



UNIVERSITY OF
CAMBRIDGE

North West Cambridge

Future Phases of Eddington

September 2025



Design Code

A new quarter for Cambridge

A new quarter for Cambridge

North West Cambridge will create a new University quarter, which will contribute to meeting the needs of the wider city community, and which will embody best practice in environmental sustainability.

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

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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.

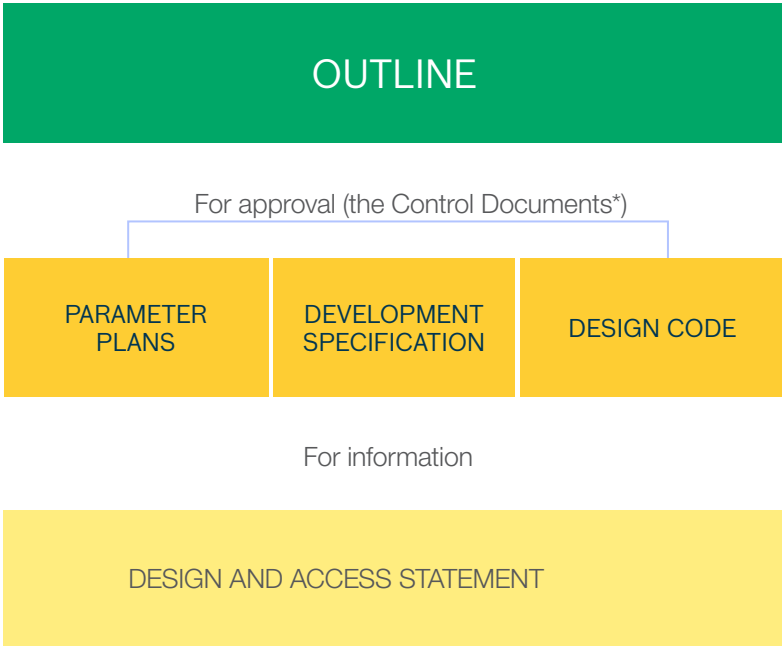


The Outline Planning Application includes a large number of documents and drawings including:

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.

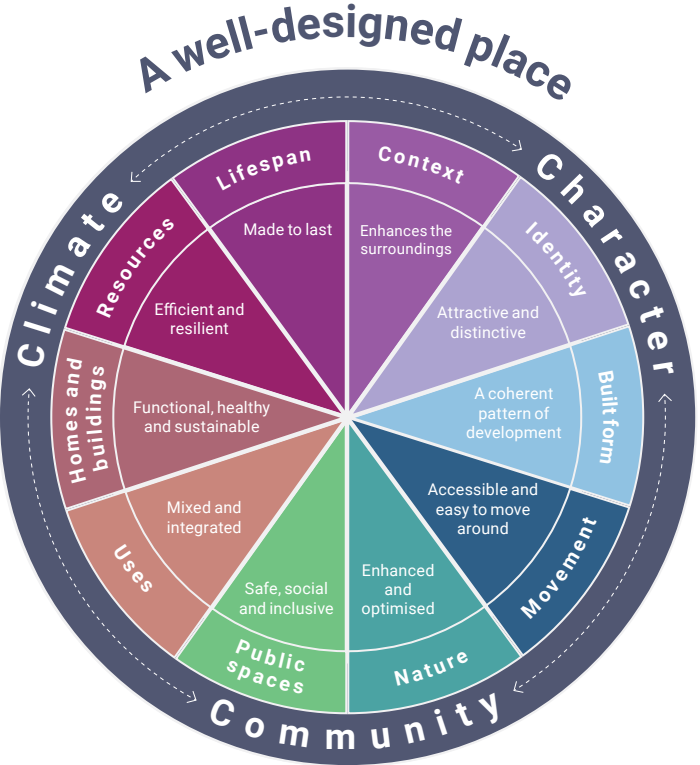
Supporting Documents (for information)
The Supporting Documents are not for approval and include the Design and Access Statement, as well as all supporting statements and technical assessments which form part of the Environmental Impact Assessment. The Design and Access Statement describes how the design 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.

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).

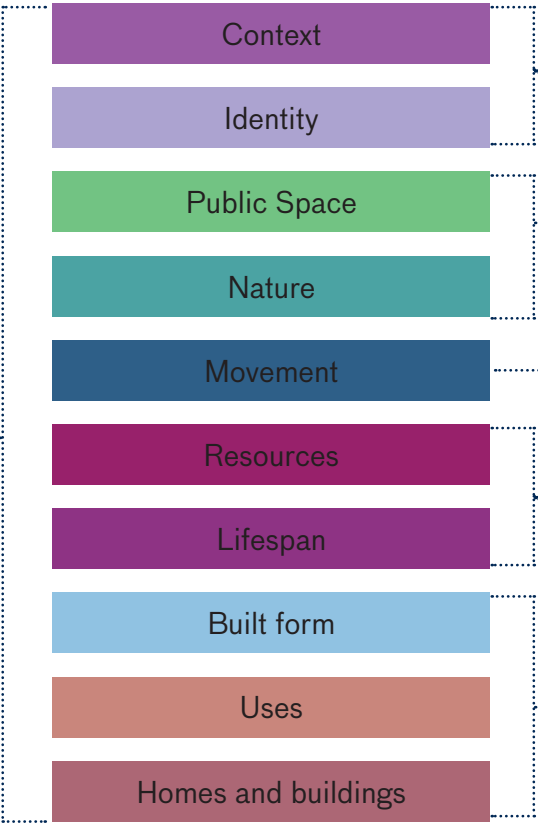


The ten characteristics of well-designed places, National Model Design Code

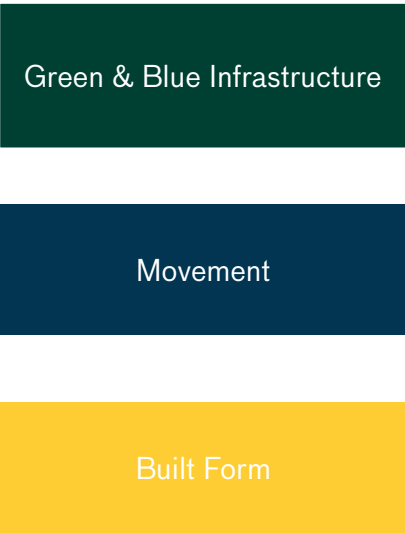
The Design Code for the Future Phases of North West Cambridge has developed an integrated approach that reconciles the 10 Characteristics into three clearly defined sections: Green and Blue Infrastructure, Movement and Built Form.

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).

NMDC '10 Characteristics'



Future Phases of NWC key themes



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

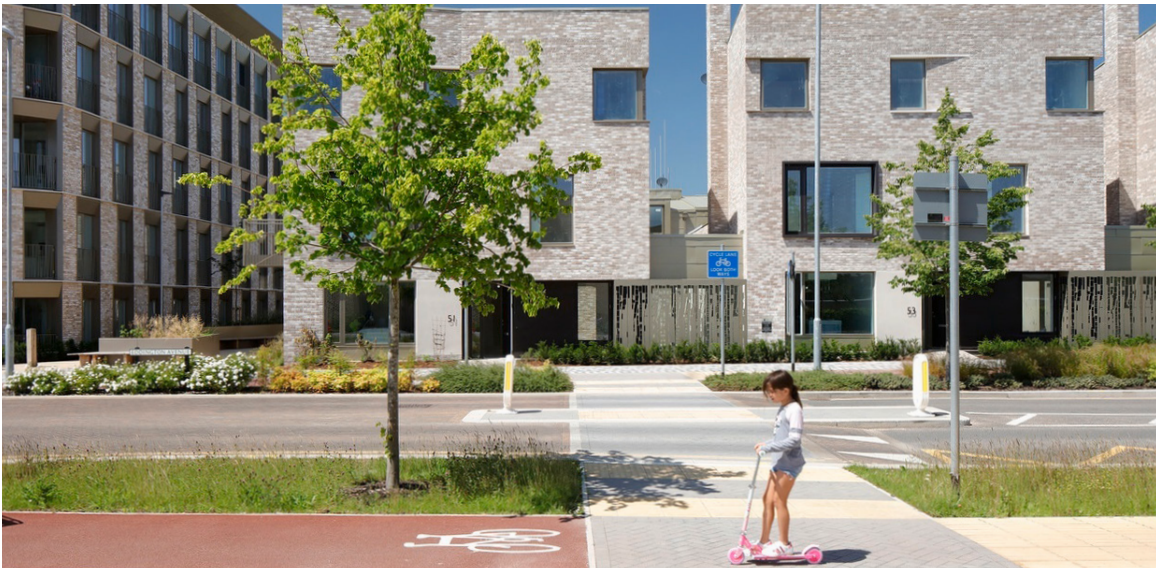
The ambition is for exemplary accessibility combined with social and economic inclusion to create a place that everyone, regardless of their age or disability, can enjoy and participate comfortably and independently.

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



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, 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 contributes 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

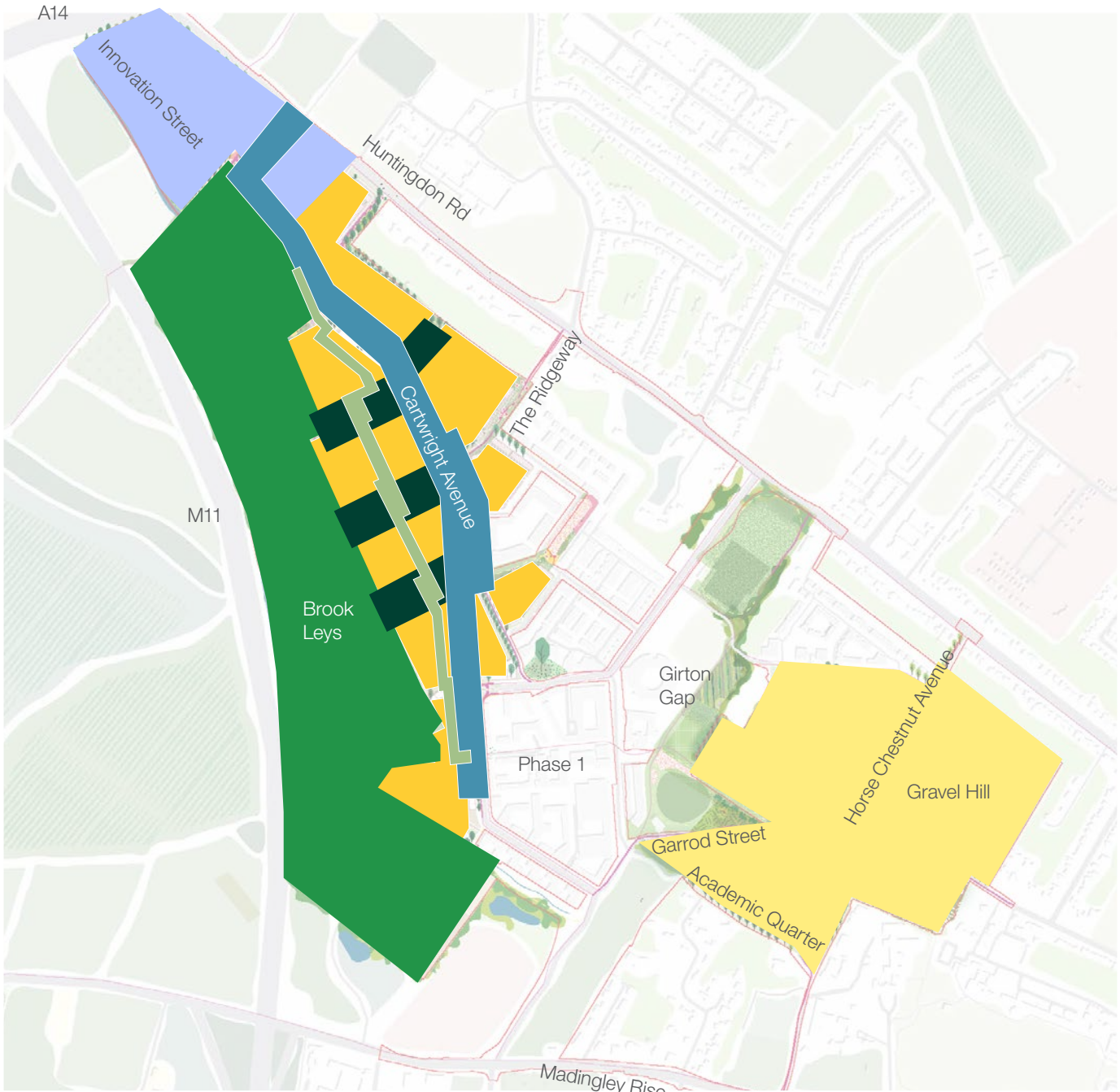
This Design Code is organised in two scales: Sitewide and Place. This approach enables the document to provide coherent design guidance across the development and to respond to specific design opportunities associated with the character of each area. It is therefore necessary to read and use both the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

1

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.

