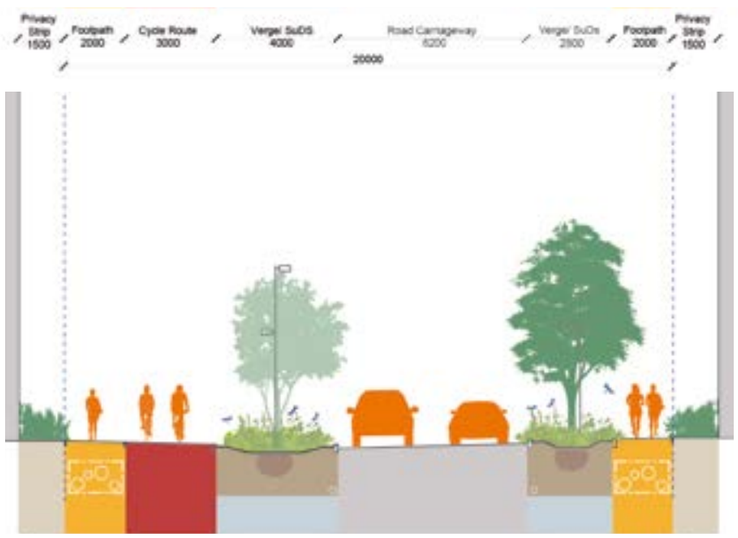
To provide privacy to living spaces.

CA.25. Crossings

Cartwright Avenue **must** include both formal and informal points for pedestrian and cycle crossings.

To provide safe and pedestrian priority environments.





The Common

CA.26. Visitor car storage

Visitor car storage on landscape strips **must** be limited to safeguard the predominant landscape function along Cartwright Avenue.

To promote active travel and green streets.

CA.27. Cycle crossings

The alignment of the carriageway and landscape strips **must** allow sufficient space for cyclists to wait to cross Cartwright Avenue without compromising the cycle and pedestrian movements along it. Crossings and cycling standing areas should align with breaks in massing along Cartwright Avenue; to facilitate cycling and pedestrian movement from Neighbourhoods to Cartwright Avenue.

To promote active travel.

CA.28. Adoptable standards

The material palette and details **should** be designed to adoptable standards.

To ensure the standard of public space is consistent with wider Cambridge.

CA.29. Connected cycle tracks

The Common **must** extend and connect the two cycling routes: Turing Way/Cartwright Avenue to the west and The Ridgeway to the east. This connection must suitably address level differences.

To provide a legible, continuous network of accessible routes.

CA.30. Accessibility and inclusivity

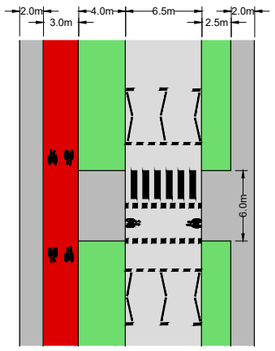
Routes **must** provide access no steeper than 1:21 gradient with compliant level landings.

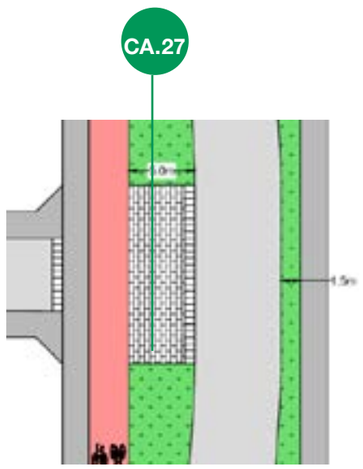
To provide exemplar public realm serving the whole community.

CA.31. Mobility hub

The design of The Common **should** include a mobility hub, where access to a variety of transport modes can be achieved along with buses.

To promote active and sustainable travel.





Built Form

Layout

CA.32. Building breaks

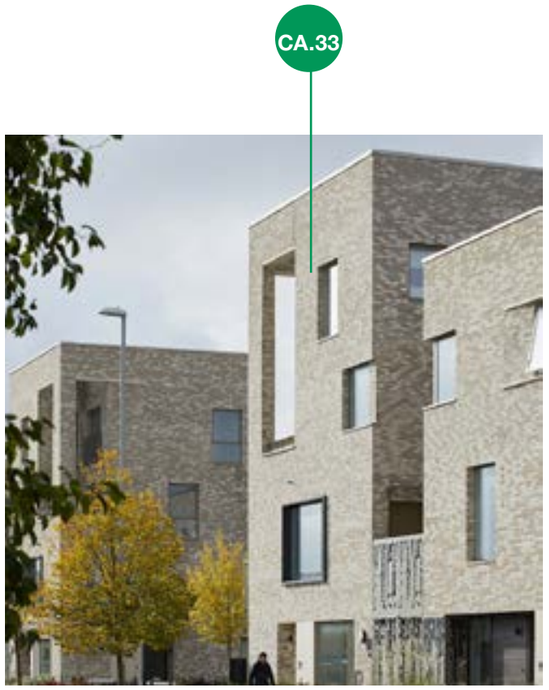
Where breaks within the streetscape are proposed, breaks **must** indicate an entrance to a neighbourhood or a key view through to Brook Leys.

