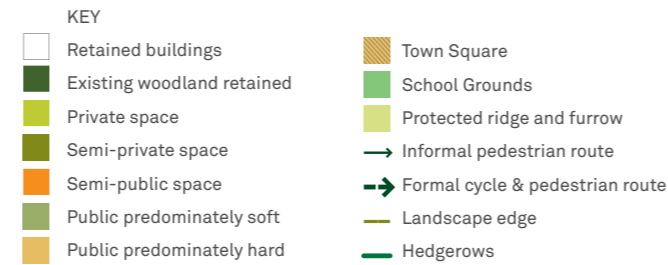


Storey's Field - Urban Structure

Urban Structure

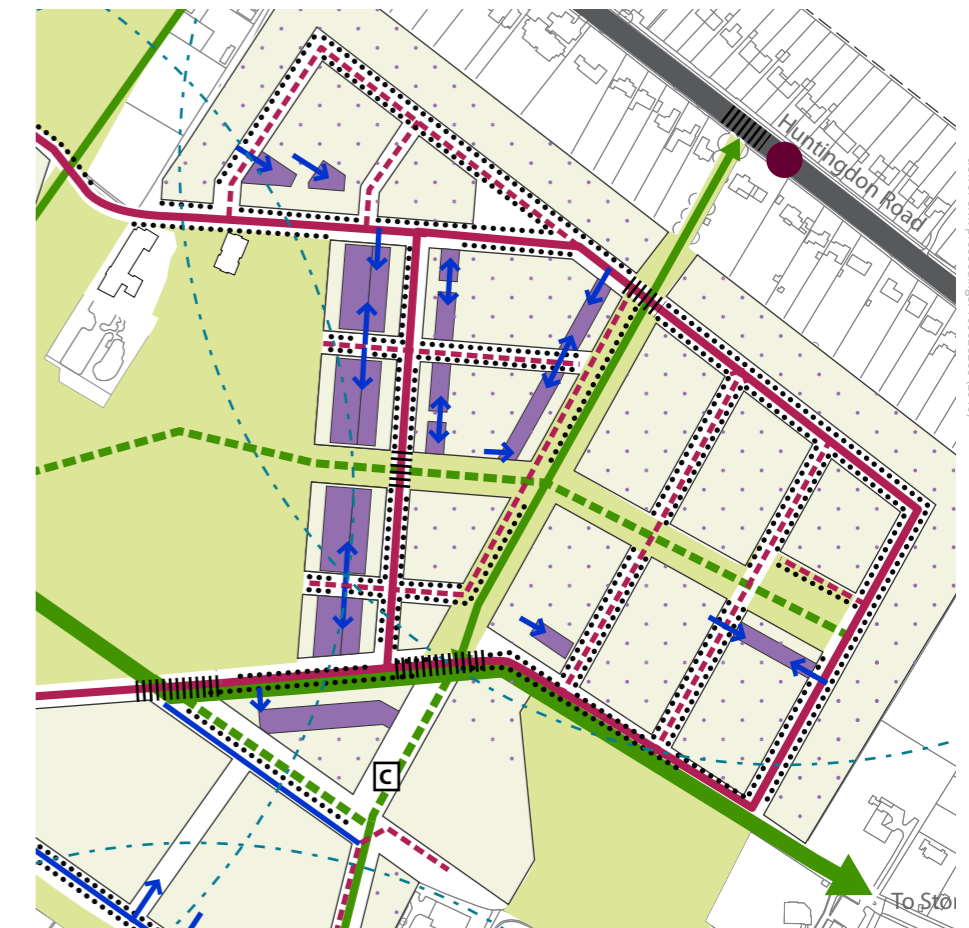
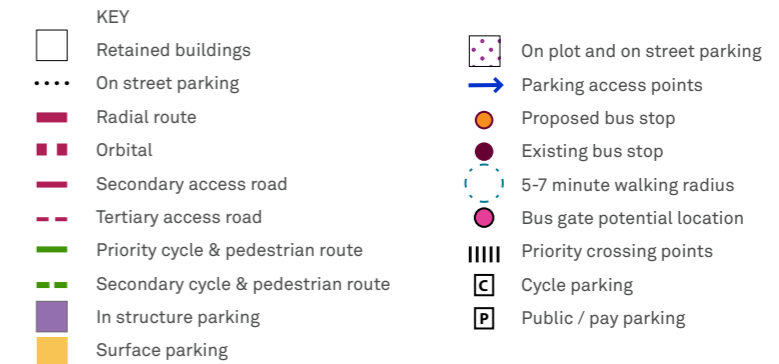
- Creating a primary frontage to Storey's Field with apartments up to 4 storeys.
- Forming a perimeter row of detached houses back to back with the existing residents.
- Forming a grid of 6 plots of equal dimensions for flexible delivery of a variety of 'block solutions'.
- A pedestrian and bike only connection with Storey's Way.
- Maintaining the avenue of Chestnut trees within a connection space.



Storey's Field - Open Space Structure

Open Space Structure

- Developing a main east west green corridor that incorporates views to the Chapel of the Ascension Parish Burial Ground.
- Locating the local park at the eastern end of the site (So as not to compete with the main Storey's Field Park) and developing it as part of the green corridor.
- Ensuring houses backing onto existing residential properties maintain a garden depth of 20m.
- Maintaining the avenue of Chestnut trees and developing it as a pedestrian /bicycle route.



Storey's Field - Access and Movement

Access and Movement

- The area is formulated around a structured road hierarchy - moving from larger to smaller width roads as you penetrate the site.
- A primary road for the area (which is a secondary road for the overall Application Site) loops around the perimeter of the site between the two access points.
- A set of perpendicular connection routes (tertiary roads) connect from the Chestnut Avenue to Storey's Field Park and connect the interior of the village directly to the primary space.
- Mews roads form the lowest level of this road network hierarchy.

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Storey's Field is characterised by the avenue of mature Chestnut Trees which are retained within the neighbourhood. There are also significant areas of protected woodland and mature landscape integrated into development. A nursery is located at the intersection of residential and research and development areas, providing a focal point for the neighbourhood.

The Traveller's Rest Pit SSSI, the depression and associated bank is integrated into Storey's Field. The visual connection with the spire of the Chapel of the Ascension Parish Burial Ground has been considered whilst simultaneously maintaining a suitable ambience of tranquillity for its setting. Important connections with Storey's Way and the existing academic area to the south have been created for pedestrians and cyclists.