2

3

SW.43. 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.

4

SW.44. 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 water courses and promoting the movement, and / or capturing and re-using of water.

5

SW.46. Above ground water drainage
Above ground features **should** reflect water movement through the Site.
To express a positive response to the existing topography and natural systems.

6

SW.47. 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.

7

SW.45. 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.

8

9

Places example

1

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.

2

3

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 Stewards / Movement / Vehicular access and car storage

4

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.

5

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.

6

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.

7

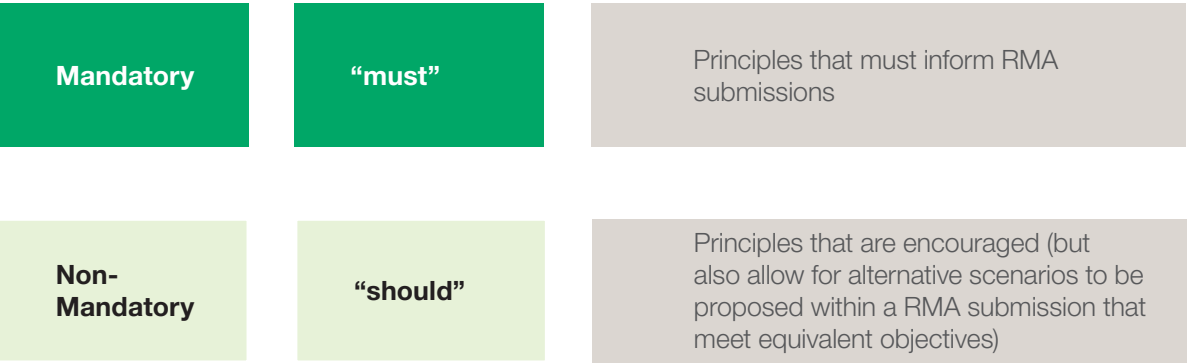
NE.20. Shared visitor car storage
Where practical, visitor car storage on neighbourhood streets **should** be shared with servicing parking or with non-allocated residential spaces.
To introduce opportunities for play on the way.

8

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.

9

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.

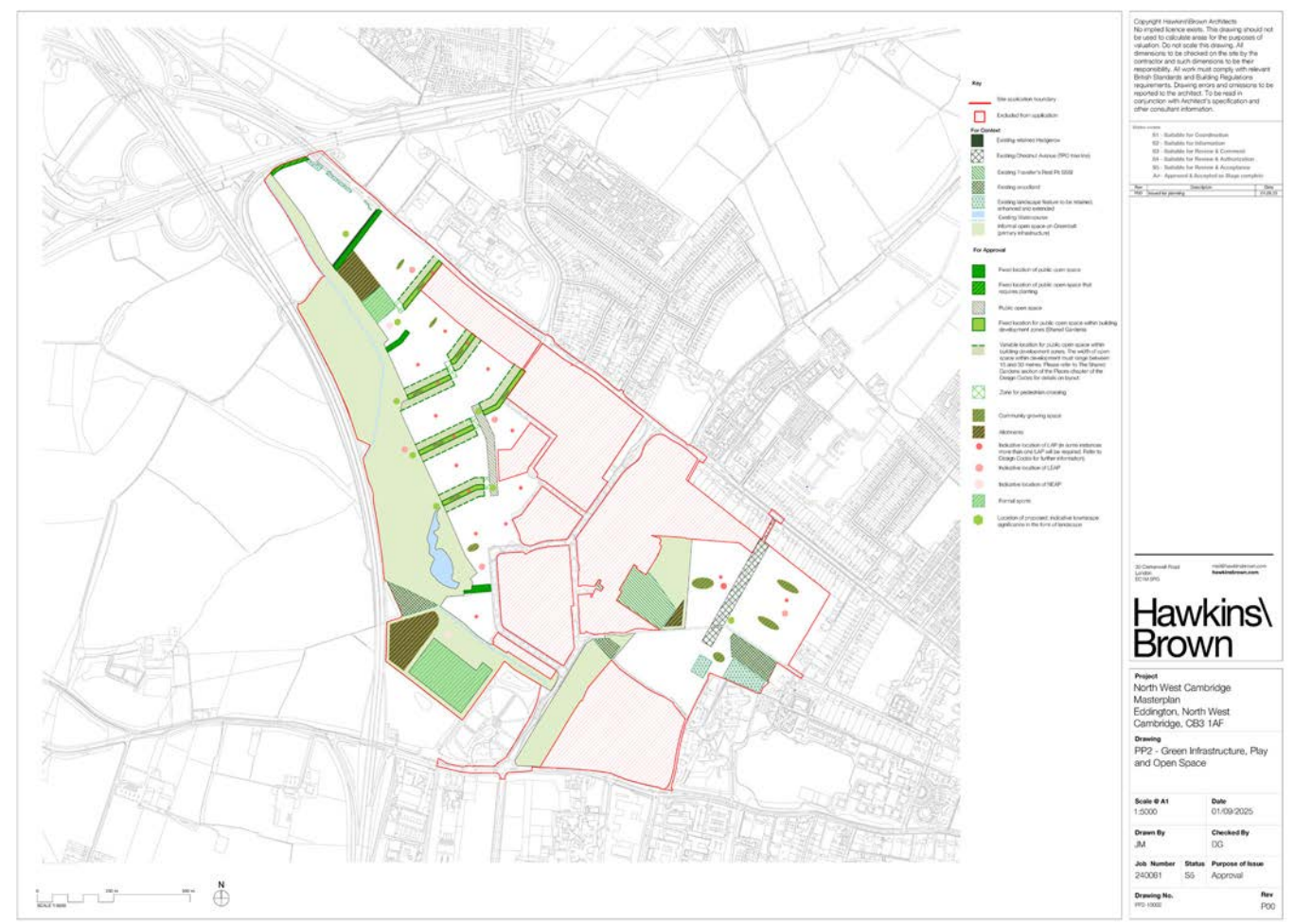


It is recognised that the approach to design changes over time, and due to the mixed use nature of the North West Cambridge site as well as the long-term implementation process, it may be possible in the future for designs to come forward that are not entirely Design Code compliant. Any areas of non-compliance 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.

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.

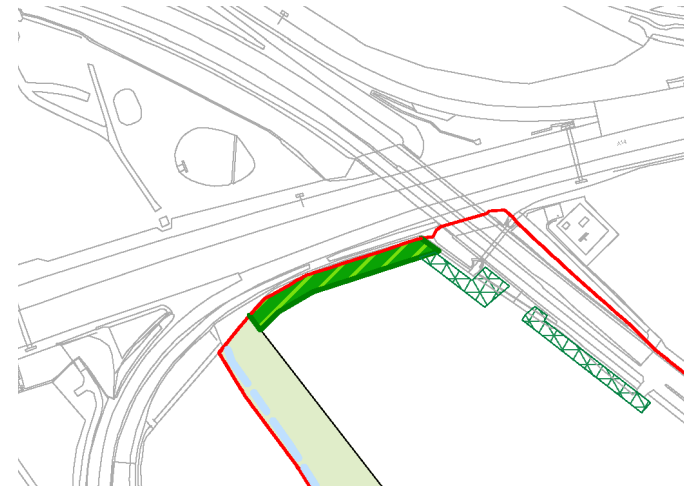
Parameter Plans

Green infrastructure, play and open space



PP.01. Fixed location of 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.



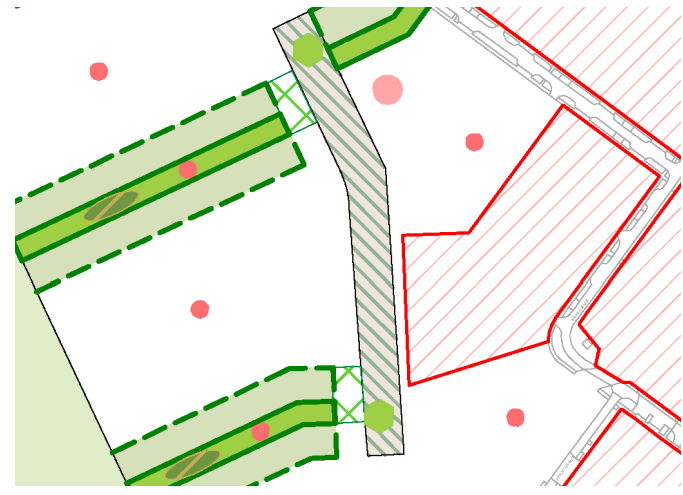
PP.02. Fixed location of public open space

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



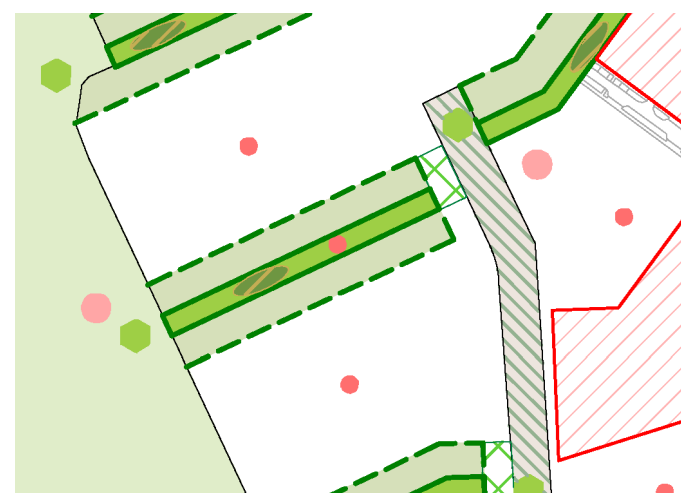
PP.03. Public open space

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



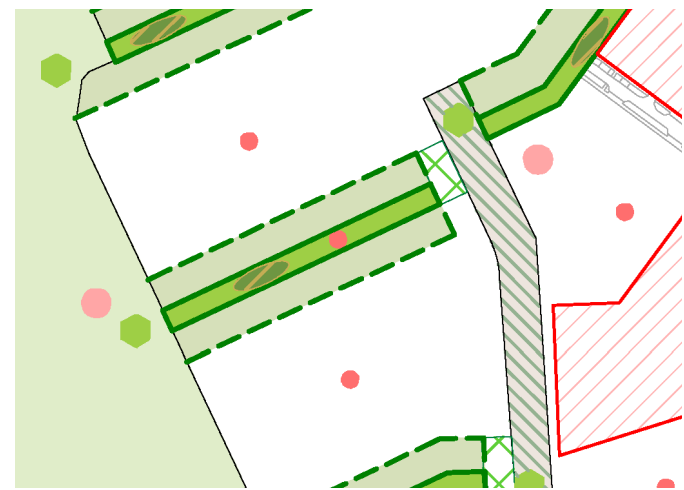
PP.04. Fixed location for public open space within building development zones (Shared Gardens)

- 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



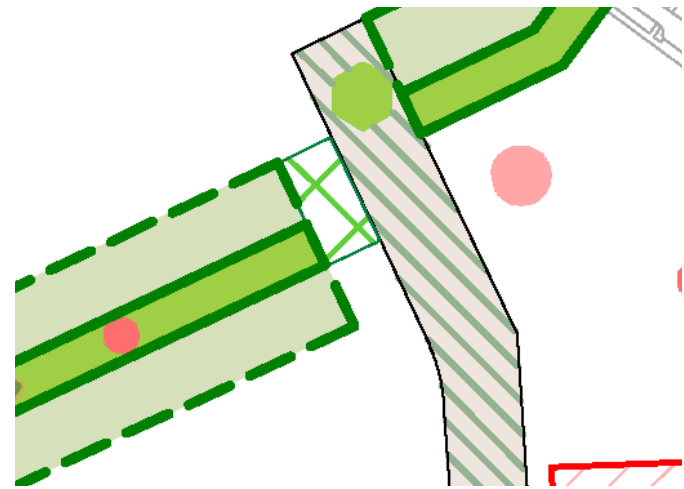
PP.05. Variable location for public open space within building development zones (Shared Gardens).

