

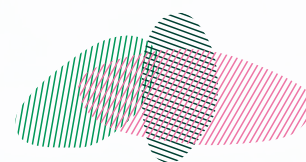
Health and wellbeing
Innovation Street



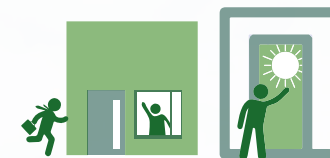
Regen ethos
Planting and trees, embodying the regenerative ethos tied into the design.



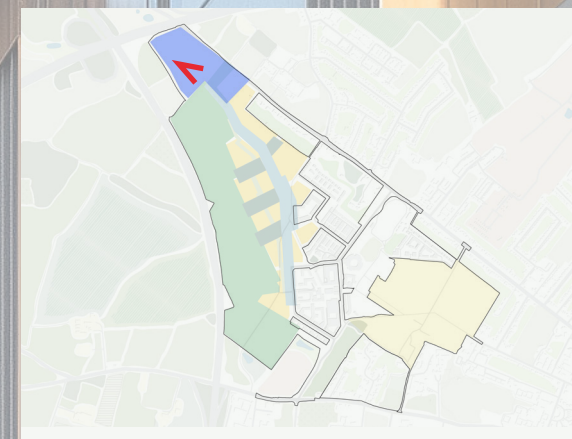
Walking and cycling
Innovation street provides a direct connection to the Cartwright Avenue segregated cycle lane and the wider cycling network through the PROW



Meeting places
Landscape design includes areas for people to meet and break out.



Engaging thresholds
Building entrances activate the public realm, contribute to making them safe spaces and foster social interaction.



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.

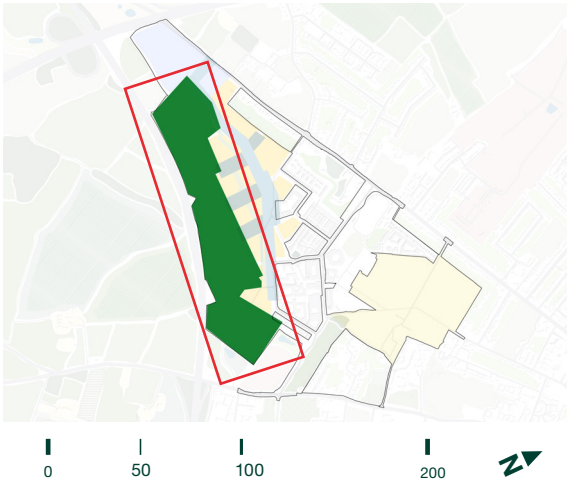
Design rationale

Brook Leys

Key

Amenity Loop

Existing Waterways



Green and blue infrastructure

Brook Leys is an important ecological and amenity asset for North West Cambridge. The Washpit Brook corridor is a valuable home for wildlife and supports much of the schemes' SuDS strategy, managing water as it naturally flows towards the brook. Growing and play areas are nestled within a large scale natural setting with an emphasis on habitat creation. Excess soil from site building works will be reused to form gentle landforms west of the Washpit Brook.



Movement

Completely free of vehicular traffic, Brook Leys features a range of cycling and pedestrian pathways. Residents and visitors to the site are invited to explore the large and varied landscape.

As part of the amenity strategy, a 5km and 10km running route looping around the site and through Brook Leys has been developed to respond to the existing communities passion for running.



Built form

The Western Frontage faces Brook Leys. Buildings define an articulated skyline. The frontage includes massing gaps for visual permeability albeit keeping them narrow to block the noise from the M11. Deck access and stacked maisonette blocks provide opportunity for openable windows to the eastern façades. Defensible space including planting and low boundaries promote visual and social engagement. Habitable rooms, private amenity and openings that allow for passive surveillance and engagement with neighbours.

Strategies

Brook Leys

Green and Blue Infrastructure

Planting and drainage

- Street tree
- Wayfinding/ landmark tree
- Specimen tree
- Woodland / informal tree groups
- Forest-scale tree
- Fruit tree
- Junction tree
- Existing woodland / informal tree groups
- Multi-stem tree
- Rain garden bed
- Linear rain garden



Existing riparian, woodland and grassland habitats are retained with enhancement opportunities, along with new extended habitat creation. Grassland, wet/dry zones, scrub, tree groups and individual specimens are layered, bringing multiple benefits for biodiversity, visual amenity and a strong sense of place.

Brook Leys supports much of the surface water drainage management with swale connections and detention basins designed with carefully controlled greenfield run off rate connections into the water course.

Green and Blue Infrastructure

Community and amenity

- Informal open space
- Growing/ productive area
- Play area



Excess soil will be utilised on site to create landforms in the northern section of Brook Leys, creating another distinct landscape character.

Informal recreation is provided through Brook Leys, linking site-wide amenity loops and inviting residents to explore the natural spaces on their doorsteps.

As a place to be active and care for the body, it is important that Brook Leys also provides mental stimulation through the integration of public art. Public art within Brook Leys may also support wayfinding and identity. Structures or public art that engage people with nature and the landscaped conditions of the site.

Movement

- Primary pedestrian/cycle route
- Green informal pathways
- Secondary routes
- Roads
- Existing active travel routes



Networks of pathways provide endless exploratory routes for runners, cyclists and more. These link into the rest of the site through the Shared Gardens and other points of connection to movement routes.

In order to allow nature to thrive within Brook Leys, some areas will be less accessible or completely protected from human activity.