For properties that border existing residential properties on Huntingdon Road and All Souls Lane, 20m back gardens are included in response to existing adjoining residents concern to protect their existing amenity and privacy.



View of Storey's Field



Housing and Academic



Housing



Illustrative view of Storey's Field



Intermingling of market and key worker family housing



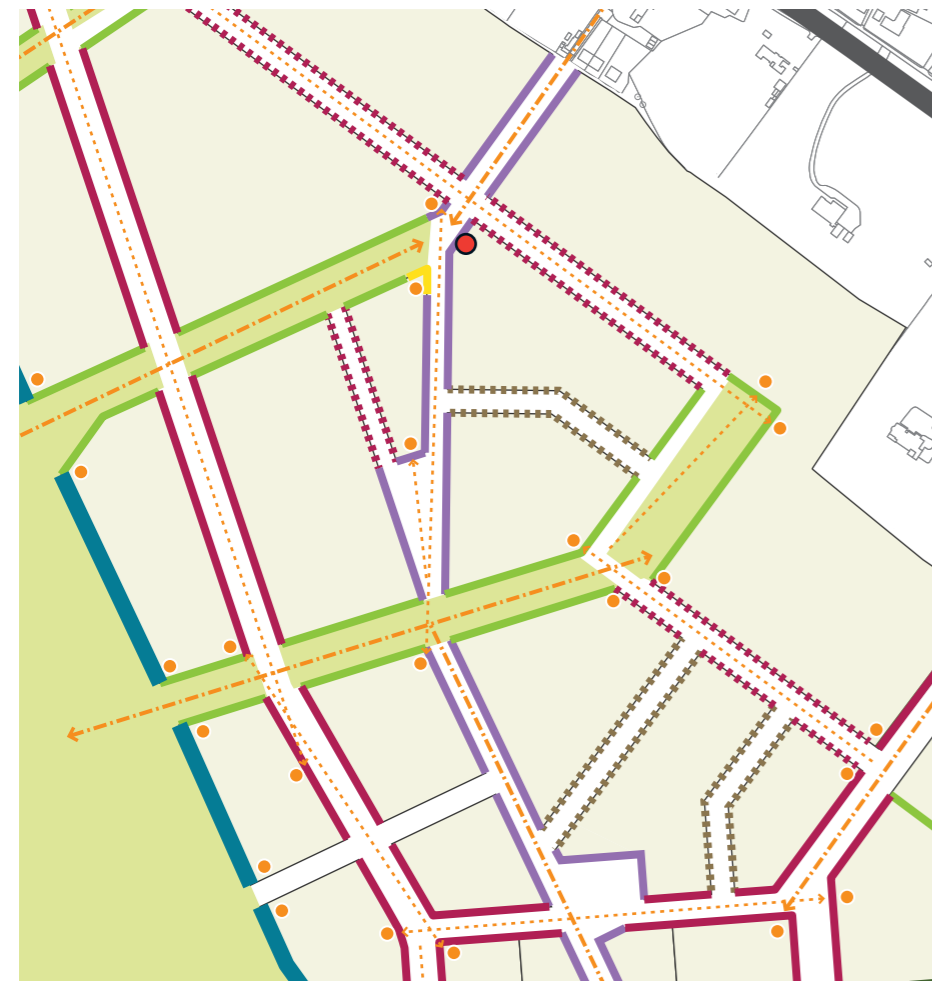
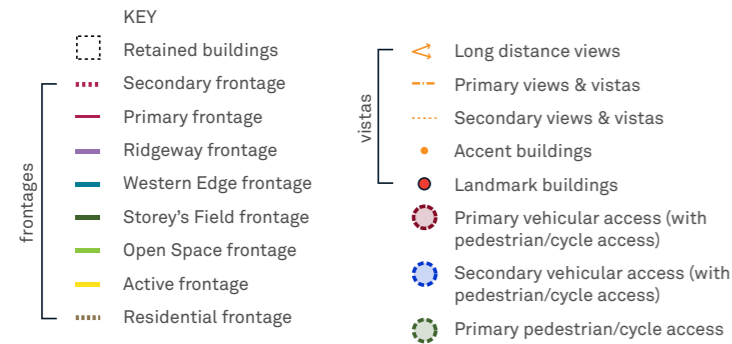
B2.2.3. Ridgeway Village

The Ridgeway Village is a highly connected neighbourhood within the development, located adjacent to the local centre, the academic cluster to the west and with direct links to both major spaces and the school. The Ridgeway itself forms the central organising spine for the neighbourhood, while green corridors connect directly to the landscapes of the Western Edge. Residential streets are orientated towards the local centre or the Ridgeway creating a strong relationship between the village and the centre.

A focus for the neighbourhood will be established by locating a nursery at northern gateway of the Ridgeway, linking through to Girton College. Also a series of distinctive landscape spaces will provide a green corridor and local park in the centre of the community.



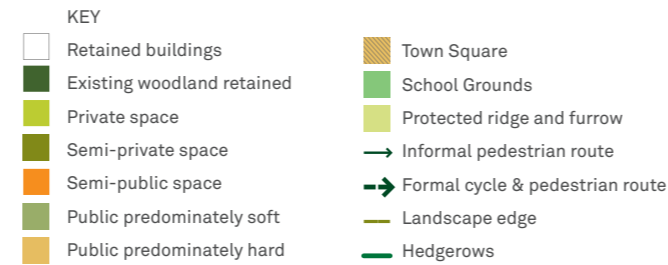
Ridgeway Village - Illustrative Masterplan