-  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.



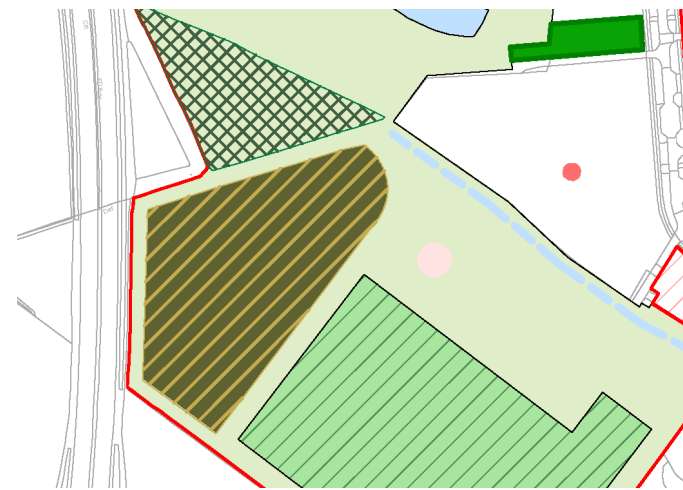
PP.07. Community growing space

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



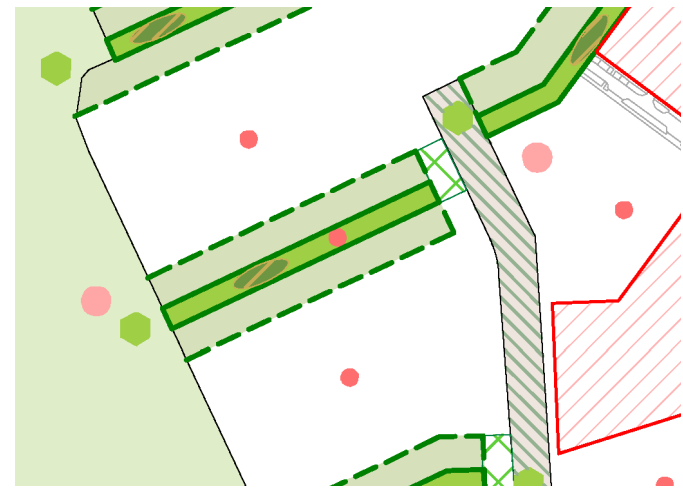
PP.09. Allotments

-  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.



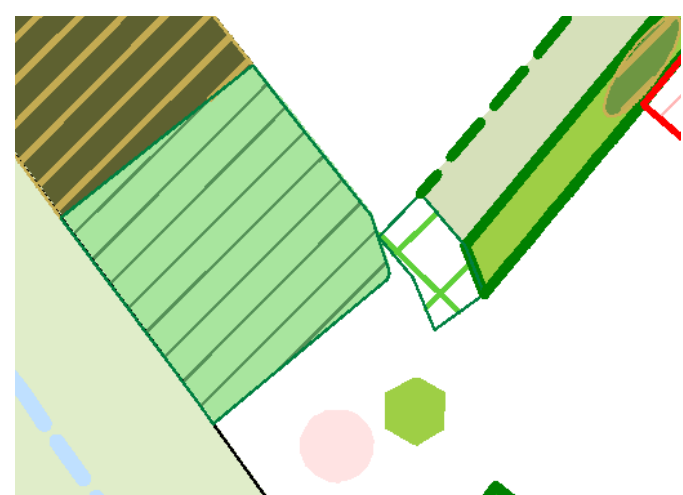
PP.08. Indicative location of LAP/LEAP/NEAP

-  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.

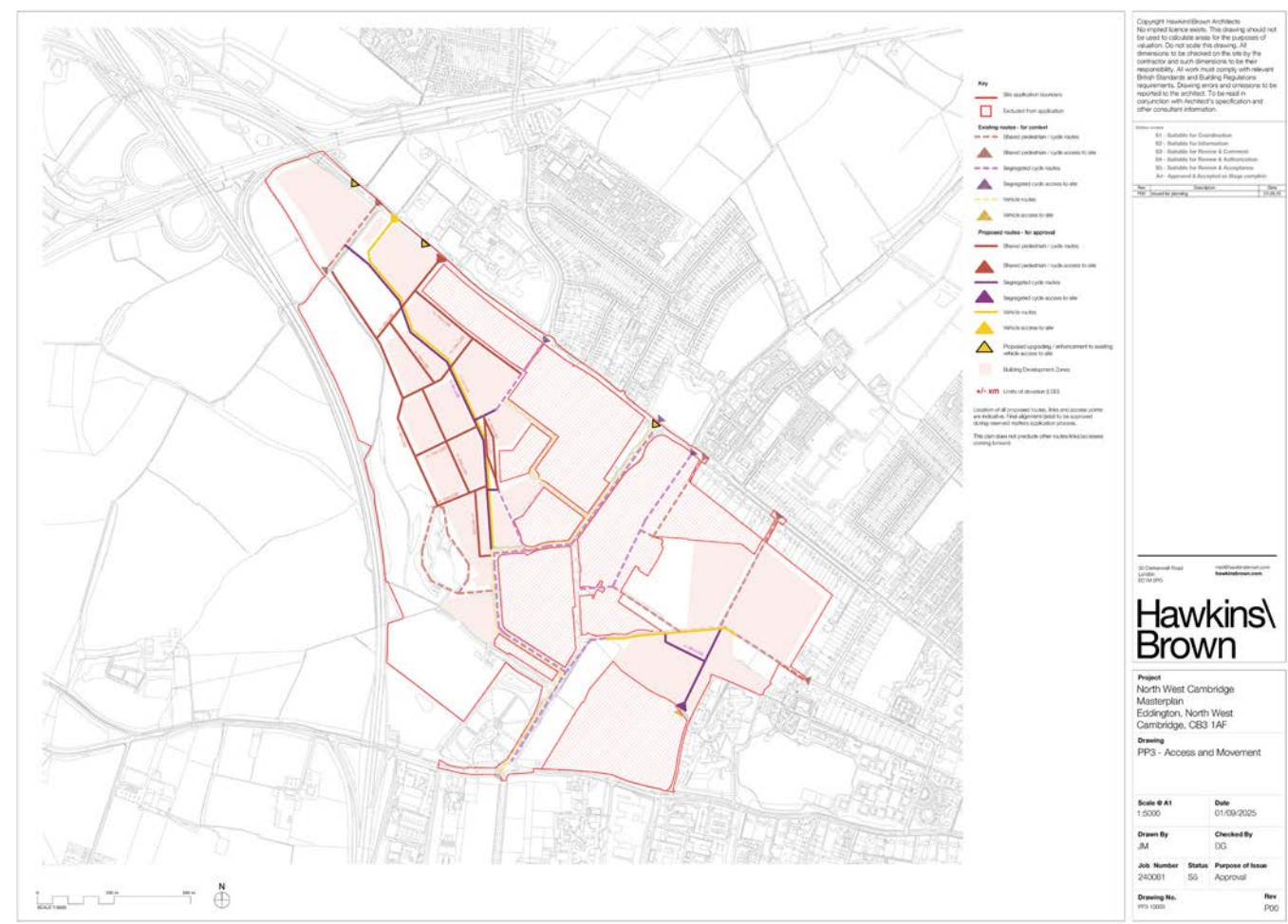


PP.10. Formal sports

-  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.

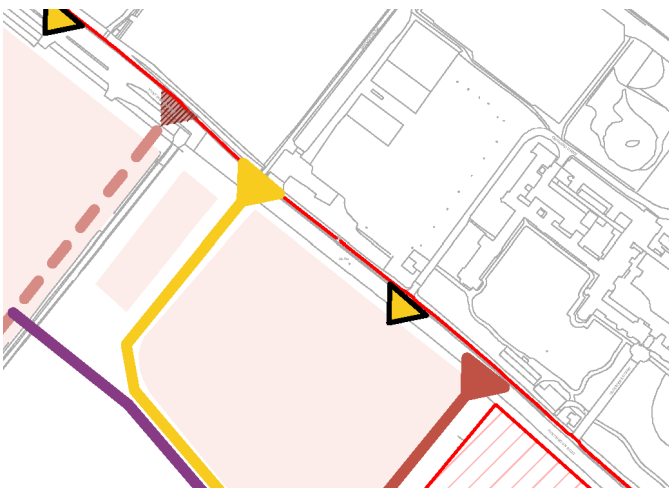


Access and movement



PP.11. 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.12. 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.



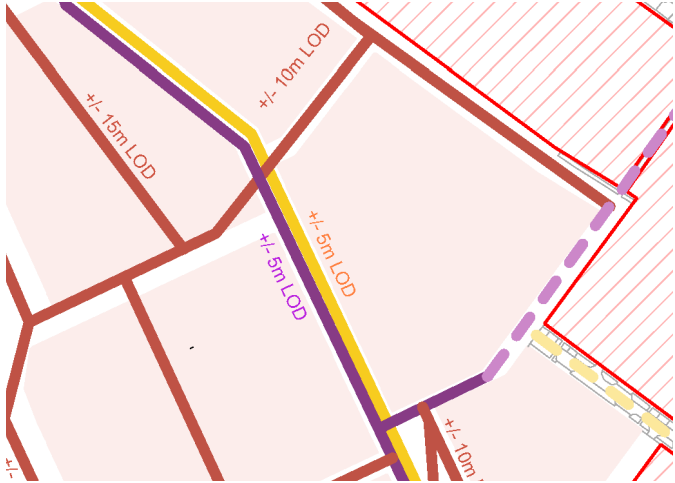
PP.13. Limits of Deviation

- 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.14. 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.15. The Common

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

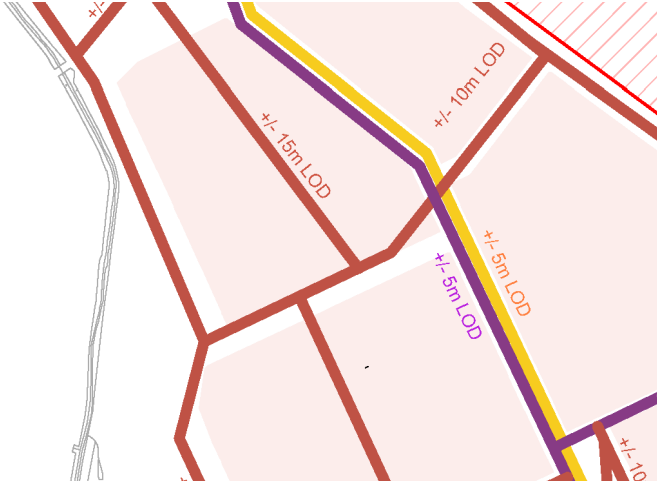
- Refer to Cartwright Avenue & The Common / Movement.