Built Form

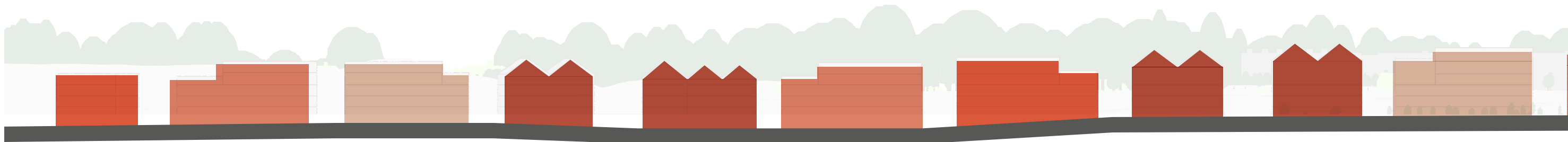
- Building
- Public realm



Buildings define a clear frontage facing the countryside and long views. Breaks in the massing of through the Shared Gardens allow Brook Leys' boundary to move up and into the development, blurring the line between natural and built.

Massing and character

Brook Leys



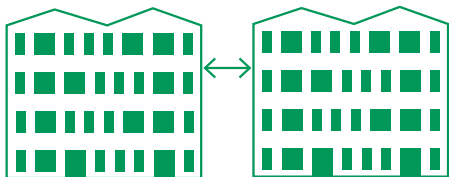
Varied roof forms bringing variation to the skyline along Brook Leys.



Massing gaps, stepping and legible roof forms denote entrances to the Shared Gardens.



Compression of massing providing acoustic protection to dwell spaces and play space within the Shared Gardens.



Health and wellbeing

Brook Leys



Regen ethos

Planting and trees and nature-only areas, embodying the regenerative ethos tied into the design.



Walking and cycling

A car-free green open space invites people to more active lifestyles, less stress and less carbon footprint.



Active and playful

Nature provides opportunity for active urbanism and play on the way fostering physical strength and community contact.



Nature on your doorstep

Buildings can directly access Brook Leys through massing gaps putting nature less than 5 minutes away from the furthest door.



Access

Inclusive design aims

North West Cambridge is designed to be as inclusive as possible so that it can be comfortably and independently used by residents, people working in and visiting the site, and the wider community.

North West Cambridge aims to incorporate the following access principles:

- To design inclusively, which means placing people at the heart of the design process and acknowledging diversity and difference;
- To maximise access to all parts of the development and its facilities for residents and visitors regardless of age or disability;
- To ensure that required standards for accessibility are met at the outset and as part of mainstream inclusive design;
- To consider design guidance stated in relevant British Standards and other current good practice guidance about meeting the requirements of disabled people; and
- To meet the aims of the Equality Act (2010), where applicable.

Inclusive design guidance

Planning Policy

The following list sets out the national, regional and local policy regarding access and inclusive design that applies to the scheme.

- National Planning Policy Framework (NPPF), Ministry of Housing, Communities & Local Government, 2024.

The NPPF sets out government’s planning policies for England and how these are expected to be applied.

- Cambridge Local Plan, Cambridge City Council, October 2018.

It sets out the vision, policies and proposals for the future development and land use in Cambridge.

- South Cambridgeshire Local Plan, 2018.

It sets out a number of general design criteria including that proposals must provide safe and convenient access for all users and abilities to public buildings and spaces.

- North West Cambridge Area Action Plan, October 2009.

The North West Cambridge Area Action Plan relates to the land between Madingley Road and Huntingdon Road.

Building Standards & Good Practice Guidance

There are no national regulatory controls governing extended external spaces and landscaping other than Best Practice Guidance.

For primary routes and approaches to buildings Approved Documents M are taken as a benchmark for determining accessibility.

- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition incorporating 2016 amendments.
- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition incorporating 2020 and 2024 amendments.
- The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition.

With regards to streetscape and pavement design, main guidance is in the following documents:

- British Standard 8300:2018 Design of an Accessible and Inclusive Built Environment, Part 1: External Environment - Code of Practice, Part 2: Buildings - Code of Practice, British Standards Institution, 2018.
- Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Department for Transport, December 2021.

The Scheme has also considered other good practice publications in relation to inclusive design. Key documents include:

- Cycle Infrastructure Design: Local Transport Note 1/20, Department for Transport, 2020.
- Inclusive Urban Design: A guide to creating accessible public spaces, David Bonnett Associates, BSI, 2013.
- A good practice guide to disabled people’s access to the countryside – Countryside path network guidelines, Fieldfare Trust, 2005.
- Cycle Parking Guide for new residential developments, Cambridge City Council, 2010.
- A Guide to Inclusive Cycling (fourth edition), Wheels for Wellbeing, 2020.
- The principles of inclusive design. CABI, 2006.
- Designing for Accessibility, CAE/RIBA Publishing, 2012.
- PAS 6364 Design for the mind - Neurodiversity and the built environment - Guide. British Standards Institution, 2022.

Access standards are in a continuing state of development because of changing expectations and legislation. The nature of these changing requirements and standards can result in anomalies and contradictions. Therefore it is important that access and inclusivity are considered and refined throughout the design process. The design of the scheme has sought to interpret these standards to provide the best possible level of inclusive design.

Strategies for inclusivity

Movement

Easy to navigate

Open spaces, buildings and other features have been positioned to enable easy navigation without confusion, and being legible from the point of arrival at the site. There is a clear structure of routes with a distinctive character which helps with legibility and wayfinding when navigating the scheme.