Ridgeway Village - Urban Structure

Urban Structure

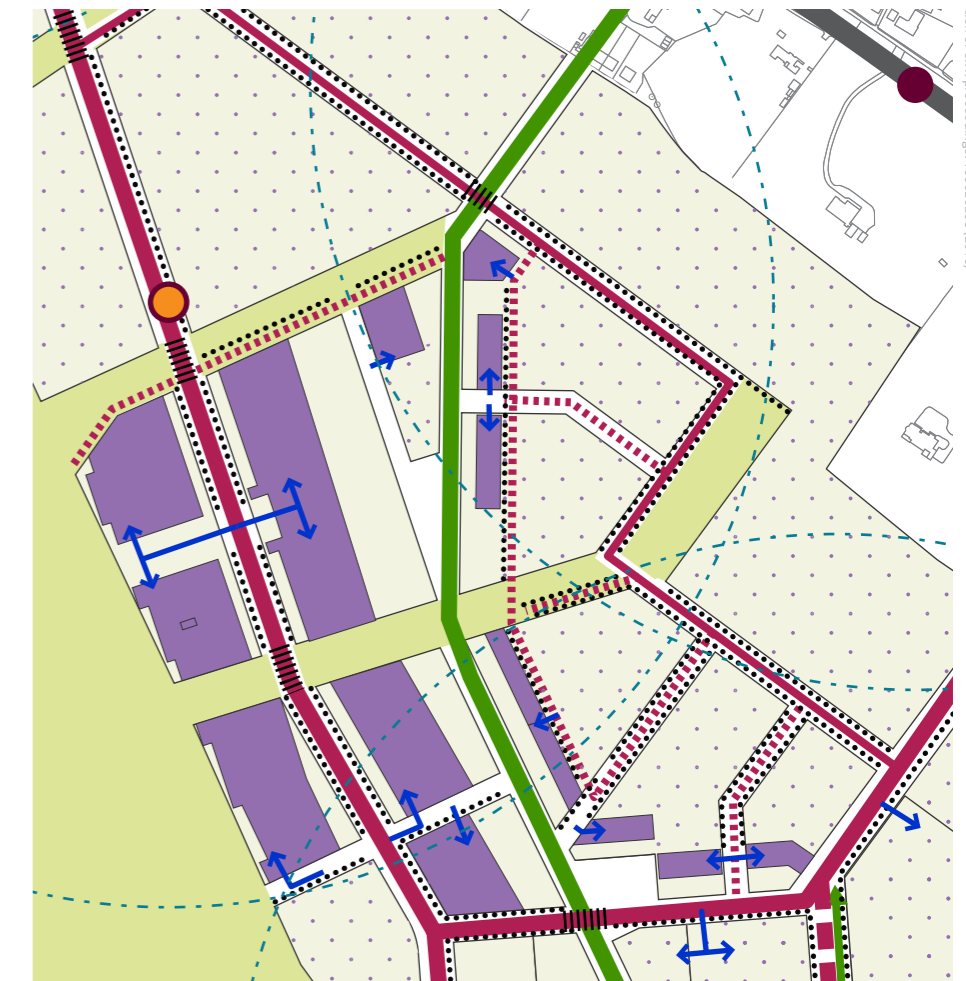
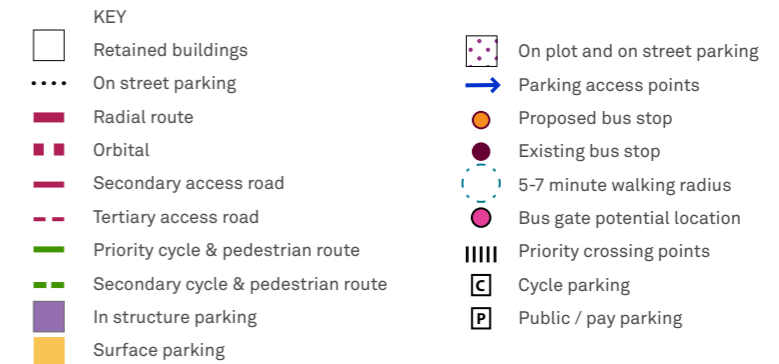
- The Ridgeway frontage - a distinctive element providing character to this key movement corridor - very strong enclosure and overlooking is provided by these buildings.
- The Western Edge frontage - informal frontage overlooking park with highly landscaped courtyards within the blocks blurring the edge between park and development.
- Primary frontage along primary street - academic uses form strong urban frontage on both sides of the primary street.
- Continuous residential frontage forms enclosure to secondary street.



Ridgeway Village - Open Space Structure

Open Space Structure

- Views to Western Edge and open countryside beyond are provided from deep within the neighbourhood along the green corridors leading to the Western Edge.
- The central green corridor is widened to form a community focus in the form of a local park at the centre of the residential element.
- Semi-private courtyards within the development blocks provide amenity and respite for both the residential areas and the academic. Residential courtyards provide safe places to play and the potential for smaller community activities.



Ridgeway Village - Access and Movement

Access and Movement

- The Ridgeway is a pedestrian and cycle route - the primary route through the development. It is a continuous pedestrian space with few vehicular routes crossing it.
- A mews street runs parallel to the Ridgeway to provide access to residential parking and mews housing - this enables the Ridgeway to remain totally traffic free.
- Vehicular movement is restricted to one side of the green corridors - generally to the southern edge of the spaces.
- Where the primary street crosses the green corridors - priority crossing points and traffic calming will be located.
- Car parking for the academic is located using the slope to form semi basement areas of car parking, so reducing the impact of car parking on the public realm and allowing efficient use of available land.



The Ridgeway Village will be a highly legible neighbourhood, with a local park to provide identity and focus. A series of distinctive landscape spaces are located along Ridgeway and provide a sense of procession, each space will be different in terms of form, surrounding uses and landscape treatment.

The Ridgeway forms a spine between the residential neighbourhood in the east and the academic uses on the western edge. The Ridgeway joins together these parts as a connective amenity space.

To create a northern landmark to the Ridgeway, a taller residential building and nursery is located at the northern end opposite the pedestrian and cycle access to Girton College and Huntingdon Road.

Similar to Storey's Field the boundary edge condition is defined by detached housing with long back gardens onto existing adjoining residences to ensure protection of their amenity and privacy.