To provide legibility to neighbourhoods along Cartwright Avenue.

CA.33. Buildings marking Shared Gardens

Where the Shared Gardens occur, buildings **should** act as a marker to the gardens. This can be achieved by rotating buildings so a smaller facade faces Cartwright Avenue.

To express entrances to Shared Gardens along Cartwright Avenue.



Massing and character

CA.34. Location of height

Taller buildings **should** be positioned in places that assist wayfinding, for example at the book ends of The Common.

To contribute to the legibility of the massing.

CA.35. Taller buildings

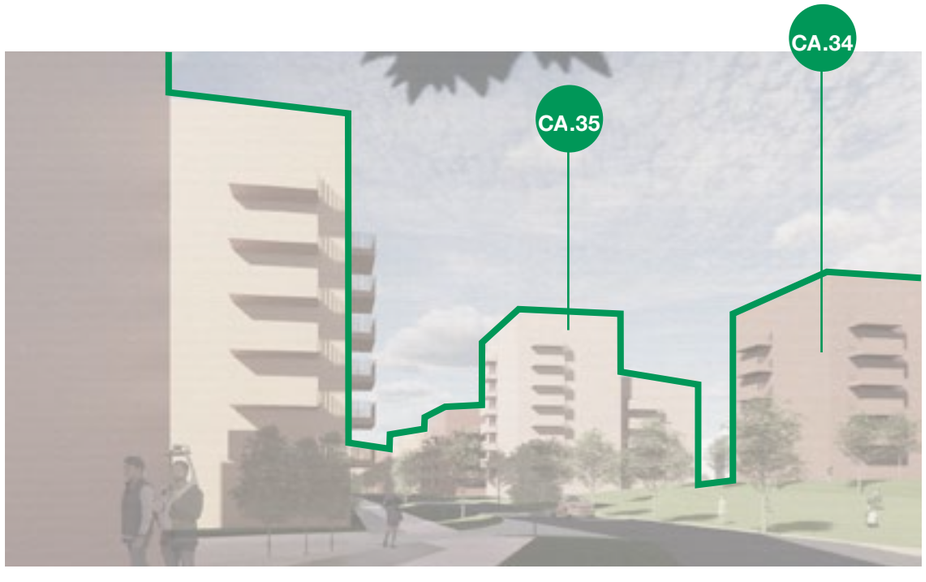
Taller buildings - 7 storeys and over- **must** be designed for 360 degree visibility.

To ensure buildings of height read from long distances.

CA.36. Building tops

Where the building top is articulated it **should** materially read as one building. For example, set backs are permitted but should continue the material language of the building below.

To ensure buildings have strong vertical emphasis with a simplicity of form.



Innovation Street

Innovation Street

Innovation Street will be a vibrant makers quarter that reimagines the standard industrial estate and more traditional office campus through a street-based urbanism approach that prioritises people, and well-defined public spaces that support sociability and collaboration. It will provide flexible mid-tech and employment space within dynamic built forms, challenging standard big box typologies in favour of articulated massing, varied rooflines and a human scale grain that feels rooted in Cambridge. The place will prioritise active frontages, walkability and integration with the wider neighbourhood.

The area will support a diversity in scale to attract a variety of tenants and foster a vibrant community. Buildings and spaces will express innovation not just in use, but in built form and placemaking.

Green and Blue Infrastructure

Character and levels

IS.01. Build from existing assets

Landscape design **must** build from the existing assets such as the hedgerow and trees along the Public Right of Way or the trees and plants along Huntingdon Road.

To retain and protect the site's natural assets and biodiversity value.

IS.02. A natural edge

The landscape design to the west of development **must** contribute to define a natural setting which takes it reference from the landscape character of Brook Leys.

To provide a distinctive character in keeping with the landscape setting.

IS.03. A wooded edge

To the northern site boundary, a strongly wooded character with trees capable of reaching large scale mature stature **must** be formed.

To provide a strong green framework and soften view into the site from the north.

IS.04. A green gateway

Along the Huntingdon Road boundary, the existing tree and mature hedgerow line **must** be retained and strengthened with new native species tree and understorey planting.

To enhance existing character, and create a strong green frontage to Huntingdon Road.

IS.05. Landscape structures

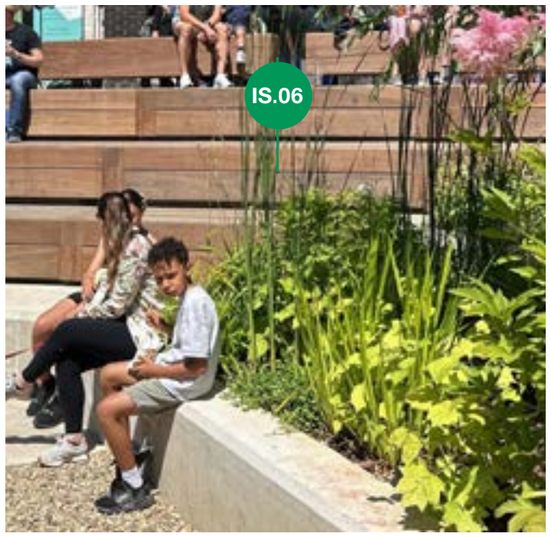
Landscape design **must** respond to the specific character of each area of IS and contribute to its definition. For example through more formal street trees along the central street and informal landscape character to the west (see IS.02).