The site is structured east to west through the Shared Gardens that provide a natural link from the urban Cartwright Avenue to the wild Brook Leys, on-plot streets that provide vehicular, as well as pedestrian and cycle access to the buildings, and Cartwright Avenue, the principal vehicular route running north to south. The network is coupled with a sequence of spaces that offer opportunities to socialise and enjoy.

Natural features such as the veteran oak, retained from the original site, will be used to help wayfinding and orientation within the development.

A wayfinding strategy will be developed at the appropriate stage and will be logically integrated to the development. The wayfinding system will consider the best practice guidance in terms of inclusivity.

Horizontal and vertical movement

The scheme has been designed to ensure there are step-free routes to all buildings and open spaces, and means of horizontal and vertical movement are appropriate given the topography of the site.

The Design Codes - Levels set out that pedestrian routes should be level or as shallow as possible, and if the topography does not allow level routes, gradients should not be steeper than 1:21 and should include level landings every 500mm rise.

Where the topography is too steep to be resolved with gentle slopes, stepped and ramped routes will be integrated as part of the landscape design, and stepped and ramped routes will have equal importance and both will be convenient and direct.

Access routes will consider the requirements of all users, regardless of their abilities or age, so that they can be comfortably and independently used by all. Key access provisions will include:

- Footways and footpaths will be as wide as practicable, and no less than 2000mm wide, to accommodate a wide range of users, including two wheelchair users crossing each other, even if they are using larger electric mobility scooters.
- Footways and footpaths will have firm, slip-resistant and reasonably smooth floor surfaces that are suitable and safe to navigate for all users. Tactile paving will be included where appropriate to provide warning, guidance or information to people who are blind or partially sighted.
- Footways and footpaths will be clear of obstructions such as cycle stands, lighting columns, etc.; and will avoid street clutter.
- Pedestrian routes and open spaces will be well-lit to support a safe environment for all.

Pedestrian priority

The scheme discourages the use of individual cars in favour of active forms of travel. The road layouts, traffic calming measures and parking location are designed to discourage their use.

Vehicular routes are kept on Cartwright Avenue and on-plot streets, keeping the Shared Gardens and Community Lane car-free.

Different modes of travel will be clearly differentiated for the safety of all users on Cartwright Avenue and on-plot streets. Shared use of pedestrians and cyclists is proposed on car-free routes. Footpaths will be 3000mm wide as a minimum, as recommended by the Cycle Infrastructure Design, LTN 1/20 by DfT.

Pedestrian crossings will be provided at reasonable intervals and be designed so as to prioritise the safety and comfort of pedestrians, 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.

Strategies for inclusivity

Uses

Different uses for all

The scheme provides a variety of spaces that accommodate the needs of different people, from active play areas to quiet spaces of different sizes with consideration for those who require gentle sensory experiences or need to rest.

Sports and amenity facilities have been connected with a series of routes that connect the neighbourhoods and open spaces. See Appendix - Sports and amenity technical plan.

Resting areas at regular intervals will be provided within the landscape and public realm to enable people to rest and to allow for a variety of activities, from big groups to gather to more quiet spaces for contemplation and relax.

As set out in the Design Codes, seating will include a variety of options, some with armrests and backrests, seating with different seat height, seating that allows wheelchair users to transfer to a bench, and space for wheelchair users to be integrated in the general seating provision.

Inclusive Play

Play areas will be designed to be inclusive and accessible for people with a variety of impairments. They have been included along routes connecting neighbourhoods and open spaces. The site provides a network of play areas, some with play equipment while others are engaging playable spaces.

As set out in the Design Codes, play areas will include sensory play opportunities, including visual, audible and tactile experiences, and will include elements within easy reach for a variety of users, such as seated, standing and of different heights.

Play areas will also consider the needs of parents and carers, with accessible observation points, and accessible seating.

Health and well-being

It is one of the pillars of the scheme to provide a close connection with nature, as it is proved to have a restorative effect on people, improving psychological wellbeing and reducing physiological stress.

The site provides a network of open spaces for people to connect with nature, alongside areas which are more protected to support the natural world.

To promote health & wellbeing there is a variety of amenity offer:

- Formal sports and leisure, informal fitness and running trails;
- Equipped play, playable spaces and play on the way;
- Productive and edible landscape linking allotments, and community gardens with growing spaces brought close to homes;
- Provision of nature on the doorsteps.

Strategies for inclusivity

Approaches to buildings

Means of access to the buildings

Approaches at street level to all entrances will be direct and convenient, with level thresholds and step-free routes.

Where level changes are present on-plot, the strategy is to provide level access to buildings from the upper level, and access via steps and ramps from the lower level. Internally, access from both sides will be connected.

When approaches to entrances will be provided with stepped and ramped routes, both routes will be direct and convenient and have equal importance.

Parking and drop-off

Car parking spaces will be accommodated using a variety of solutions such as on-plot / on-podium, or on-street, so they are located in each instance close to the entrances of the buildings they serve. Visitor parking will be accommodated along Cartwright Avenue, in addition to the temporary occupation of free spaces within Neighbourhoods.

Accessible car parking will meet dimensional and other specifications set out in Approved Document M and BS8300-1 and be convenient to use. As far as practicable, travel distances from Blue Badge bays to the building entrances will be maximum 50m as recommended by the Inclusive Mobility Guidance.

Acknowledging that some residents, staff or visitors may rely on community transport, taxis or minicabs as means of transport, there will be drop-off opportunities close to the entrances of all buildings.