View of Ridgeway Village



Housing and Academic



Buildings and Nature



Illustrative view of Ridgeway Village



B2.2.4. Huntingdon Road West

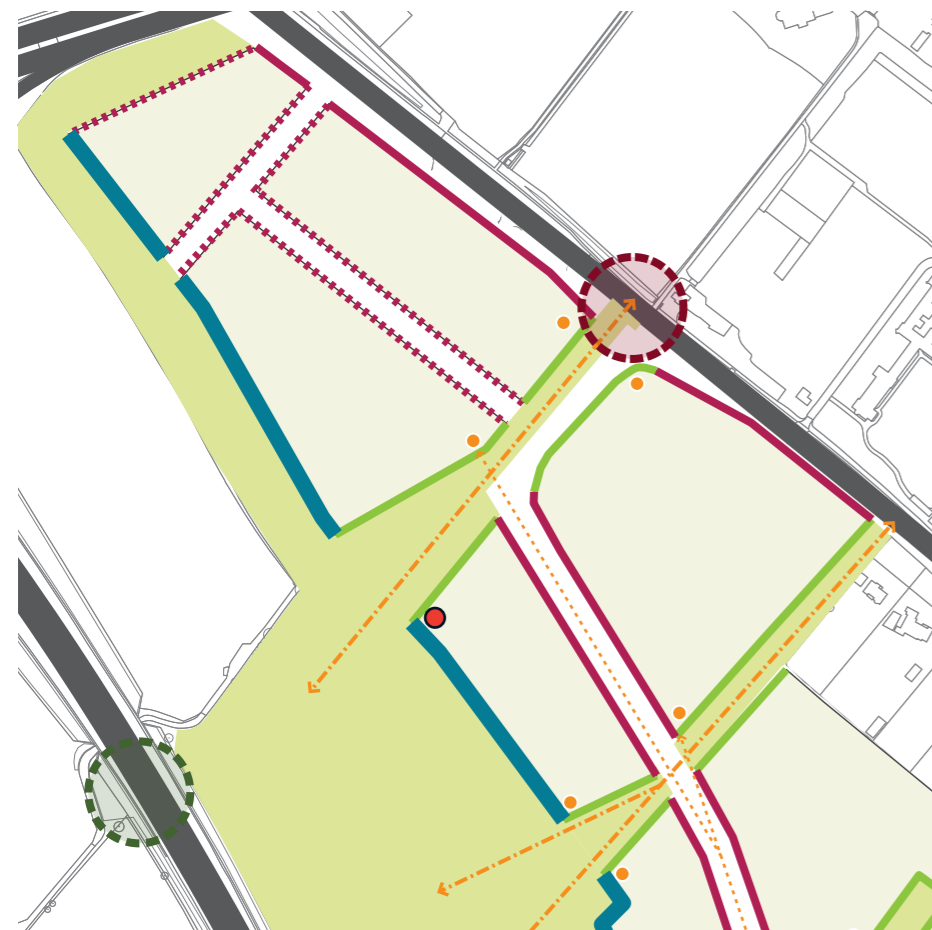
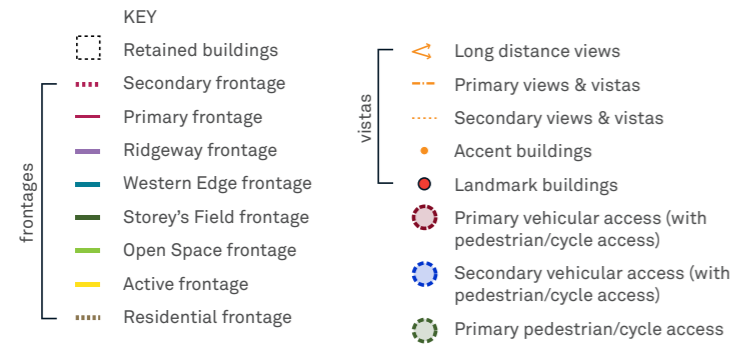
Huntingdon Road West provides two distinct areas for development. The first area will provide a small number of low density detached and semi-detached housing fronting Huntingdon Road, opposite Girton College. This is seen as completing the residential frontage to the south side of Huntingdon Road. These residences will have an equally strong relationship to Huntingdon Road and Girton as to the rest of the North West Cambridge development.

The second area will provide a landmark cluster of commercial research and development buildings, adjacent to a site reserved for a future potential Energy Centre. Together these will form a new city landmark for Cambridge, responding to views from the M11 and the A14 to the north.