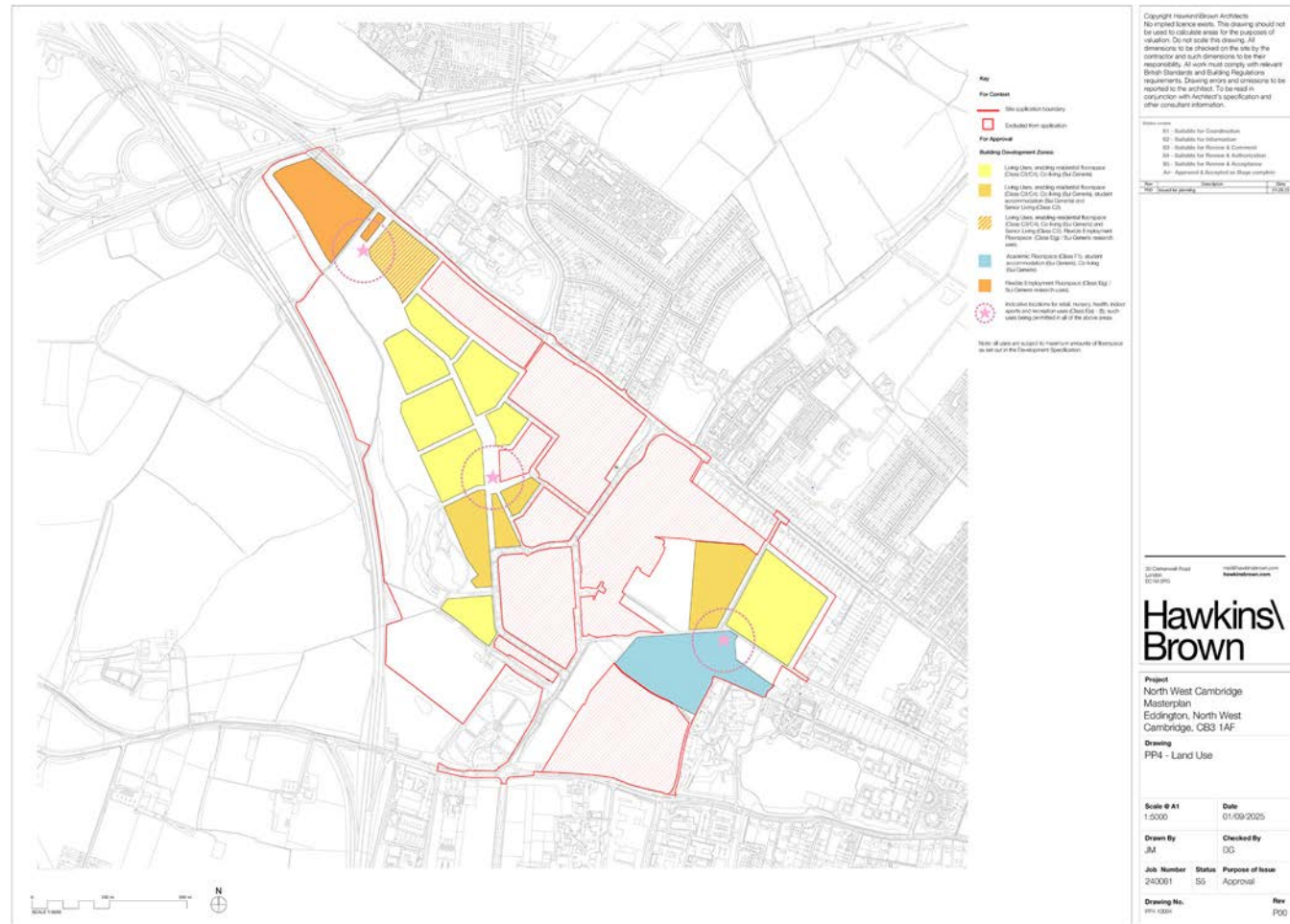
PP.16. The Community Lane

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.

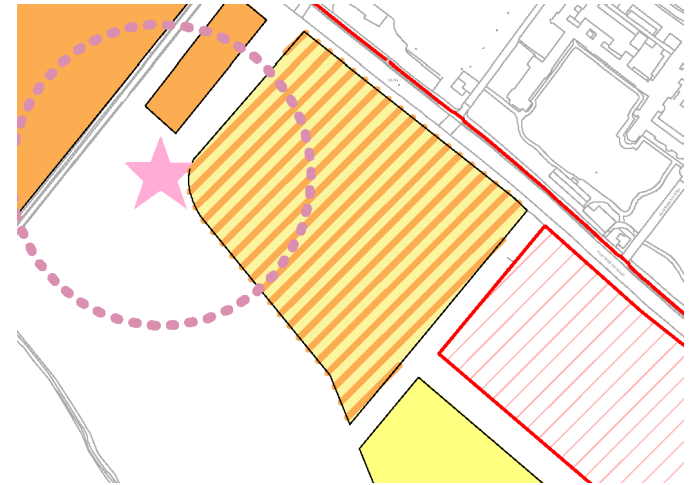


Land use



PP.17. Land uses

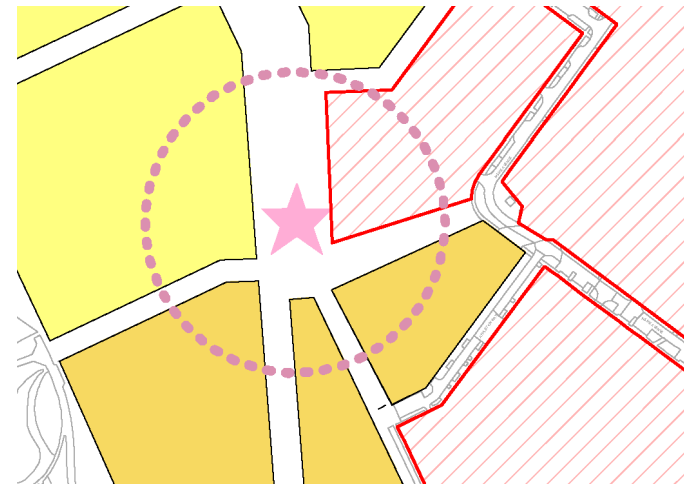
Land uses are described with the predominant land use listed first. Proposed land uses **must** be as described in the Parameter Plan.



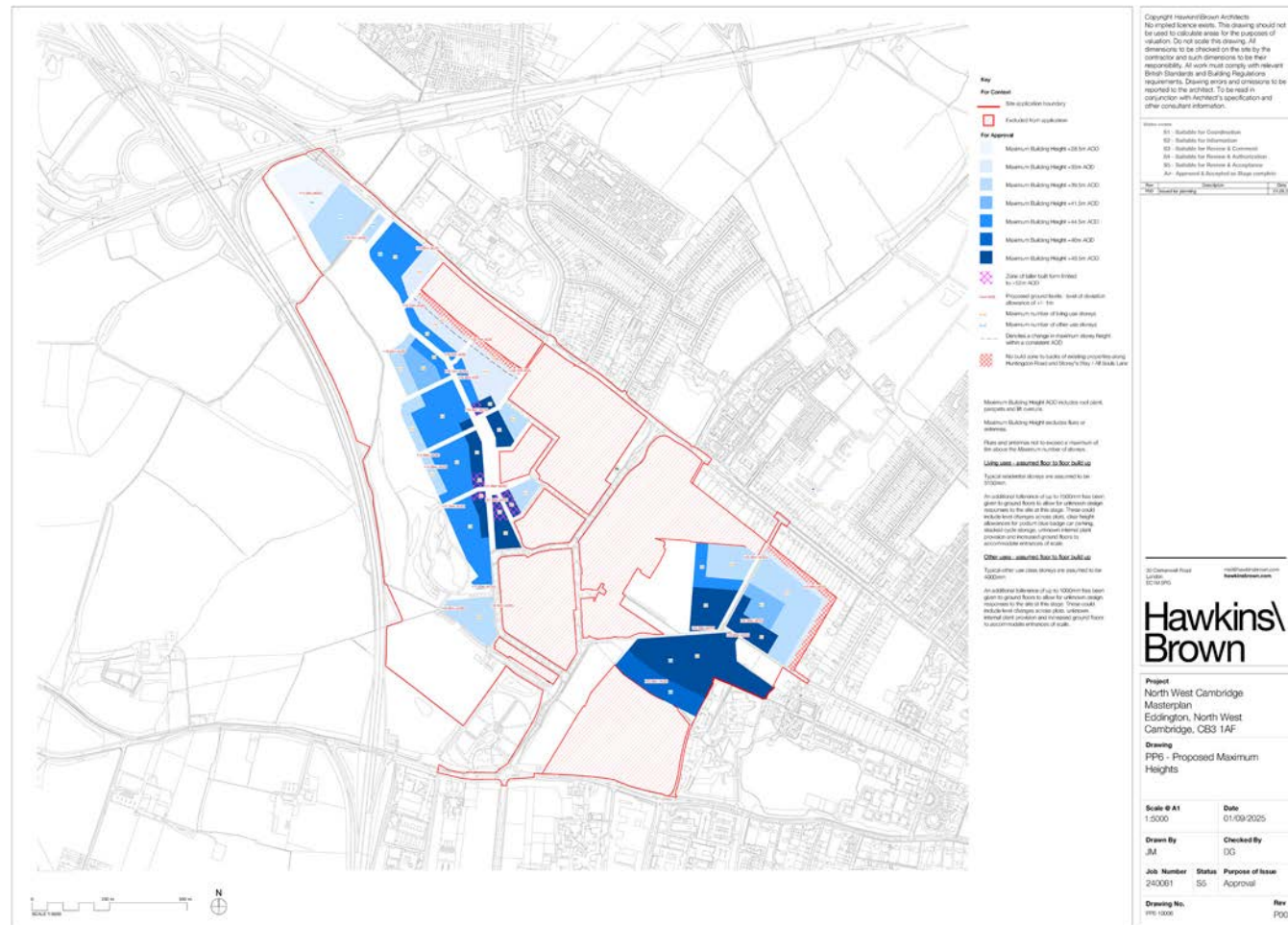
PP.18. Indicative location of ancillary uses

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



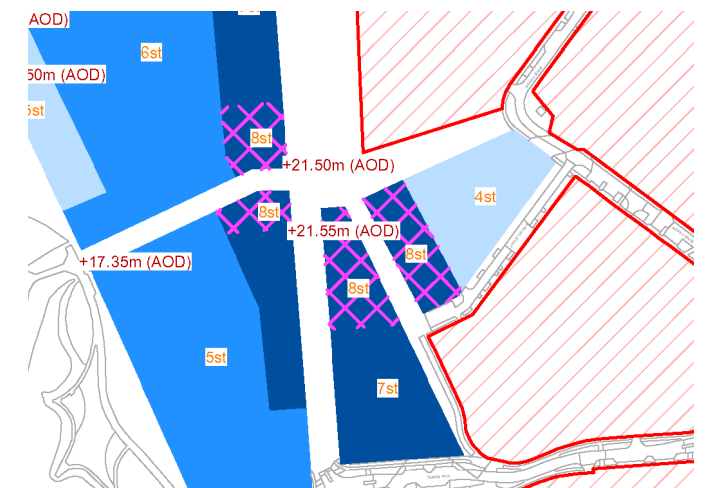
PP.20. Maximum heights

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.19. Maximum heights defined as AODs



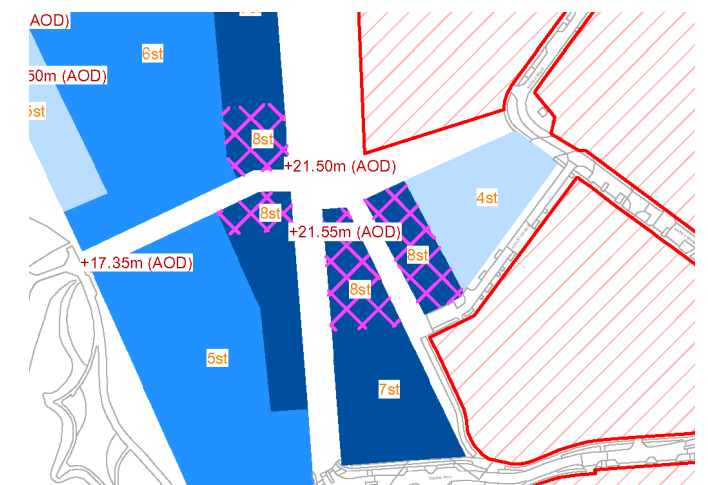
Maximum heights are defined Above Ordnance Datum (AODs). They are described with a colour scale and **must** be adhered to in the locations described by the Parameter Plan.