Drop-off points will meet dimensional and other specifications as set out in BS8300-1 and be designed to suit older and disabled people using vehicles equipped with on-board devices such as tail and side entrance ramps and lifts, and allow for safe independent access and exit to a car.

Inclusive Cycling

The scheme includes provision for cycle infrastructure to promote active travel, including inclusive cycling. Short-stay cycle parking is integrated within the public realm, while long-stay parking is provided in safe, secure and covered cycle stores within buildings.

Cycle parking will include parking for non-standard cycles and mobility scooters to take into account all user needs and cater for different types of cycles, such as accommodating handcycles, tandem bikes and cargo bikes.

Strategies for inclusivity

Buildings

Buildings

All buildings will be built to the highest access standards to support Cambridge's objective of creating inclusive, environmentally sustainable communities.

The built form will have different character depending where buildings are located which will assist with wayfinding and easy identification of buildings.

The key access provisions that all buildings will provide are:

- **Entrances** - Direct and convenient approach at street level to entrances where practical;
- **Circulation** - Step free access to terraces and external amenity spaces;
- **Lifts** - To be provided where required;
- **Amenities** - All communal facilities to be inclusive and convenient to all;
- **Toilets** - Wheelchair-accessible sanitary facilities where sanitary accommodation is provided;
- **Emergency evacuation** - Safe and dignified means of escape for all building users.

Accessible Housing

All dwellings are to be designed so that people can use them safely, easily and with dignity. They are to be designed to provide a wide choice, type and mix of housing to meet the needs of different groups and be capable of easy adaptations to meet the changing needs of people. In line with Policy 51: Accessible Homes of the Cambridge Local Plan 2018, all housing developments will be designed to meet Building Regulations M4(2) 'accessible and adaptable dwellings'.

Conclusion

Eddington is a place that has a thriving and growing community and sets the tone for future development in Cambridge. The success of the first Phase of North West Cambridge has provided the Design Team with lessons learnt and a framework to work from to develop the next chapter for Cambridge.

The University of Cambridge, a long term Steward of the site remains committed to developing and managing the Future Phases of North West Cambridge.

The proposals have been supported by research done in collaboration with the University of Cambridge which explored how shared public spaces can foster social cohesion and support healthier lifestyles.

The Future Phases will see the development zones that interface with Phase 1 delivered first. With a phased delivery moving north through the Neighbourhoods and Shared Gardens, followed by the Innovation street and finishing with Gravel Hill.

At the heart of the proposals the Design Team have underpinned three place principles:

Fostering 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.

Reducing 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.

Designing 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.

The Future Phases of North West Cambridge in numbers*

* all numbers calculated using the Future Phases Illustrative scheme; variations may occur through detailed stages