As part of these two distinct areas for development, there will be potential for additional tree planting along Huntingdon Road, which will be addressed at the detailed design stage.



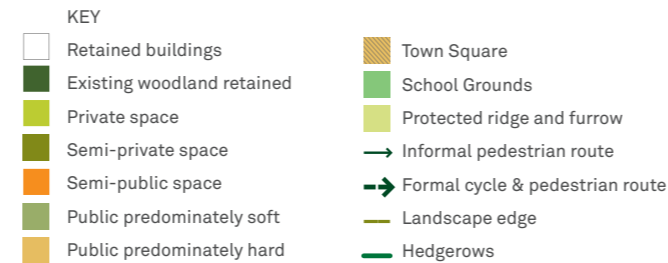
Huntingdon Road West - Illustrative Masterplan



Huntingdon Road West - Urban Structure

Urban Structure

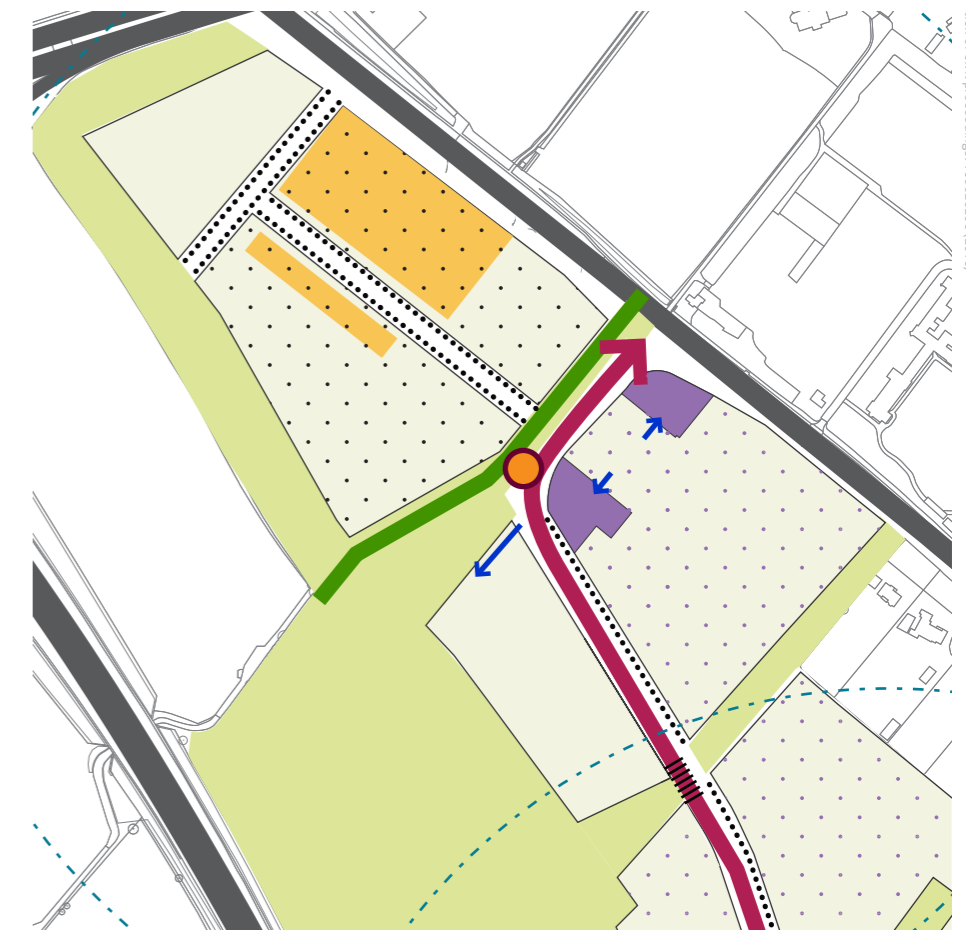
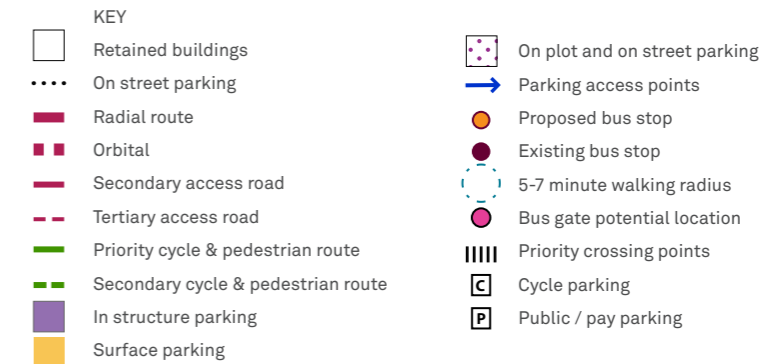
- The northern gateway is a key point where the surrounding area will experience the great space of the Western Edge - the gateway allows views directly from Huntingdon Road to the new landscape.
- The Western Edge frontage continues to the very northern point of the development.
- A key landmark building is located along the Western Edge - which will be highly visible from the M11.