To support placemaking and create a legible public realm.

IS.06. Managing level changes

Where level changes are necessary, these **should** be integral to the landscape design, for example edges also form seating.

To support efficient use of space, and create a coherent and cohesive public realm design.



Community and amenity

IS.07. Space to congregate

The landscape design **must** include spaces for gathering such as seating areas - next to building entrances - or common space to have lunch outdoors.

To promote social interaction and foster community cohesion.

IS.08. Space for small informal events

The design of the public realm **must** include an area of hard standing with suitable space for ad-hoc pop-up events. This should be have visual connection with Cartwright Avenue. It should include spaces for temporary car storage, power connection and be integrated within the landscape proposals.

To provide a well integrated flexible use public realm space.

IS.09. Mix use northern activity hub

Landscape design **must** contribute to the emergence of a northern hub. This could be achieved, for example through visual, pavement and / or planting connections between the different uses of the hub, such as a mobility hub next to the sports facilities, nursery or a cafe, informal events or lunch area at the pedestrian access to the northern employment area along Cartwright Avenue.

To create a cohesive public realm which clearly defines the northern hub as a distinctive place.

Planting and biodiversity

IS.10. Existing habitats

Existing habitats of high biodiversity value such as the hedgerow adjacent the Public Right Of Way **must** be protected, retained and enhanced.

To retain and protect the site's natural assets and biodiversity value.

IS.11. Planting on Innovation Street

Innovation Street - the street at the centre of the Place- **must** include landscape strips at either side of the carriageway. Landscape design should accommodate cycle crossings.

To maximise soft landscape in the public realm and support active travel objectives.

IS.12. Planting along Huntingdon Road

The existing trees and planting along Huntingdon Road **must** be retained and enhanced to filter the views to sensitive receptors.

To provide an appropriate response to the surrounding context.

IS.13. Planting adjacent to the A14

The size and density of the planting adjacent to the A14 **must** filter the views to the site. Planting and buildings must make a positive contribution to the character of the wider area.

To filter the views from the north of the site and create a positive environment.

▶ Refer to Sitewide / Built form / Massing and character.

Water and drainage

IS.14. Planting within car storage

Car storage zones **must** include trees and/or planting in between car storage spaces and at the edges.

To provide visual breaks on groups or lines of parking, and create comfort in the public realm.

IS.15. SuDS

SuDS **must** be incorporated into the public realm and landscape framework, and must support planting as part of the surface water drainage system. Where there is sufficient space, swales can be used.

To enhance biodiversity and support the masterplan sustainability objectives.

▶ Refer to Sitewide / Green infrastructure / Water and drainage.

Movement

IS.16. Cycling and pedestrian extension of Cartwright Avenue

The segregated cycle track and south-western footpath on Cartwright Avenue **must** be extended to provide access to the northern development Zone.

To encourage active travel and healthy lifestyles.

IS.17. Street components

Innovation Street - the street at the centre of the Place- **must** include a carriageway, landscape strips at both sides, at least one footpath or shared user path to the western side. This central street should read as human scale with buildings at the edges and planting contributing to this.

To create a streetscape that puts people before cars.

IS.18. Vehicular access

Vehicular traffic **should** have access from Huntingdon Road with an opportunity for an alternative access to the development zone from Cartwright Avenue.

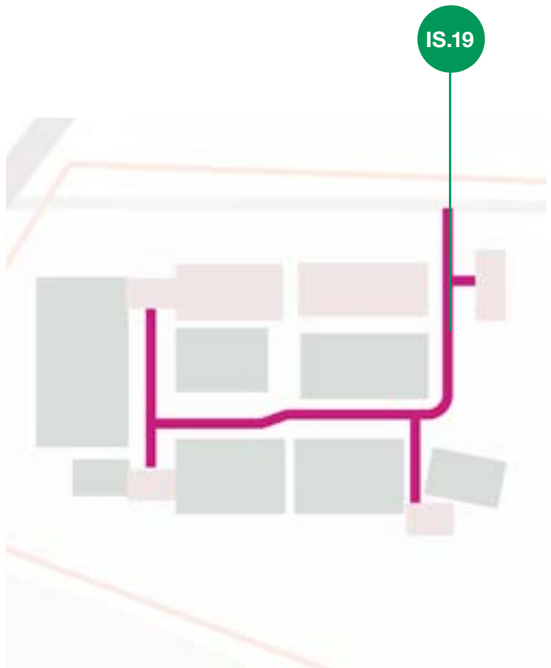
To ensure larger vehicle traffic doesn't conflict with residential areas.