#Nature on your doorstep

100% homes <2mins from open space

#Regen ethos

40% open space

2.8 ha open space with no vehicles

#Walking and cycling

1.5 ha non-linear open space

#Spatial complexity
#Spaces to dwell

#Nature on your doorstep
#Meeting Places
#Active and playful

100% homes <2mins from -play areas -community growing

#Regen ethos

target c.20% biodiversity net gain

0 basements

#Regen ethos

95% buildings working to optimised envelope

80 l/p/d water consumption

100% homes with recycled water

#Regen ethos

SuDS

10 km pedestrian only routes

#Walking and cycling

7 km cycle routes

#Walking and cycling

2 new mobility hubs

#Walking and cycling

Appendices

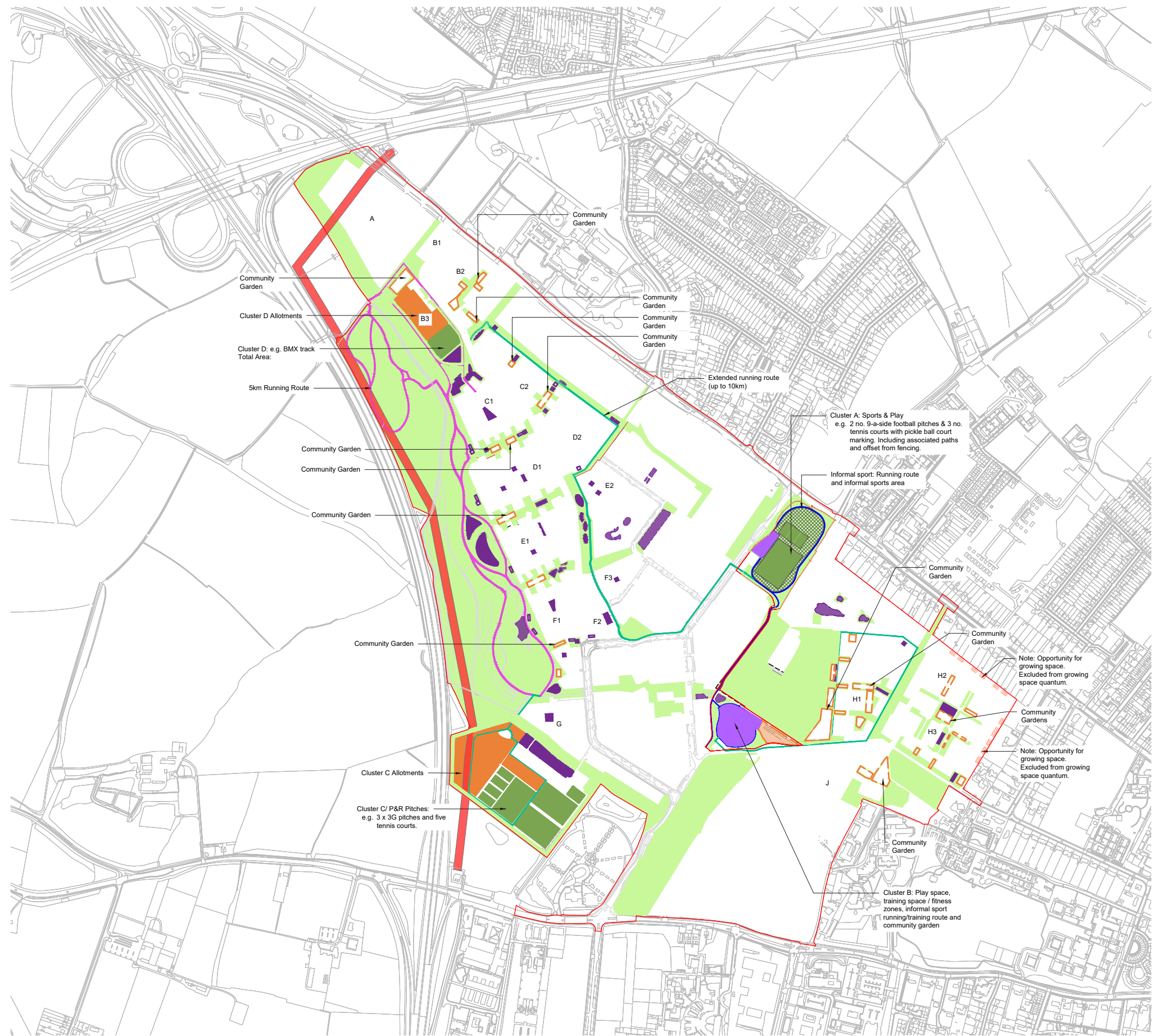
Sports and amenity technical plan

Play space technical plan

Spatial Complexity technical analysis sunlight

Spatial Complexity technical analysis wind and microclimate

Sports and amenity



Note:
The above figures are based on Phase 1 delivered and Future Phases illustrative scheme 5,600 units alongside P&SA and Co-Living units, and the North West Cambridge Area Action Plan Policy compliance.

*Sports provision includes 3G pitch provision incorporating an uplift in area based on the extant s106 multiplier.

Site area	
Site application boundary	114 ha
Gas Easement	
Excluded land from proposed planning boundary	

- GENERAL NOTES:
- All dimensions and levels to be checked and verified on site before commencing any work or producing shop drawings.
 - This drawing is to be read in conjunction with all other relevant drawings, specifications and schedules.
 - Any discrepancy concerning the drawings should be referred to the originator / CA immediately.
 - All dimensions in millimetres unless noted otherwise.
 - All levels in metres.
 - Existing service alignments to be checked on site by the contractor on site by the contractor prior to construction work commencing.
 - The content of this drawing is to be read in conjunction with the latest project CDM risk register.

Legend	Target area by population provision (Ha)	Emerging masterplan provision (Ha)
Note: Figures relate to the demand generated by both Phase 1 and future masterplan phases		
Informal Open Space	26.1	48.54
SPORT		
Sports pitches / courts	14.16	14.97
Including:		
Formal Sport*		3.85
Informal Sport (Phase 1)		0.29
Informal Sports Area (Phase 1)		1.06
Informal Sport (Masterplan)		2.49
PRODUCTIVE		
Allotments		3.04
Community Garden (CG)		1.83
Phase 1 CG		0.35
Total Productive Area	5.07	5.22
PLAY		
Future phase play space		1.90ha
Phase 1 proposed play space		1.07ha
Future phase informal play		0.1
Phase 1 M4 & M5 Play Areas		0.17
Phase 1 S1 & S2 Play		0.11
Phase 1 Cluster B Existing playground		0.04
Phase 1 Eddington Playground North		0.26
Western Edge Youth Space		0.12
M3 community garden		0.02
(Phase 1 Delivered)		0.72
Total Play Area	3.72	3.79

FOR PLANNING			
Rev.	Date	Description	Drawn/Ch'd
20	16/09/2025	FOR PLANNING	SWM/CH