Huntingdon Road West - Open Space Structure

Open Space Structure

- The area is characterised by lower density and lower scale development where landscape dominates built form.
- Residential and research buildings are set back from Huntingdon Road to create a green, low key edge.



Huntingdon Road West - Access and Movement

Access and Movement

- This area is an important gateway into the site from Huntingdon Road - the Northern Gateway.
- A direct connection between Huntingdon Road and the Western Edge landscape is created through green corridor - this allows for the existing bridleway to cross the Western Edge and to reach Huntingdon Road.
- Car parking for academic located in well landscaped surface car park.



Huntingdon Road West creates an appropriate frontage to Huntingdon Road, including detached housing and research and development buildings set back behind a landscaped edge.

A northern gateway and approach to the development is formed with accent buildings marking the entry into North West Cambridge. Views at the point of entry from Huntingdon Road connect to the landscapes of the Western Edge. Existing hedgerows, footpaths and new green corridors are integrated into development to enhance the mature landscape character.

Prominent research and development buildings form a strong landmark for the City and the Application Site.



View of Huntingdon Road West



Academic campus



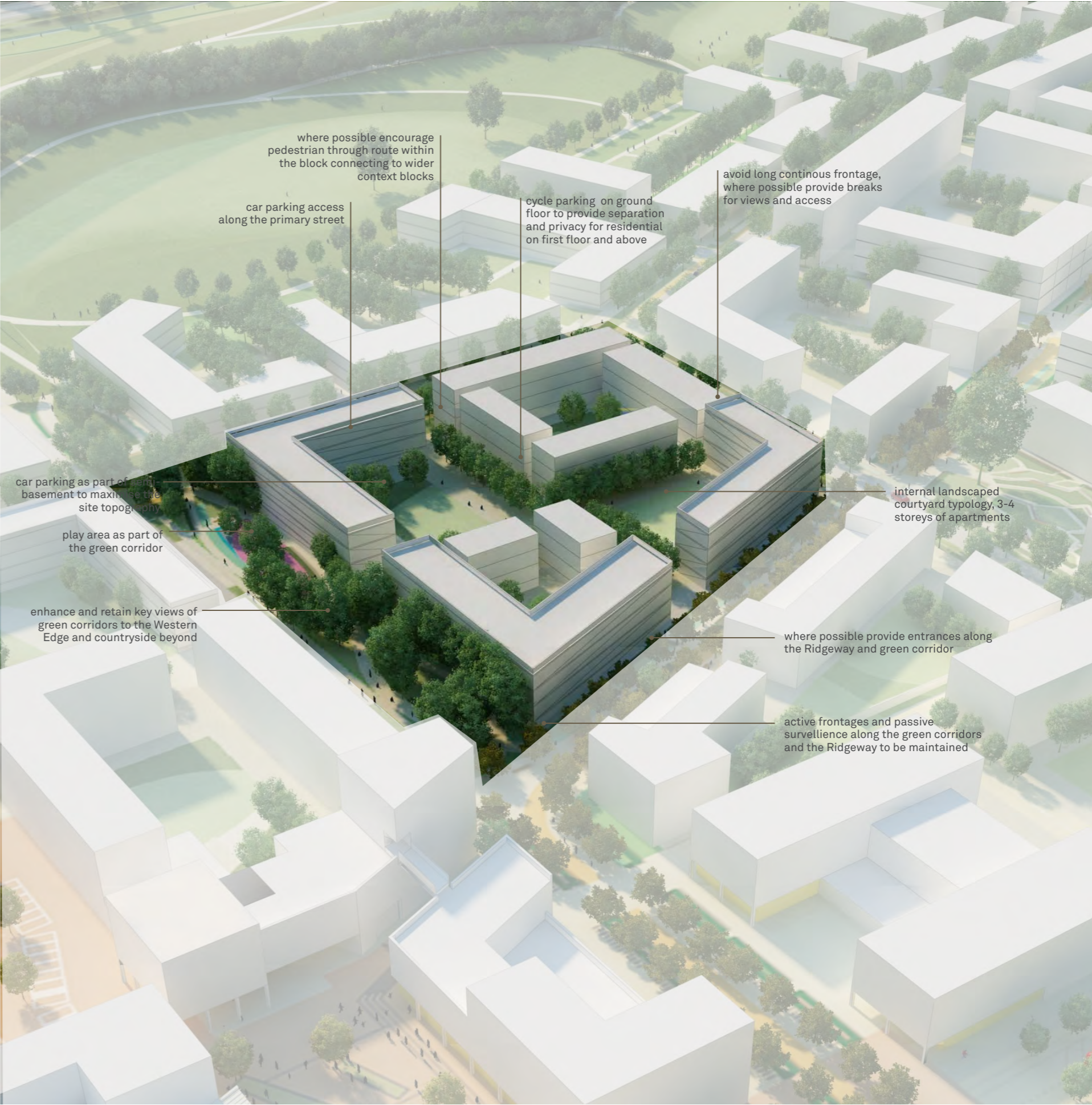
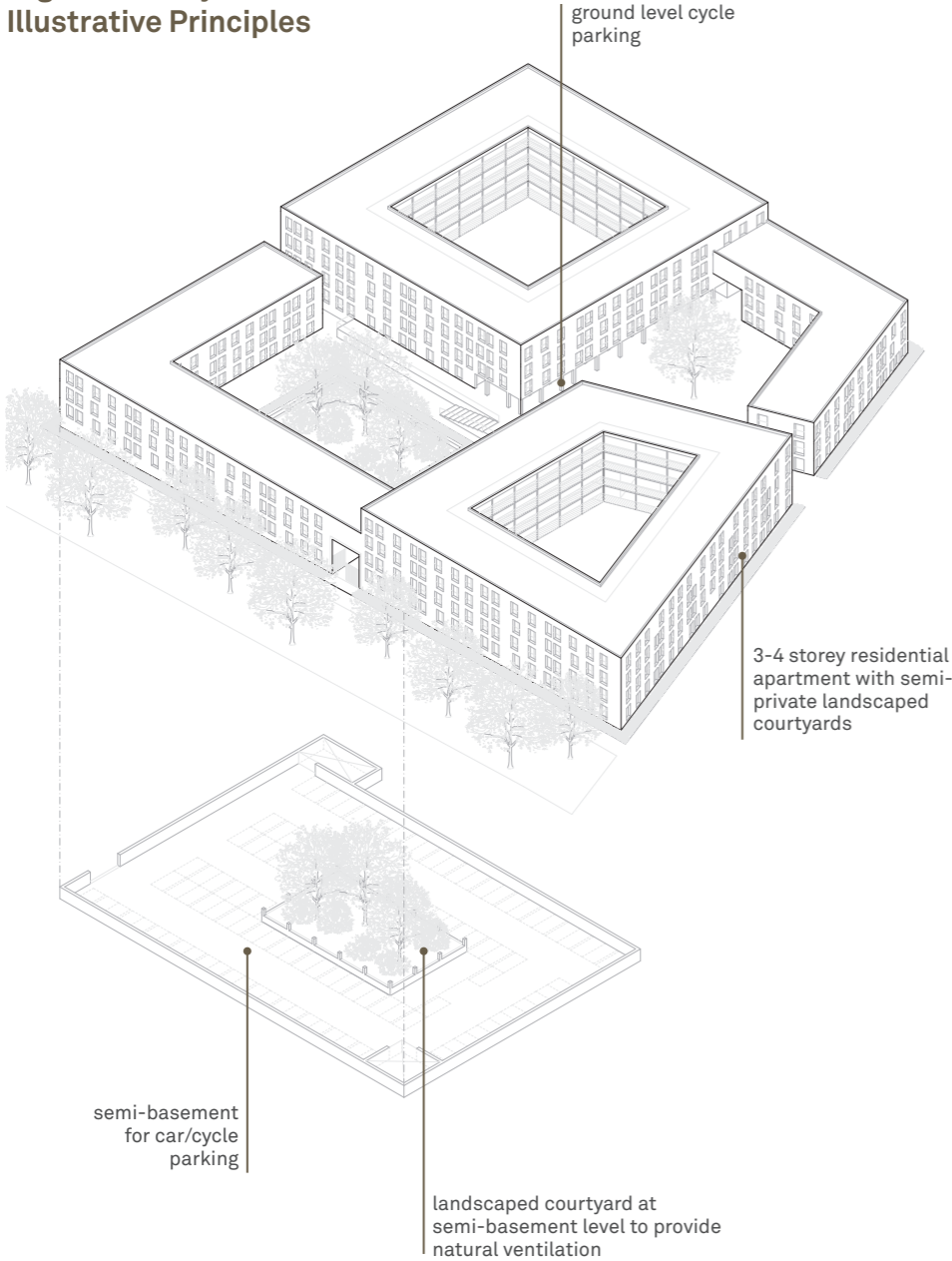
Low density housing