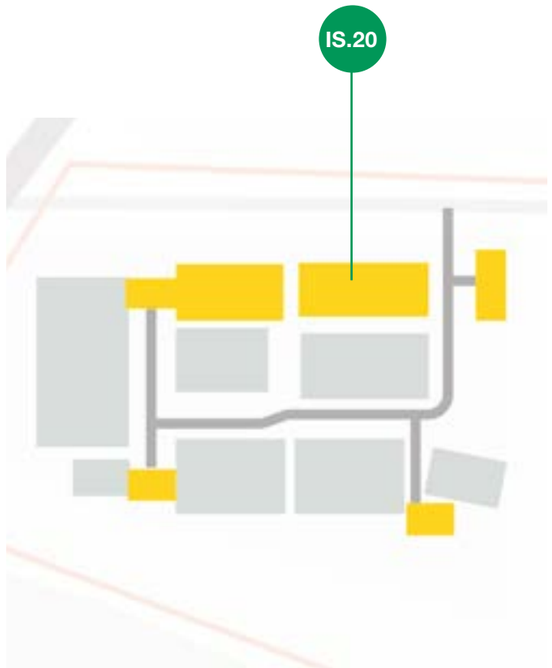
Refer to PP3-10003-Access and Movement Parameter Plan

IS.19. Vehicular movement northern development zone

Vehicular movement including servicing **must** be organised around a central street.

To consolidate vehicle movement and promote car-free areas of the site.





IS.20. Car storage

Car storage **should** be consolidated in areas where it is less visible, such as in the space between Huntingdon Road and the back of buildings, or next to service yards. They should be designed with planting to soften the car storage runs.

To reduce visibility to cars and promote greening.

IS.21. Cycle storage

Cycle storage **must** be provided both externally and internally, to encourage active travel. Commercial cycle storage should be split between long stay and short stay. Long stay cycle storage should be safe secure and covered. Short stay cycle storage must be convenient and well designed as part of the public realm.

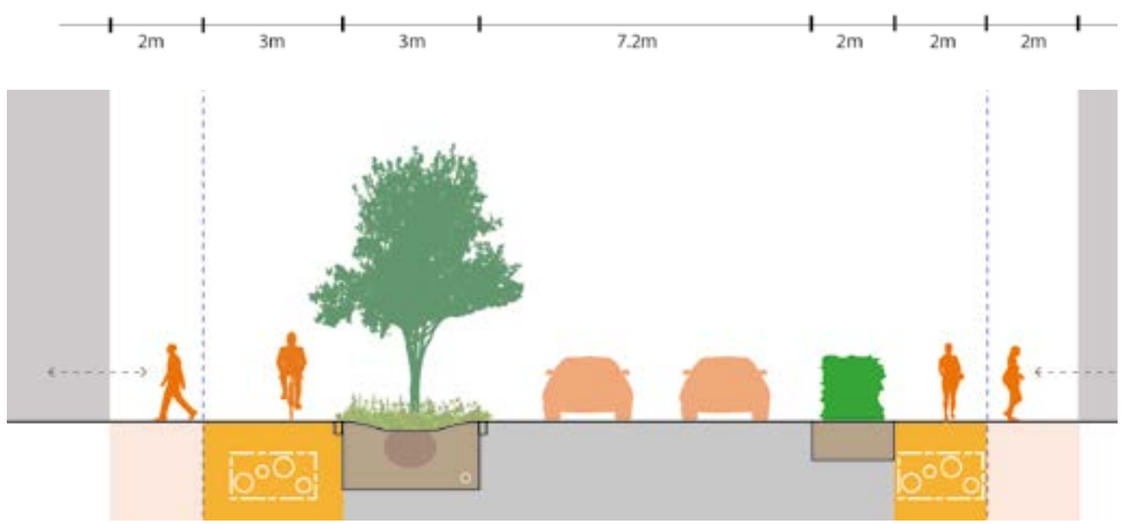
To encourage active travel and healthy lifestyles.

IS.22. Location and consolidation of service yards

Vehicle access routes must be minimised and service yards must be located to the back of buildings, away from the central street, and must not dominate frontages or key spaces. Where possible, service yards should be consolidated and shared between buildings to improve efficiency and reduce land take.

To keep street frontage active and free of vehicles.

Illustrative section



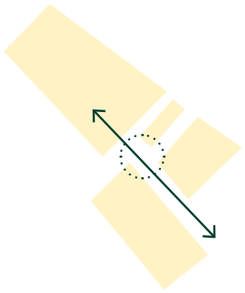
Built Form

Layout

IS.23. Northern Hub connecting Innovation Street and Cartwright venue

A hub **should** be located at the northern end of Cartwright Avenue, bringing together the sports area, mobility hub, and northern plot gateway, to create a focal space. This could be achieved, for example through creating an area of visual interest through vistas or architectural detail, and / or through clustering shared facilities or ancillary uses.