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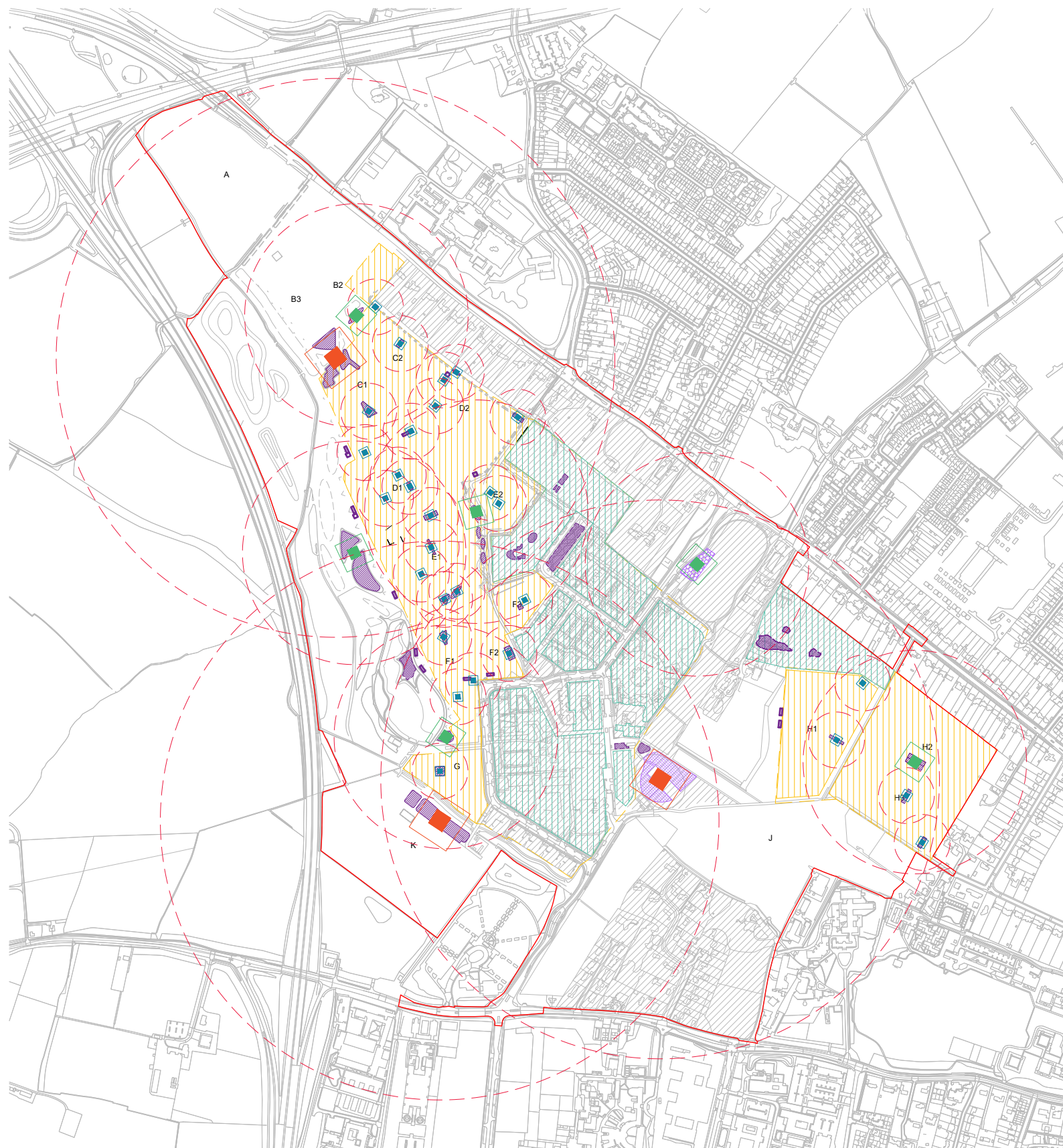
CLIENT
University of Cambridge

PROJECT
North West Cambridge Masterplan

TITLE
Proposed Open Space Strategy
Illustrative Masterplan

Scale:	Date:	Drawn:	Checked:	Approved:
1:5000@A1	04/11/2024	SWM	CH	KF
Status FOR PLANNING				
Drawing Number: NEP718-GR-SK-58				Rev: 20

Play space



Legend:

- Site application boundary
- Future Phase Residential (Proposed)
- Phase 1 Residential (Existing or consented)
- Doorstep playable space* (Equivalent to LAP)
- Local playable space* (Equivalent to LEAP)
- Neighbourhood playable space & Youth space* (Equivalent to NEAP)

GENERAL NOTES:	1. All dimensions and levels to be checked and verified on site before commencing any work or producing shop drawings 2. This drawing is to be read in conjunction with all other relevant drawings, specifications and schedules 3. Any discrepancy concerning the drawings should be referred to the originator / CA immediately 4. All dimensions in millimetres unless noted otherwise 5. All levels in metres 6. Existing service alignments to be checked on site by the contractor on site by the contractor prior to construction work commencing 7. The content of this drawing is to be read in conjunction with the latest project CDM risk register
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05	01/09/2025	FOR PLANNING		MPM	CH
Rev.	Date	Description		Drawn	Ch'd

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CLIENT
University of Cambridge

PROJECT
North West Cambridge Masterplan

TITLE
Proposed Play Strategy
Combined Play Areas
Illustrative Masterplan

Scale:	Date:	Drawn:	Checked:	Approved:
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Status:				
FOR PLANNING				
Drawing Number:				Rev:
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FOR PLANNING