PP.21. Zone for taller elements



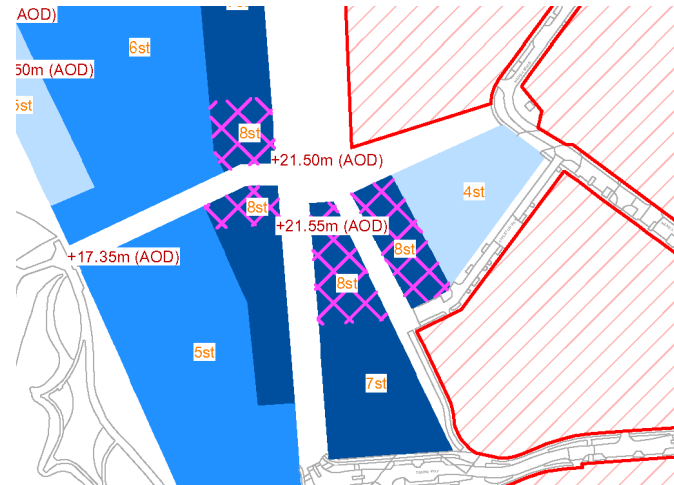
Taller built form must be limited to the zones and heights described on the Parameter Plan



PP.22. Maximum number of storeys

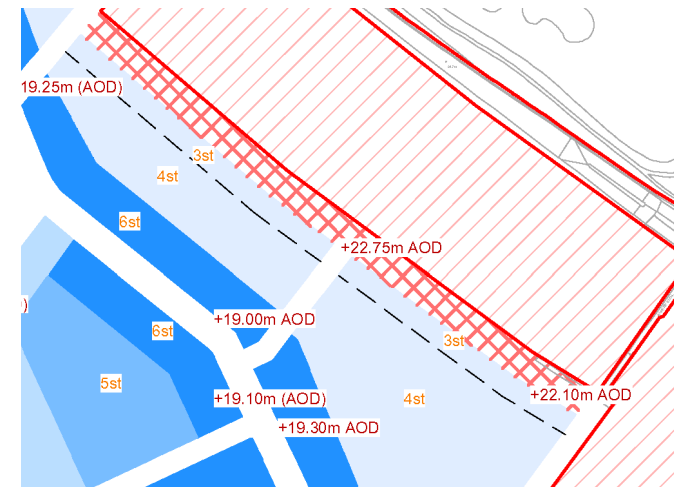
xx st
xx st

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.



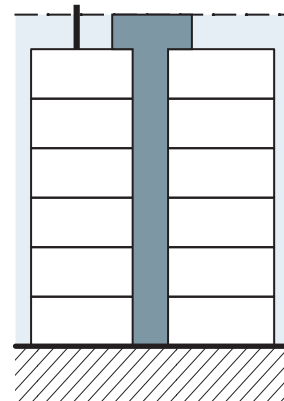
PP.23. Change in maximum number of storeys

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.24. 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.



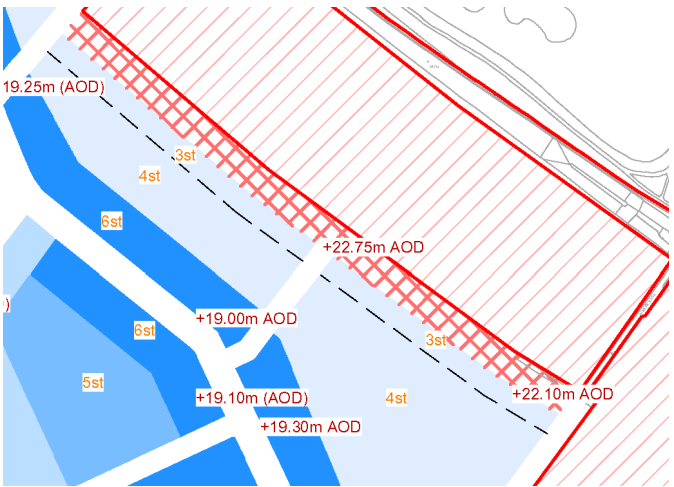
PP.25. Proposed ground levels

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



PP.26. No build zone

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



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



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.

Girtton 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

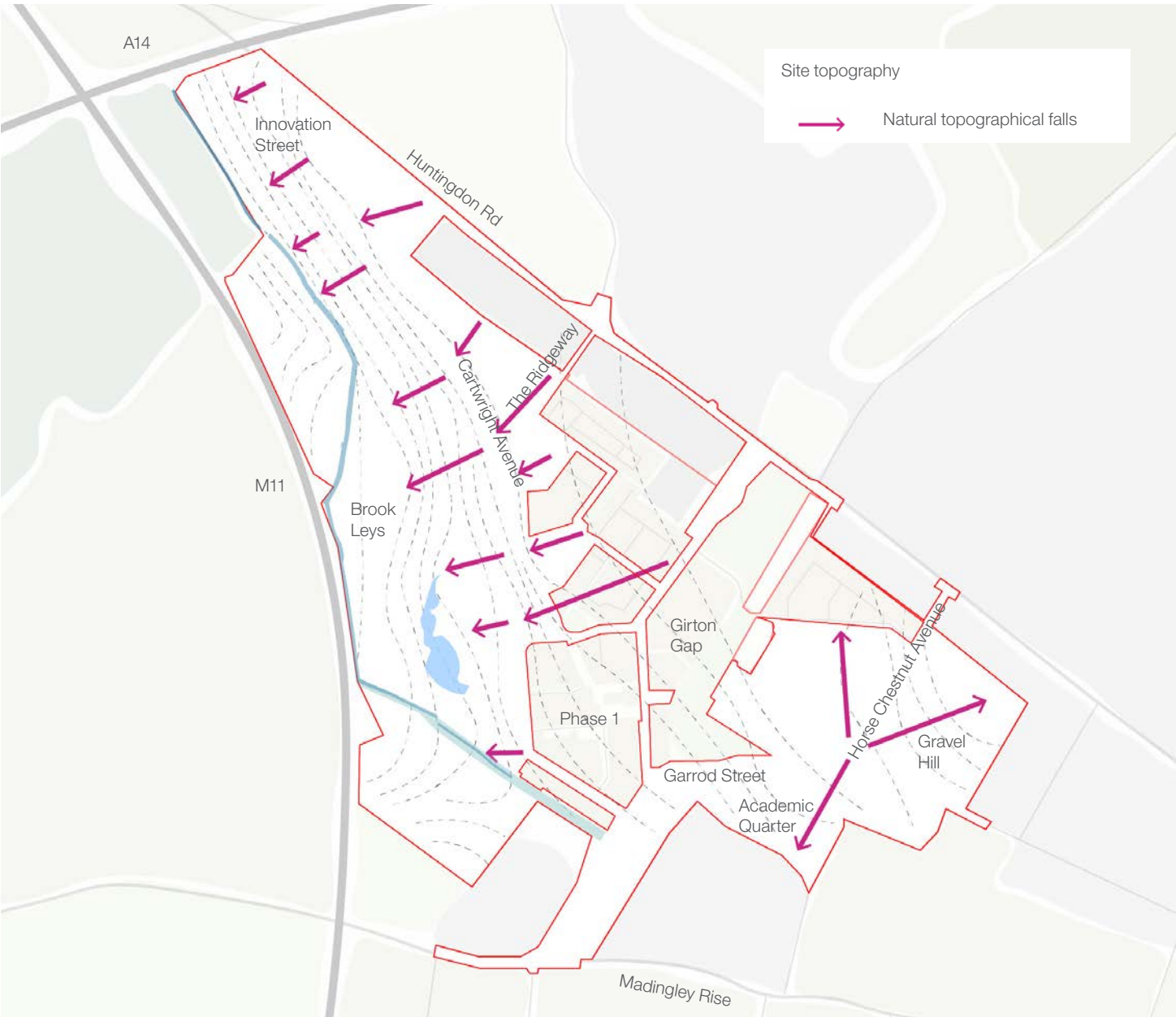
Accessible and Inclusive

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.



Key objectives

To foster community cohesion through

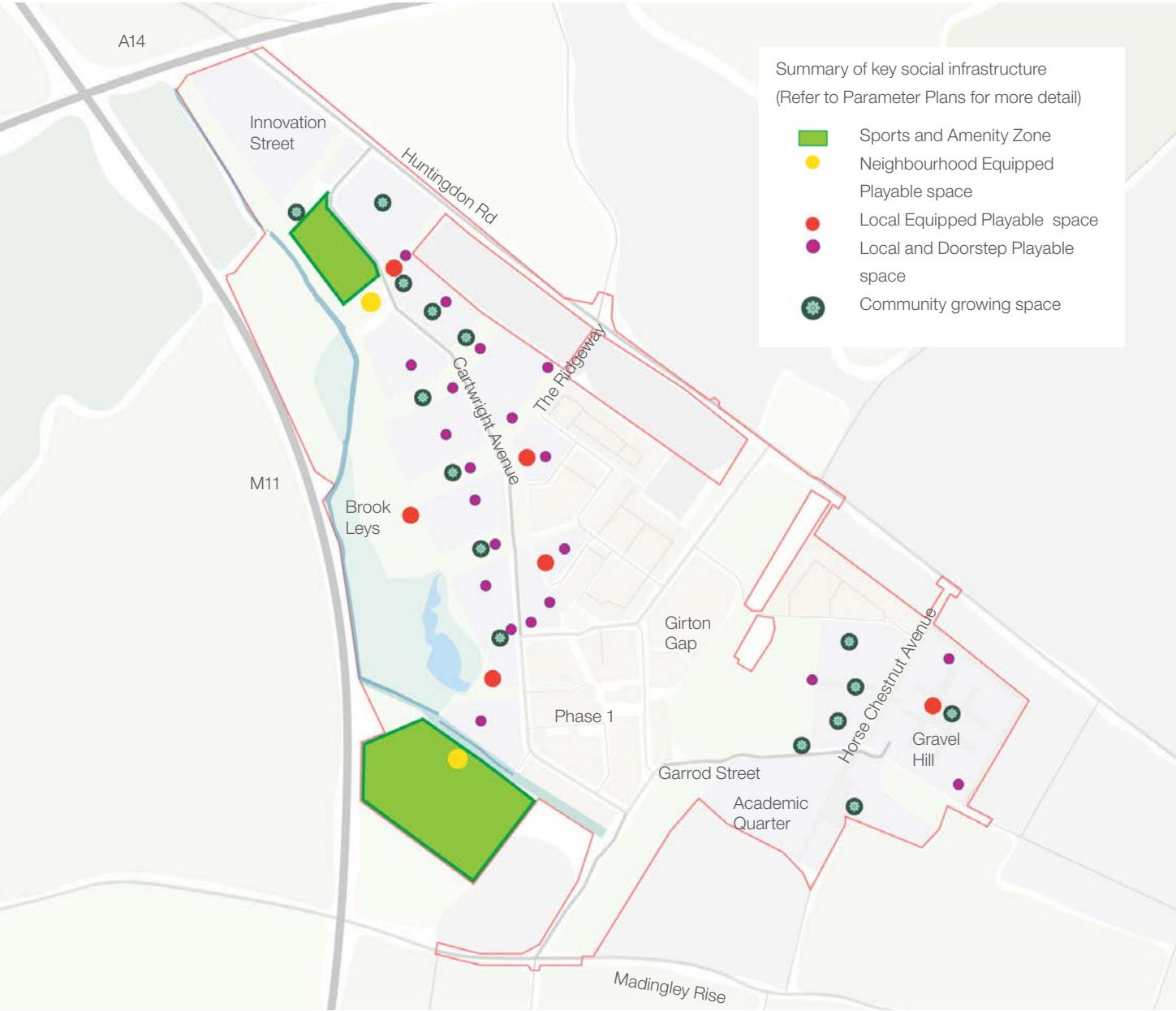
Points of concentration

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.