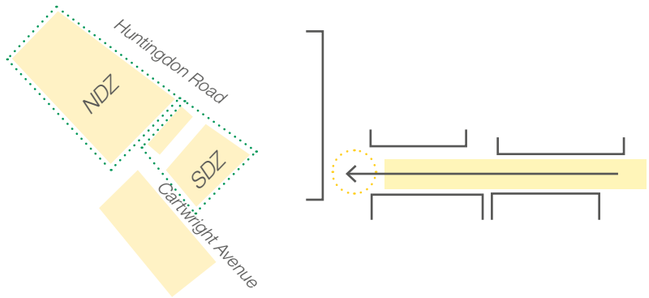
To provide space for community and foster social interaction.



IS.24. Buildings defining streets

Buildings **must** be laid out and aligned in ways that form well defined streets. On the southern development zones (SDZ), buildings must define the edge of Cartwright Avenue. In the northern development zone (NDZ) buildings define a compact internal street that is visually connected to Cartwright Avenue.

To create a street based development with positive frontages.



IS.25. Gateway Definition

Buildings framing Cartwright Avenue **must** clearly define the entrance into the wider neighbourhood. This should be achieved through strong frontage definition, articulated building forms, façade hierarchy, and active ground floor uses. Building design must be exemplary and should signal arrival and contribute to a strong sense of place.

To create clearly defined gateways into development zones.

IS.26. Frontages

Buildings **must** be laid out and arranged to form well defined streets and spaces, with strong frontages that contribute to an active public realm. In the SDZ, buildings must clearly define the edge of Cartwright Avenue. In the NDZ, buildings must define a compact internal street that establishes a clear visual connection to Cartwright Avenue.

To provide positive frontages and active streets.

IS.27. Entrances

Building entrances **must** be clearly visible and accessed directly from the street with reception and office spaces located at the front of the building to animate the public realm and create an active edge. Street facing façades should create a good degree of transparency allowing views into active internal areas. Back of house functions, including service access, plant room and storage must be located away from key frontages and screened from public view. Building layouts must establish clear fronts and backs.

To provide positive frontages and active streets.

IS.28. Ancillary buildings

Should they be required, ancillary buildings, such as substations or plant rooms **must** be located away from the central street, next to service yards.

To remove street clutter and screen ancillary buildings.

Massing and character

IS.29. Simple massing

Buildings **must** be simple in form and have variety in scale whilst avoiding stepping along the streetscape.

To ensure a consistent elevation reinforcing the street, whilst bringing variety of scale.

IS.30. Roofscape articulation

Building form **must** reflect the use of the buildings and contribute to an articulated skyline. This could be achieved, for example through articulated roof forms.

To ensure a varied roofscape and dynamic silhouette.

IS.31. Facade and material treatment

Building façades **must** be simple and contribute to the character of the area. This could be achieved for example through tone and materiality, clear hierarchies, windows and openings and/ or other architectural detail.

To integrate large building forms into the landscaped setting.

Refer to Sitewide / Built Form / Massing and character.

IS.32. Positive environment

All building façades, including back façades, **must** be designed to make a positive contribution to the streetscape, especially when they are exposed to a number of views - such as north or west of the site.

To contribute to the character of the wider area.

IS.33. A human scaled streetscape

Building form and façade articulation **must** establish a strong sense of human scale along street frontages. This could be achieved by breaking down the massing with architectural expression, setbacks and or roof articulation as well as with details around windows or entrances.

To reinforce the street with a sense of human scale.

IS.34. Roof plant

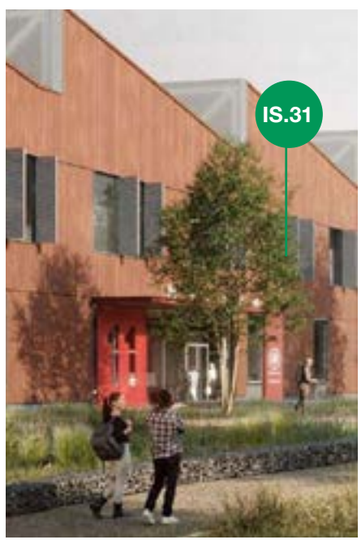
Roof plant **must** be screened or integrated to the design of the rest of the façades.

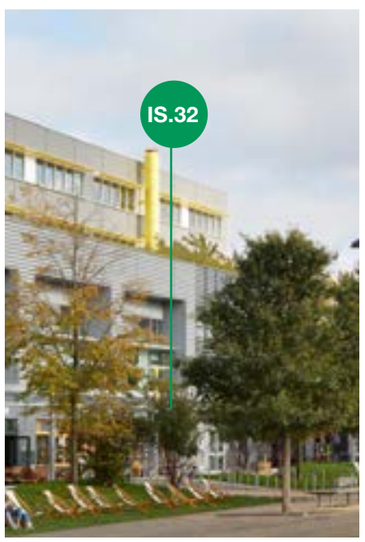
To avoid visible plant areas from the streetscape.