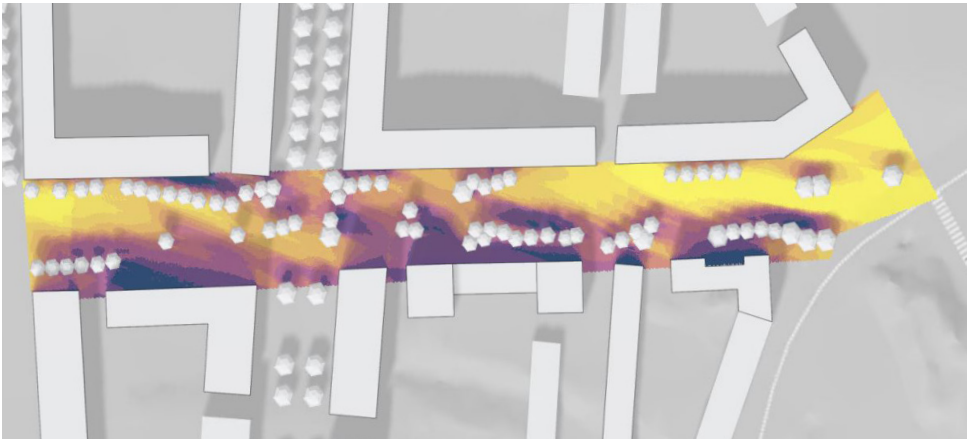
Spatial complexity

Technical analysis

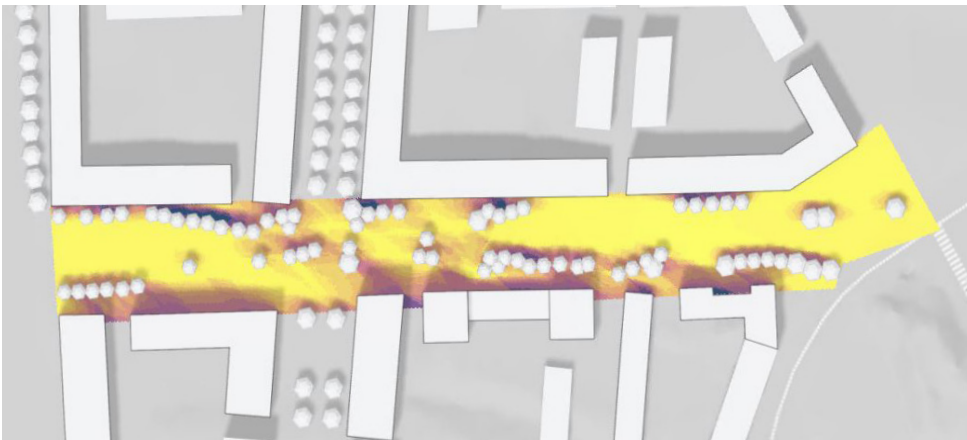
Sunlight

The Shared Gardens have shown more nuanced conditions in terms of access to sunlight. Linear spaces broadly have sun in the northern half in the equinox and full access to sun in late spring. Geometrically complex spaces include a number of conditions, and pocket spaces of shade and sun for a larger span.

Linear spaces
(Green Fingers)

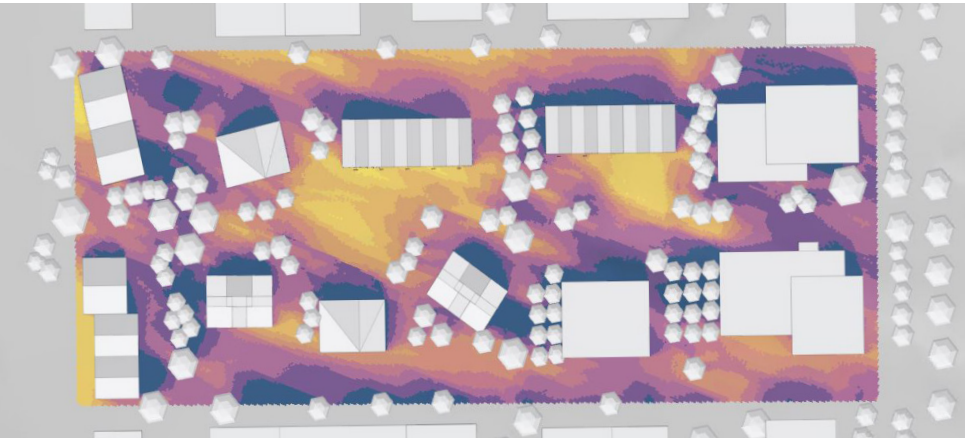


March 21st

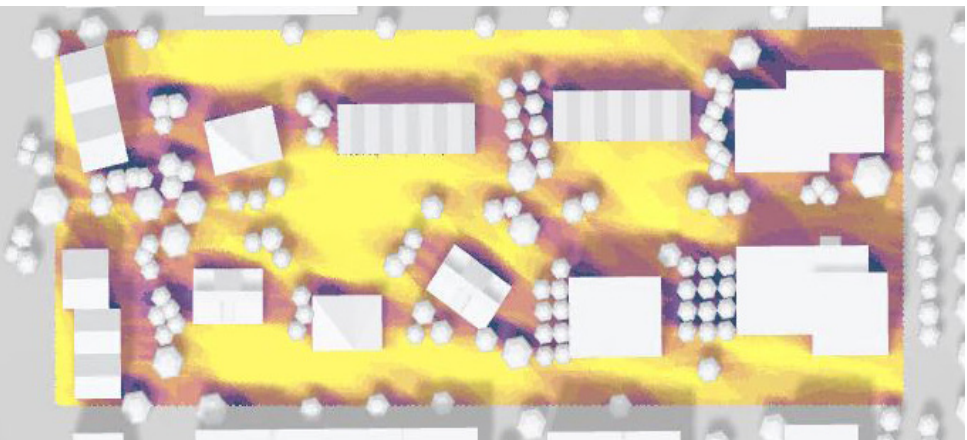


May 21st

Complex spaces
(Shared Gardens)