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.

SW.28. 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.29. 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.30. 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 and provide resilience through diversity.

SW.31. 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.32. 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 and provide visual balance to built form.

SW.33. 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.34. 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.42. 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.35. 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.36. 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.37. 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.38. 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.39. Planting on SuDS

Above ground SuDs **must** include planting.

To maximise biodiversity opportunities and visually express water.

SW.40. Planting on streets

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

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

SW.41. 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.43. 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.44. 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.45. 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.46. Above ground water drainage

Above ground features **should** reflect water movement through the Site.

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

SW.47. 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.48. 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

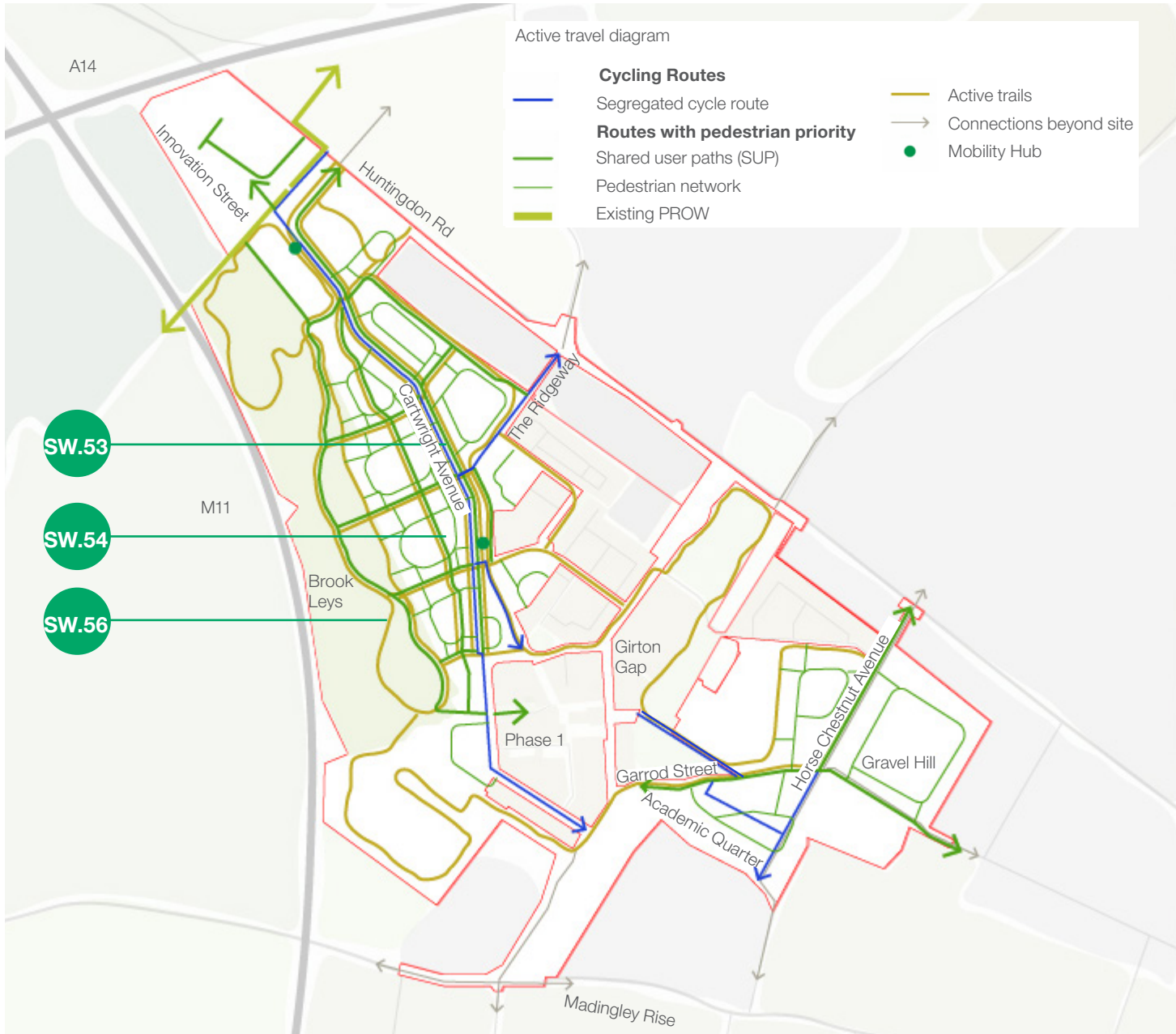
Phase 1 has seen car ownership levels fall and a preference for cycling and walking amongst residents. Active travel is proposed as an end to end loop, placing the relationship with private cars as the last choice.

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.49. 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.50. 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.51. 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.52. 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.53. 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.54. 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.55. 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.56. 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.57. 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.58. 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.

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.59. 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.62. Visitor cycle parking

Cycle parking for visitors **must** be safe, secure and include oversized and non-standard bicycle parking.

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

SW.60. 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.61. 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.63. 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.64. 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.66. 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.65. Formal sports cycle parking

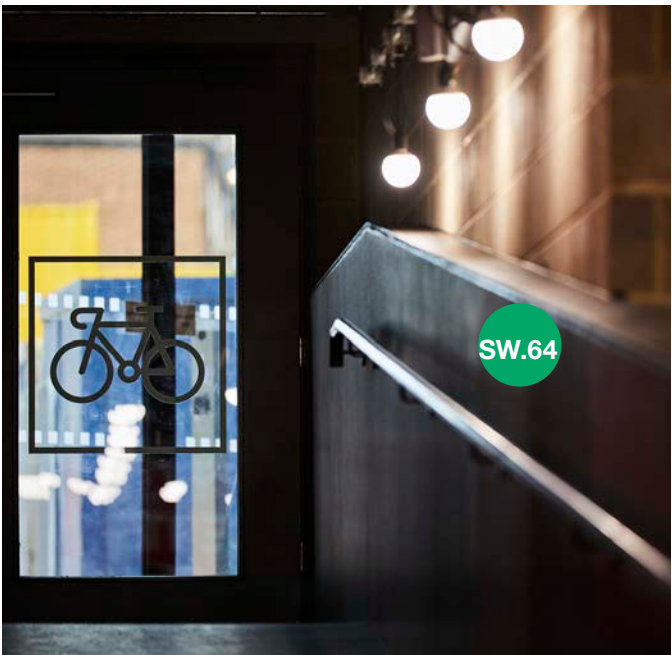
Where cycle parking is provided associated with sports facilities, parking **must** be located with close proximity to main arrival points, be within clear sightlines of facilities, and include oversized and non-standard bicycle parking.

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

SW.67. 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

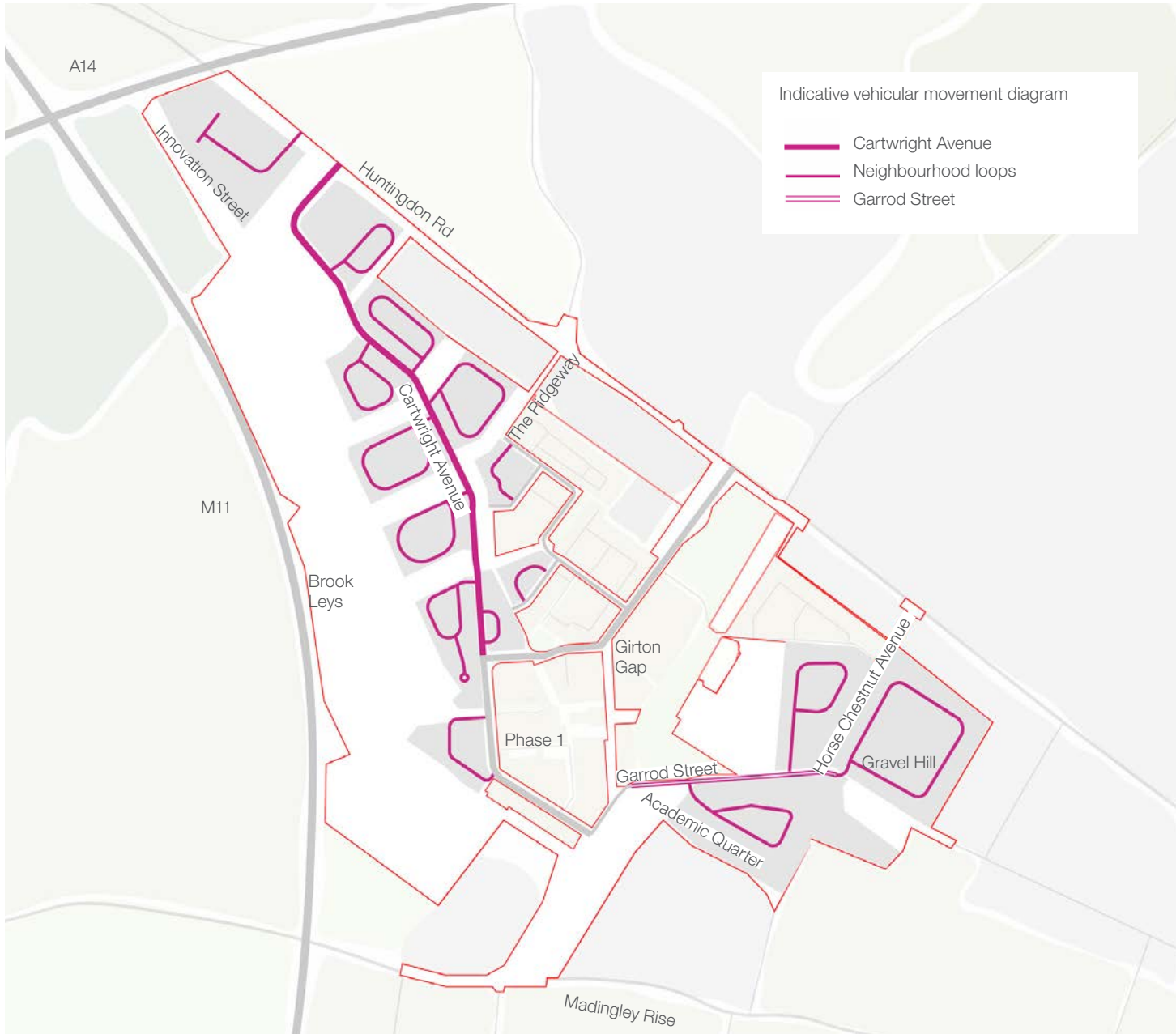
Neighbourhood loops are low-speed, pedestrian priority environments which have a range of street typologies, designed to slow traffic. The principles for vehicle movement across the Site is to limit movement to neighbourhood loops, accessed from Cartwright Avenue.