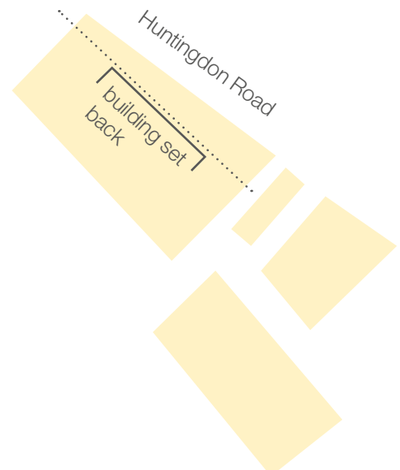
IS.35. Building setting

If required to mitigate the visual impact of massing in sensitive views, buildings should be set back an appropriate distance from Huntingdon Road

To contribute to the legibility and character of the wider area.



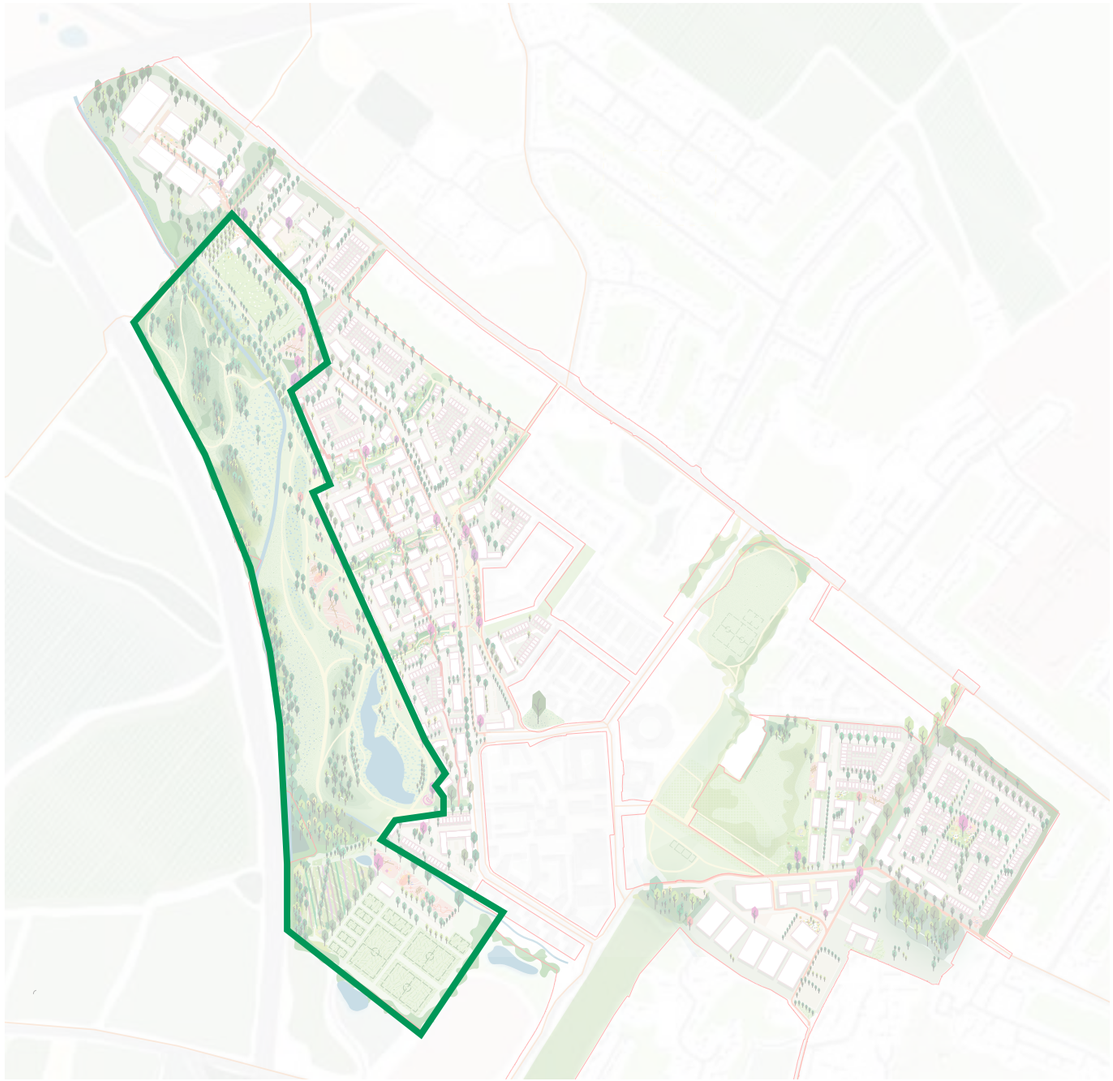




Indicative set back, distance to be determined at defined at reserved matters stage

Brook Leys

Brook Leys



Brook Leys is the key, large scale green space for residents of Eddington, forms part of the Cambridge greenbelt and forms a buffer between the M11 and Eddington, helping screen views, mitigate noise and provide habitats and green infrastructure. Existing features such as Washpit Brook and the phase 1 lagoon will be integrated into a new landscape for Brook Leys. New features will include extensive tree planting , pedestrian and cycle routes, SuDs features, play, sports and community gardens.