Illustrative view of Huntingdon Road West

B2.3. Illustrative Residential Principles

Higher Density Residential: Illustrative Principles

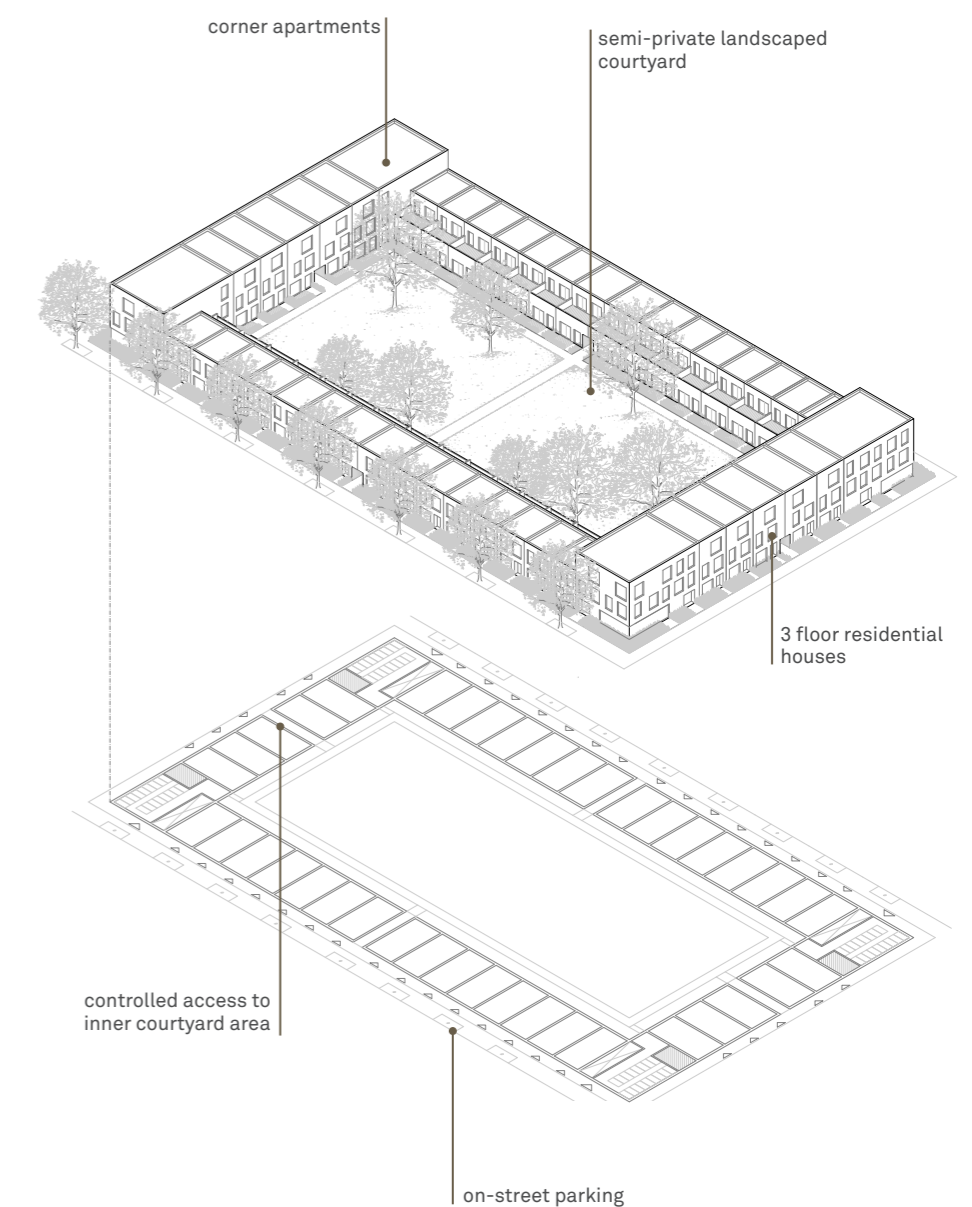


Illustrative higher density residential within Local Centre area

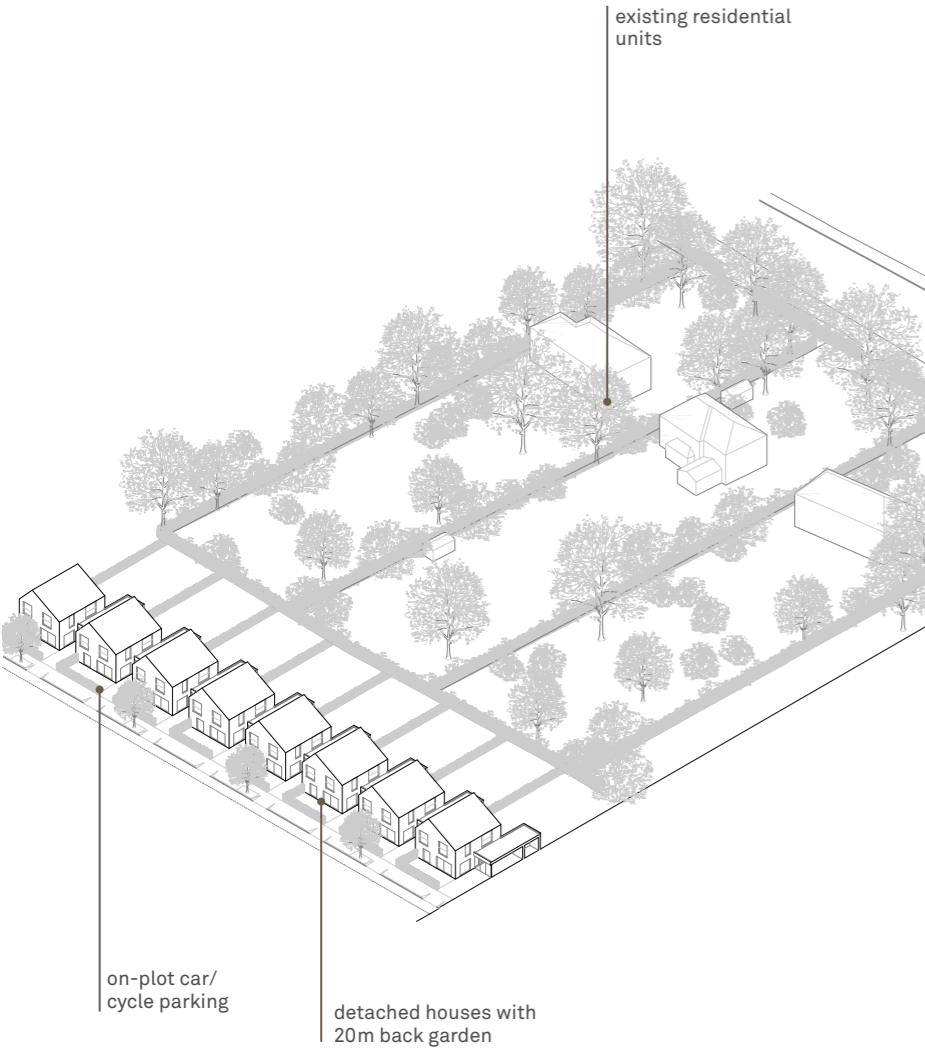


Illustrative medium density residential in the Ridgeway area

Medium Density Residential: Illustrative Principles



Lower Density Residential: Illustrative Principles

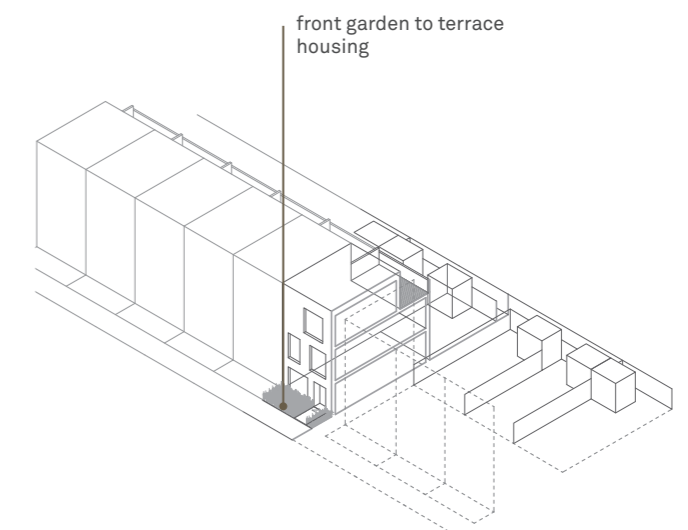


Illustrative lower density residential in the Storey's Field area

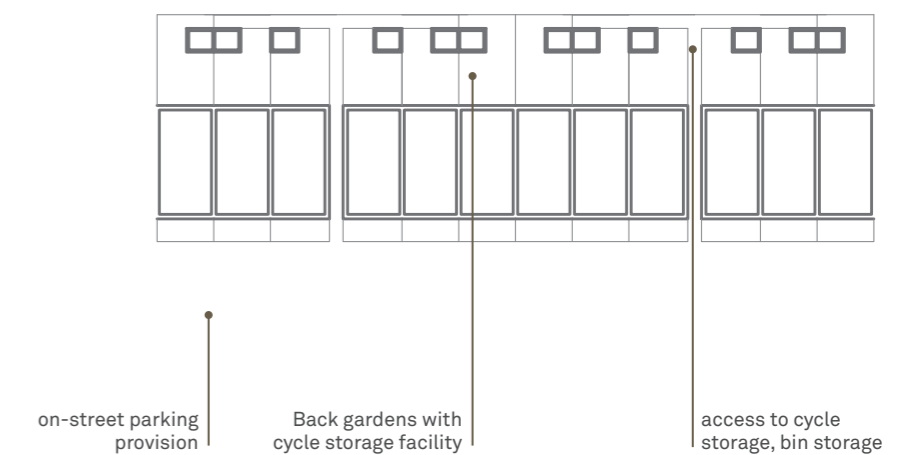


Illustrative low-medium density residential in Huntingdon Road West area

Low-Medium Density Residential: Illustrative Principles



Typical plan for terrace housing



B2.4. Landscape Components

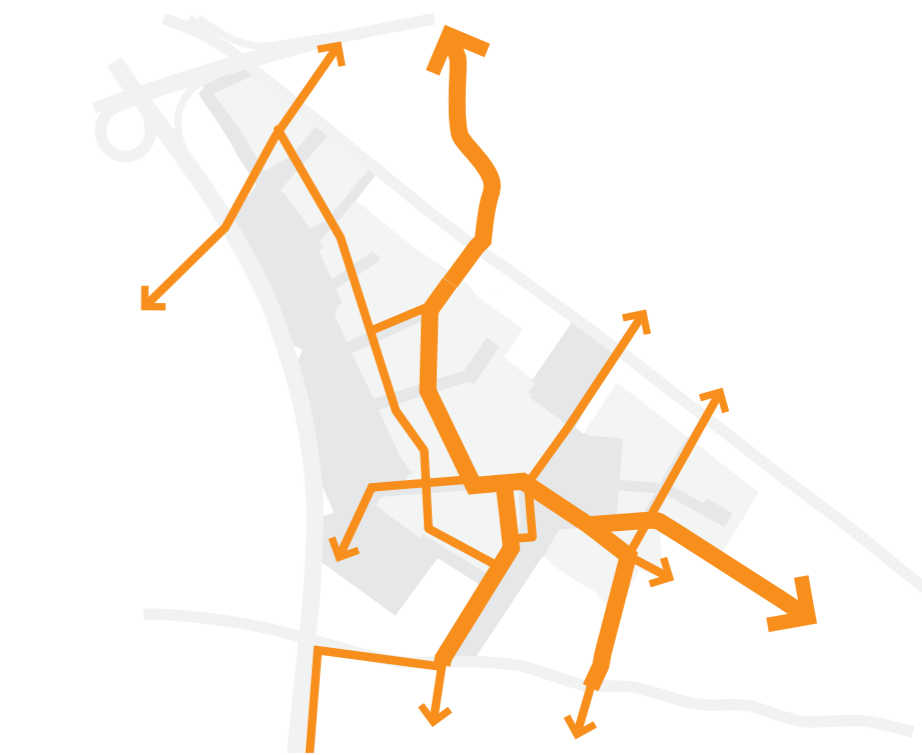
The landscape design is made up of four principle components:

- The Western Edge
- Pedestrian and Cycle Network
- Girton Gap, Storey's Field
- Green Fingers

Each of these is discussed further in this section.



Western Edge



Pedestrian & Cycle Network



Girton Gap, Storey's Field



Green Fingers



B2.4.1. Western Edge – A contemporary picturesque landscape

The illustrative proposals for the Western Edge have been designed in the spirit of the great British picturesque country parks of the past, whilst employing contemporary philosophies of the present. The new parklands - and the architecture framing it - will define a new edge to Cambridge and a setting for one of the most important developments in the UK.

Design Evolution

Landscape design, water management, engineering, and ecology have combined to create a landscape that is not only beautiful and timeless but also performative.

The Western Edge has been conceived by layering together a series of creative aspirations and practical parameters that combine to create a truly multi-functional piece of green infrastructure. The process of this evolution is outlined in the following diagrams.

Landscape Character and use