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.68. 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.69. 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.

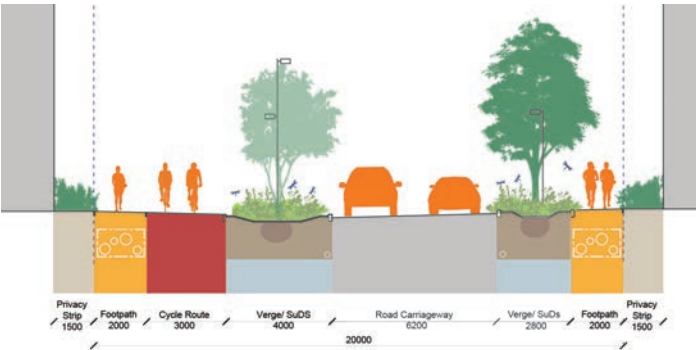
SW.70. Neighbourhood loops

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

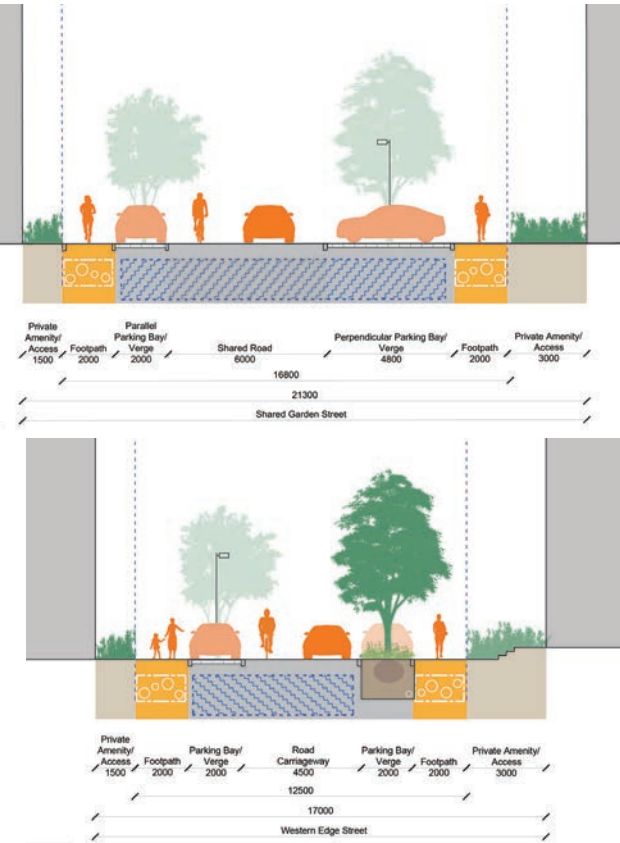
To create healthy, low-speed neighbourhoods.

Refer to Neighbourhoods / Movement

Cartwright Avenue illustrative section



Neighbourhood loop streets illustrative sections



SW.71. 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.72. 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.73. 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.74. 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.

To create an attractive landscape setting.



SW.75. 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.76. 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

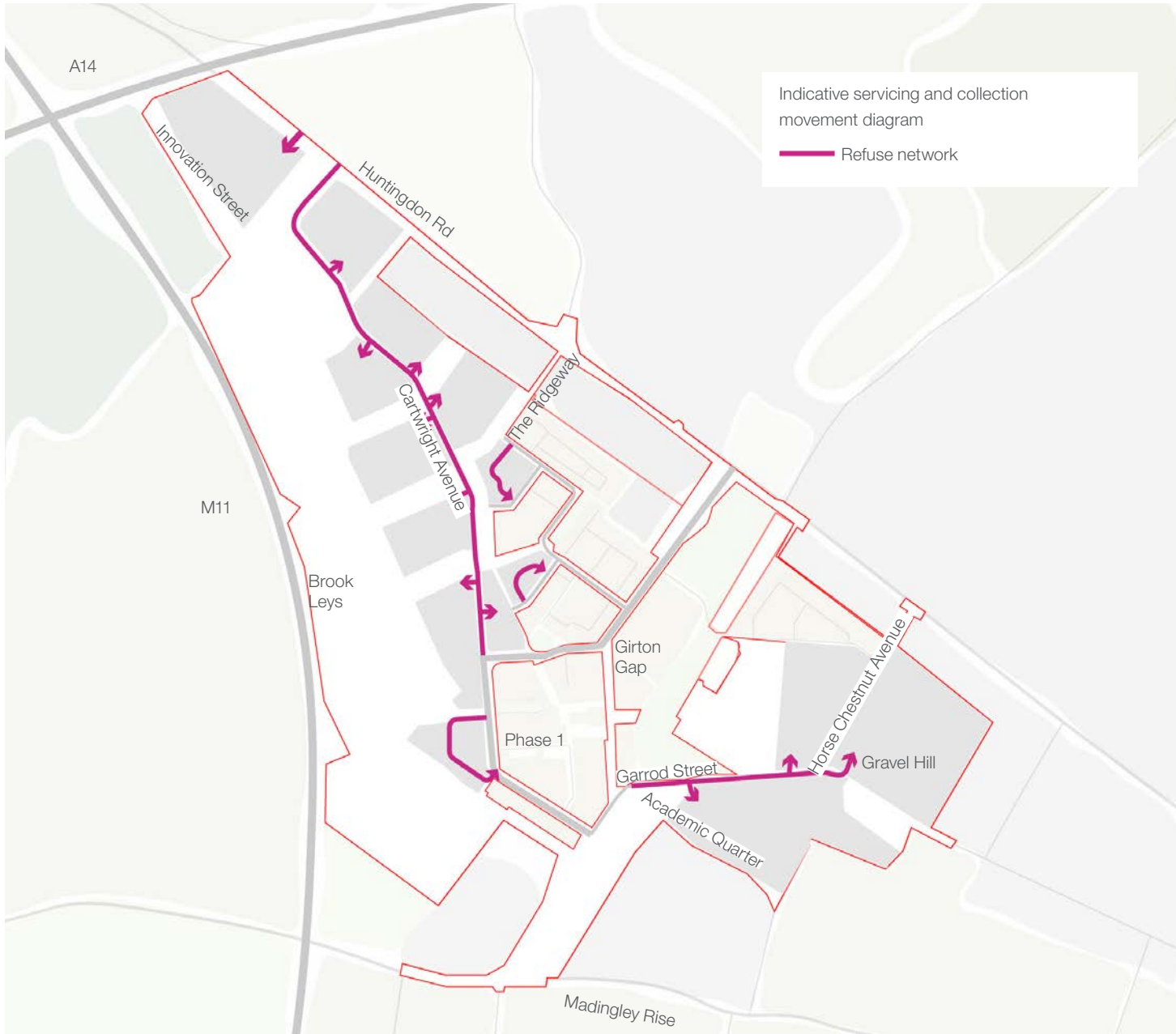
Simple access

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.77. 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.80. 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.78. 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.81. 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.79. 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.82. 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.83. 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.85. 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. 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.86. 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.87. 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.89. 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. 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.90. 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

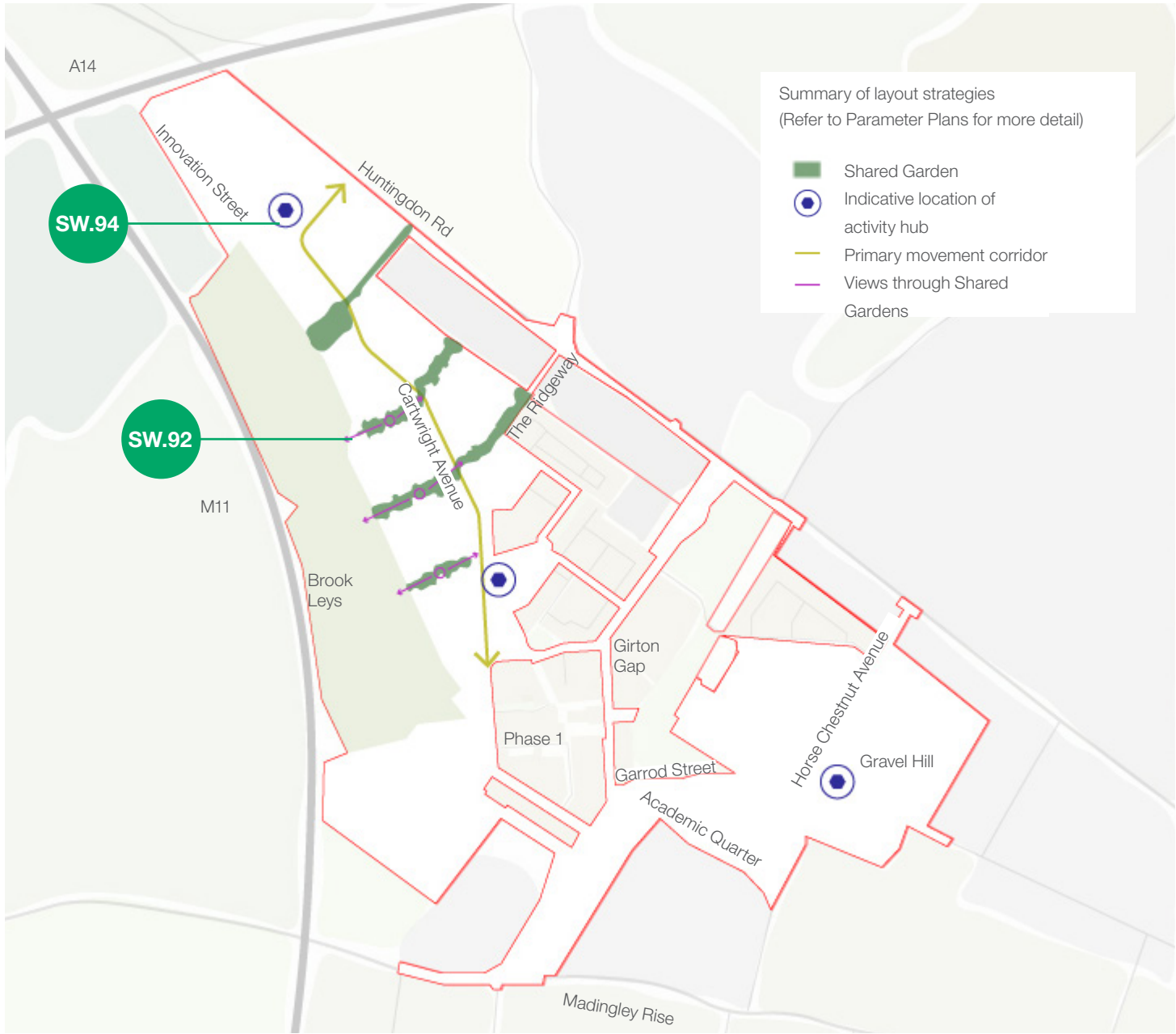
Varied streetscape

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.91. 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.93. 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. 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.94. 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