Green and Blue Infrastructure

Character and levels

BL.01. Coherent character

Material and furniture selection, including play equipment **must** be coordinated throughout the Brook Leys, with a preference for natural materials.

To create a consistent and coherent materials palette in keeping with it's natural setting.

BL.02. Publicly accessible

Brook Leys **must** be publicly accessible, except for the areas dedicated to nature.

To promote contact with nature and support the site wide amenity strategy.

BL.03. Nature-based solutions

Level changes from the adjacent development edge **must** be achieved using natural solutions, of no greater than 1:3 gradient. This could include land profiling or gabion baskets.

To facilitate the usability of the public realm and reduce the carbon footprint.

BL.04. Gentle undulation

Landforms **must** be sited and graded sympathetically, to create gently undulating forms in keeping with the local landscape topography.

To respect local landscape character.

BL.05. Landform at north west corner

Surplus material from other parts of the development **should** be located at the north west corner of Brook Leys.

To reduce the carbon footprint.

BL.06. Inclusive access from Shared Gardens

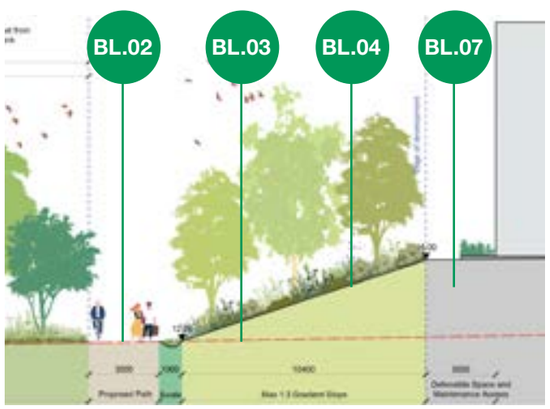
Access from each shared garden **must** be inclusive.

To provide continuity of access for all and permeability of the public realm.

BL.07. Access from homes

Individual homes fronting Brook Leys **should** include direct and inclusive access.

To activate the development edge and facilitate easy access to the site wide amenity strategy.



Community and amenity

BL.08. Informal recreation

Brook Leys **must** incorporate informal recreation including cycle links. Walking routes must be included and must connect to each shared garden, the existing Phase 1 footpath network, and existing Public Rights of Way (PROW).

To support the site wide amenity strategy.

BL.09. Distribution of amenity

Amenity and usable areas **must** be located to the east of Brook Leys; to leave a nature-only area to the west of Brook Leys.

To balance the dual aims of providing public amenity, and enhancing biodiversity.

BL.10. Nature Play

Playable spaces **must** include nature-based solutions such as timber or landforms.

To encourage contact with nature.

▶ Refer to Sitewide / Green and Blue Infrastructure / Community and Amenity

BL.11. Equipped play

Brook Leys **must** include equipped local playable spaces;

To support the strategic placement and quantum of play across the site.

BL.12. Public Art

The design of the public realm **should** include public art, suggesting spaces for people to meet and where practical providing space for it.

To encourage social interaction.

▶ Refer to Public art strategy

BL.13. Signage

Brook Leys **must** include a coordinated signage strategy

To assist with wayfinding.

Planting and biodiversity

BL.14. Naturalistic character

Planting **must** contribute to a naturalistic character in keeping with the local landscape character to form the urban fringe.

To support the masterplan vision of a soft transition from rural to urban character,

BL.15. Habitat creation

Brook Leys **must** maximise the potential for habitat creation;

To support biodiversity strategies across the site.

BL.16. Distribution of natural habitats

Natural habitats **must** be located to the west of Brook Leys, with restricted access to the west;

To balance the dual aims of providing public amenity, and enhancing biodiversity.

BL.17. Tree and woodland planting

The design of Brook Leys **must** include tree and woodland planting. Location, species selection and associated landform must contribute to visually break the massing of the western edge.

To support biodiversity strategies and mitigate visual impact.

BL.18. Landmark trees

The design of the public realm **must** include landmark trees.

To provide mature canopy height and cover for the long term.

BL.19. Location of trees

Tree and woodland planting **must** be located to create visual breaks and layering to the development edge.

To support the masterplan vision of a soft transition from rural to urban character and respond to visual impact assessment studies.

BL.20. Legibility of landscape strategies

A landmark tree or group of medium to large scale trees **must** be located at the junction of each Shared Garden; to mark its position reinforcing wider landscape strategies.

To provide mature canopy height and cover for the long term and support site wide legibility

Water and drainage

BL.21. Detention basins

Brook Leys **must** incorporate detention basins sized to accommodate the volume requirements of the site wide surface water drainage strategy.

To support the site wide surface water drainage strategy.

Movement

BL.22. Connectivity

The design of Brook Leys **must** include shared user paths connecting Phase 1 with the northern part of the site and the development zones and shared gardens.