March 21st



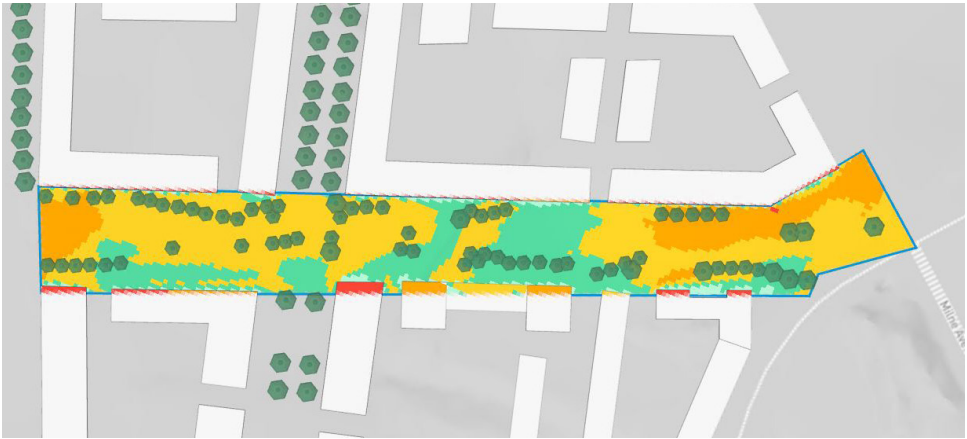
May 21st



Spatial complexity
Technical analysis
Wind and microclimate

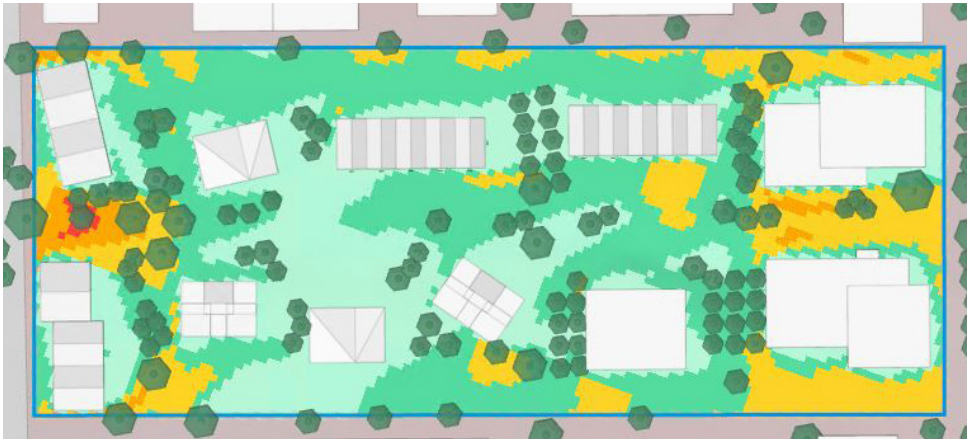
The Shared Gardens have shown better wind and microclimate conditions for dwelling whereas linear spaces are comfortable for strolling. These differences reflect and reinforce the psychological effect of linear space inviting movement versus spaces with more even proportions creating points of focus and sense of enclosure inviting people to dwell.

Linear spaces
(Green Fingers)

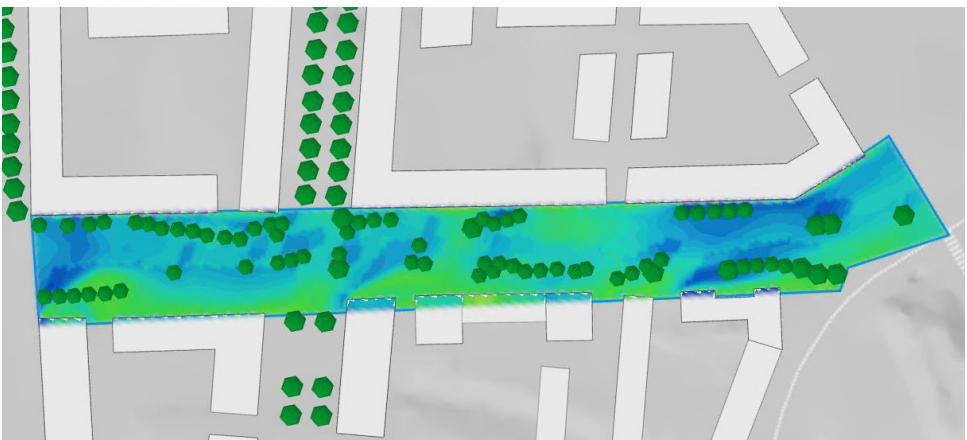


32
% of site is
comfortable
for sitting
and strolling

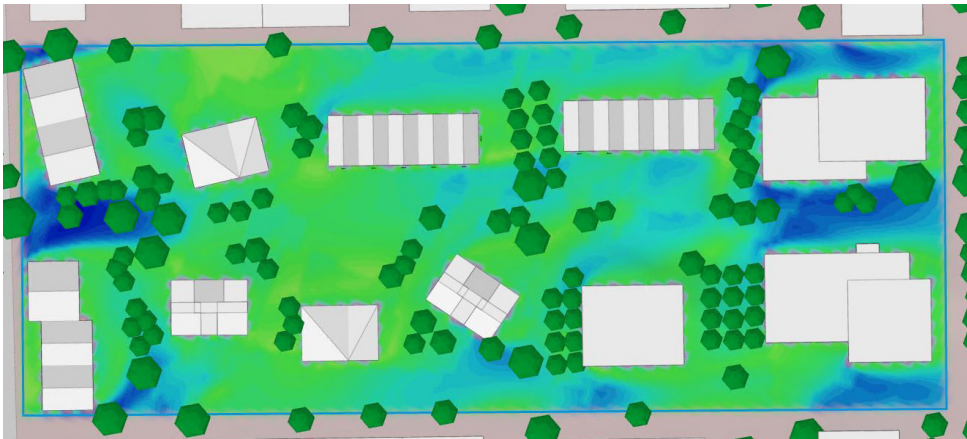
Complex spaces
(Shared Gardens)



77
% of site is
comfortable
for sitting
and strolling



29
% of site
receives
comfortable
temperature



60
% of site
receives
comfortable
temperature



Wind Analysis



Microclimate Analysis

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Introduction

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Understanding the site

No image credits

Consultation and design evolution

No image credits

Sitewide strategies

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Places

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Access

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Conclusion

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Appendices

No image credits