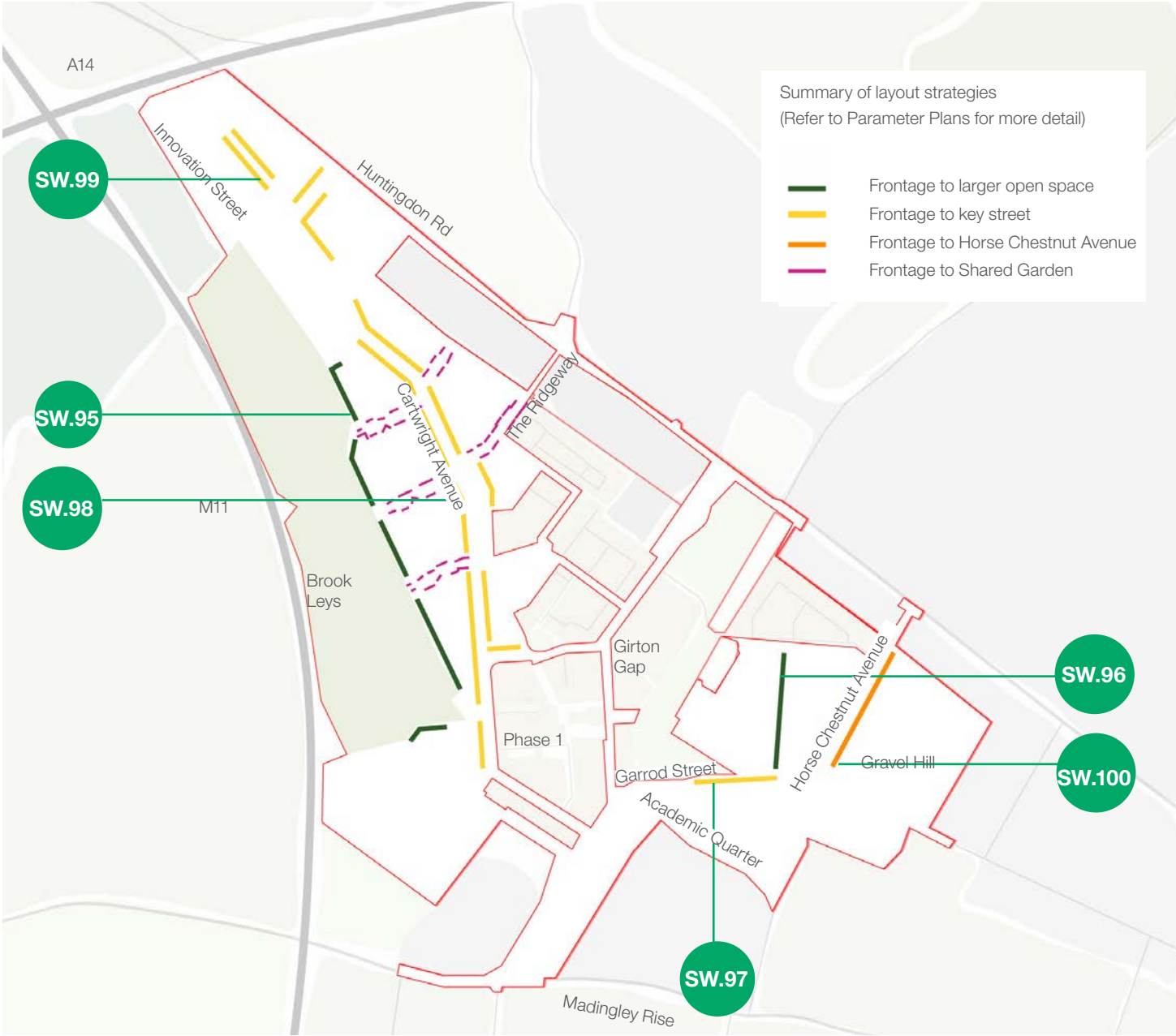
Key objectives

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.



SW.95. Brook Leys frontage

The layout of the buildings facing Brook Leys **must** create a clear frontage with breaks.

To create a continuous frontage and urban edge facing landscape.

SW.99. 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.96. Girton Gap frontage

The layout of the buildings facing Girton Gap **must** create a clear frontage with breaks.

To create a continuous frontage and urban edge facing landscape.

SW.100. 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.97. Garrod Street frontage

The layout of the buildings facing Garrod Street **must** create a clear frontage with breaks.

To create a continuous frontage and urban edge facing landscape.

SW.101. Passive surveillance

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

To create safe environments.

SW.98. 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

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.

SW.102. 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 / SW.109

SW.103. 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.104. 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.106. Legibility of the massing

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

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

SW.105. Layering

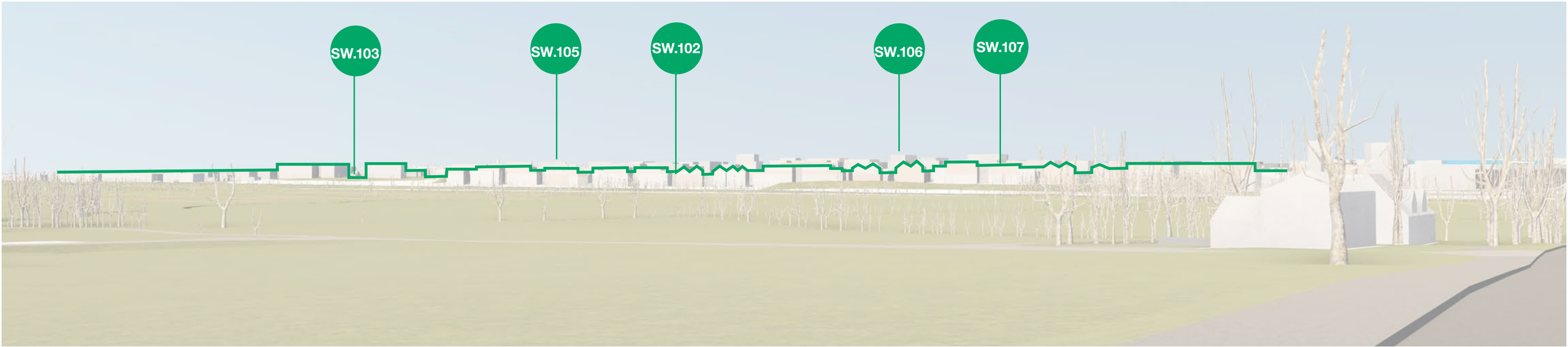
The distribution of massing and heights **must** create a sense of depth and layering through gaps in the massing and stepping down, for example towards Brook Leys.

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

SW.107. 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.108. 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.111. Variations in roofscape

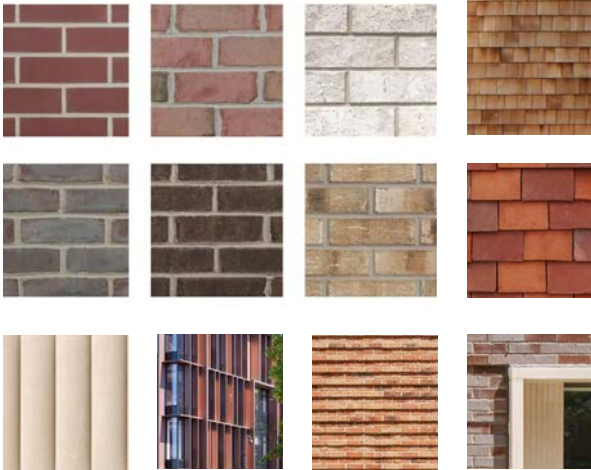
Roof articulation **must** include a variety of solutions where practical; to reinforce the articulation of the skyline and contribute to visual interest through buildings of smaller grain.

To create a dynamic silhouette on the skyline.

SW.113. 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.109. 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.112. 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 be provided only when appropriate with tenure.

To distinguish buildings and mitigate coalescence.

SW.114. 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.110. 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.115. 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

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.116.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.117. Communal entrances

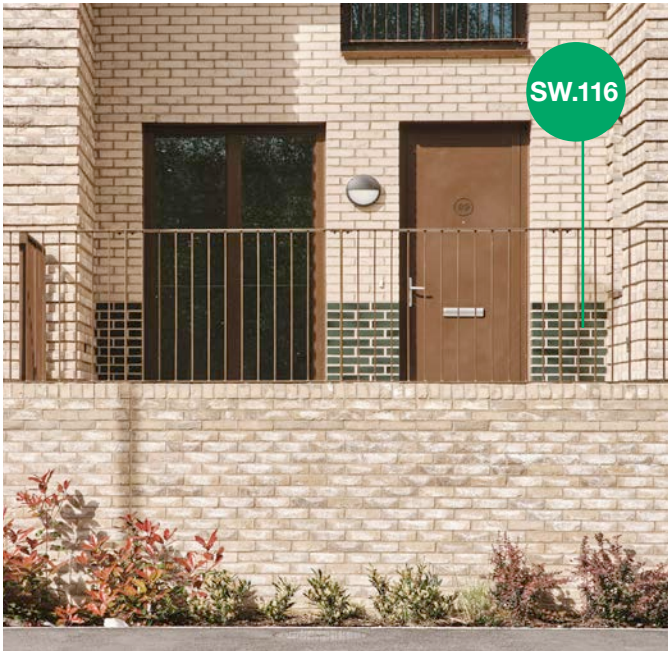
Entrances to apartments **should** be scaled to allow several residents to arrive at similar times and benefit from a sheltered entrance. This can be internal. They should also enable access to cycle stores.

To provide shelter and weather protection.

SW.118. 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.119.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.120. Defensible space

Defensible space must be provided where habitable rooms are located on ground floors. Planting **should** form a part of defensible space, where there are suitable environmental conditions.

To maximise greening and reinforce the landscape led scheme.

SW.121. Seating

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

To provide moments for social interaction with neighbours.



SW.122. 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.123. 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.124. 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.125. 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.126. Other facade elements

Chimneys, flues and vents **must** have regard to the primary elevation material.

To ensure services are integrated into the architectural language.

SW.127.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.128. 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.129. 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.130. 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.132. 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.131.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.



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.133. 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.134. 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.136. 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.135. 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.137.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.138. 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

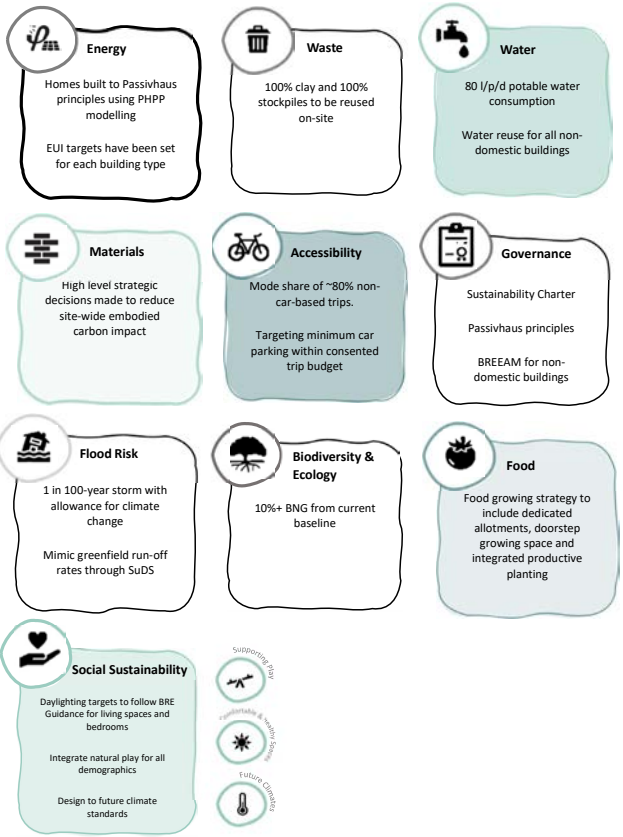


SW.139. Sustainability charter

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



Sustainability charter