To promote active travel and contact with nature.

BL.23. Active trail

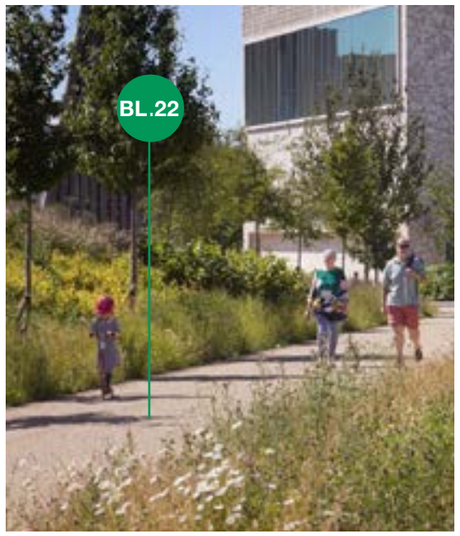
The design of Brook Leys **must** provide a shared user path active trail. This trail should prioritise nature and provide visual connections to encourage learning about biodiversity.

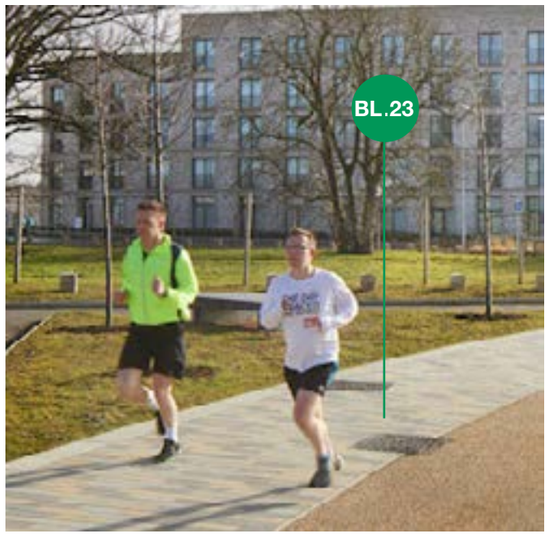
To promote active travel and contact with nature.

BL.24. Running

Routes **should** be designed with widths that facilitate running alongside other forms of active movement and connect to other routes that all together form running circuits, such as 5 kilometres routes.

To promote active and healthy lifestyles.





Built Form

Layout

BL.25. Private amenity and thresholds

The location and treatment of the private amenity **must** contribute to the activation of the public realm. This could be achieved, for example through openings, low and/or visually permeable thresholds of a maximum of 1 metre), and/or the inclusion of benches or seating. Private amenity could also be located at grade or slightly elevated from the public realm.

To soften the edge of development to Brook Leys

Massing and character

BL.26. Massing breaks hierarchy

Massing breaks that flank entrances to Shared Gardens **must** be wider than other gaps. See diagram on this page for an illustrative example.

To assist with the legibility of the landscape strategy.

BL.27. Massing breaks width

Massing breaks width **must** be as narrow as possible; to mitigate the noise from the M11.

To assist with the legibility of the landscape strategy and provide a continuous edge to the city.

BL.28. Character of the frontage

Buildings fronting the edge of the built form **must** contribute to the positive, articulated and varied character fo the frontage as described on the Sitewide chapter.

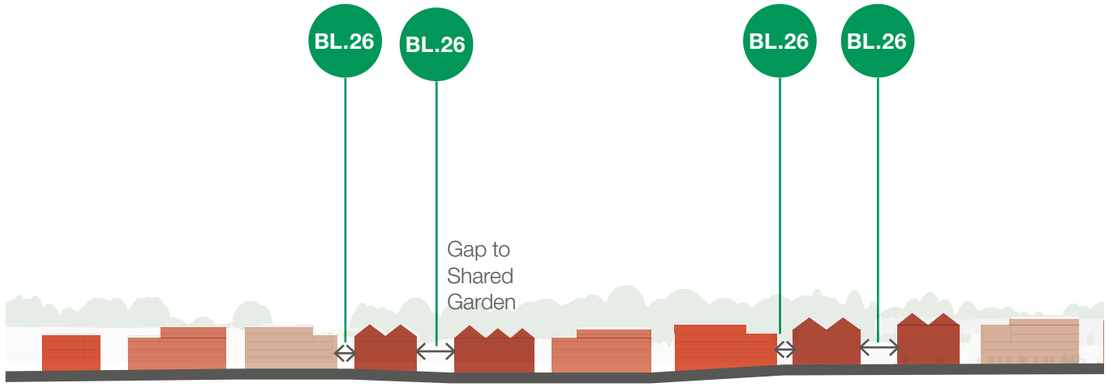
To create a positive new edge for Cambridge.

▶ Refer to Sitewide / Massing and Character

BL.29. Integration of smaller buildings

Where required, small buildings, such as pavilions, infrastructure, or others **must** be well integrated with the landscape, and have a scale that is second in hierarchy to landscape design and features.

To safeguard the nature-based character of Brook Leys.



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