The Western Edge has been designed to provide a range of landscape characters and uses, catering to residents and visitors alike. The southern end of the Western Edge is dominated by allotment gardens and formal sports facilities, including a flood lit all weather pitch. To the south east, landforms embrace a series of interconnected parkland pockets with gently south facing lawns and areas for informal recreation. An elevated promenade - located against the built development edge - runs the length of the parklands offering views over the landscape and access to the various courtyards and building lining it. To the north east the Washpit Brook and topography combine to create a gentle valley full of small scale allotment gardens bounded by low hedges. A flow control structure (weir) on the river creates a crossing point between the allotment gardens, offering views along the Washpit Brook.

To the west the landscape is dominated by the Washpit Brook, ponds and tributary set amongst swaths of grassland which become wetter during heavy rainfall. To motorists travelling along the M11, the Western Edge will offer an eye catching foreground to a new view of Cambridge. From further afield the Western Edge helps to minimise the impact of the Proposed Development on long distance views.

The whole Western Edge is explored via a network of sinuous paths that integrate playfully with the varied topography and planting, offering visitors a constantly changing experience of views and unfolding landscape characters. Embedded within the network will be seating areas at key locations and informal bike routes, jogging paths and nature trails.



01. Landscape Character & Use



02. Concept

The overarching principle is to establish a new parkland to the west of the Proposed Development. This can be achieved by partially shielding the open land in the Proposed Development from the acoustic and visual impact of the M11. The North West Cambridge Area Action Plan states that noise mitigation in the form of an acoustic wall adjacent to the M11 will not be acceptable. Therefore mitigation in relation to acoustic issues for open land can only be achieved through topography utilising the arisings from on site construction activity. This gentle separation creates parklands that relate to the development to the east and a more natural landscape that echoes the bucolic landscape of Cambridgeshire to the west.



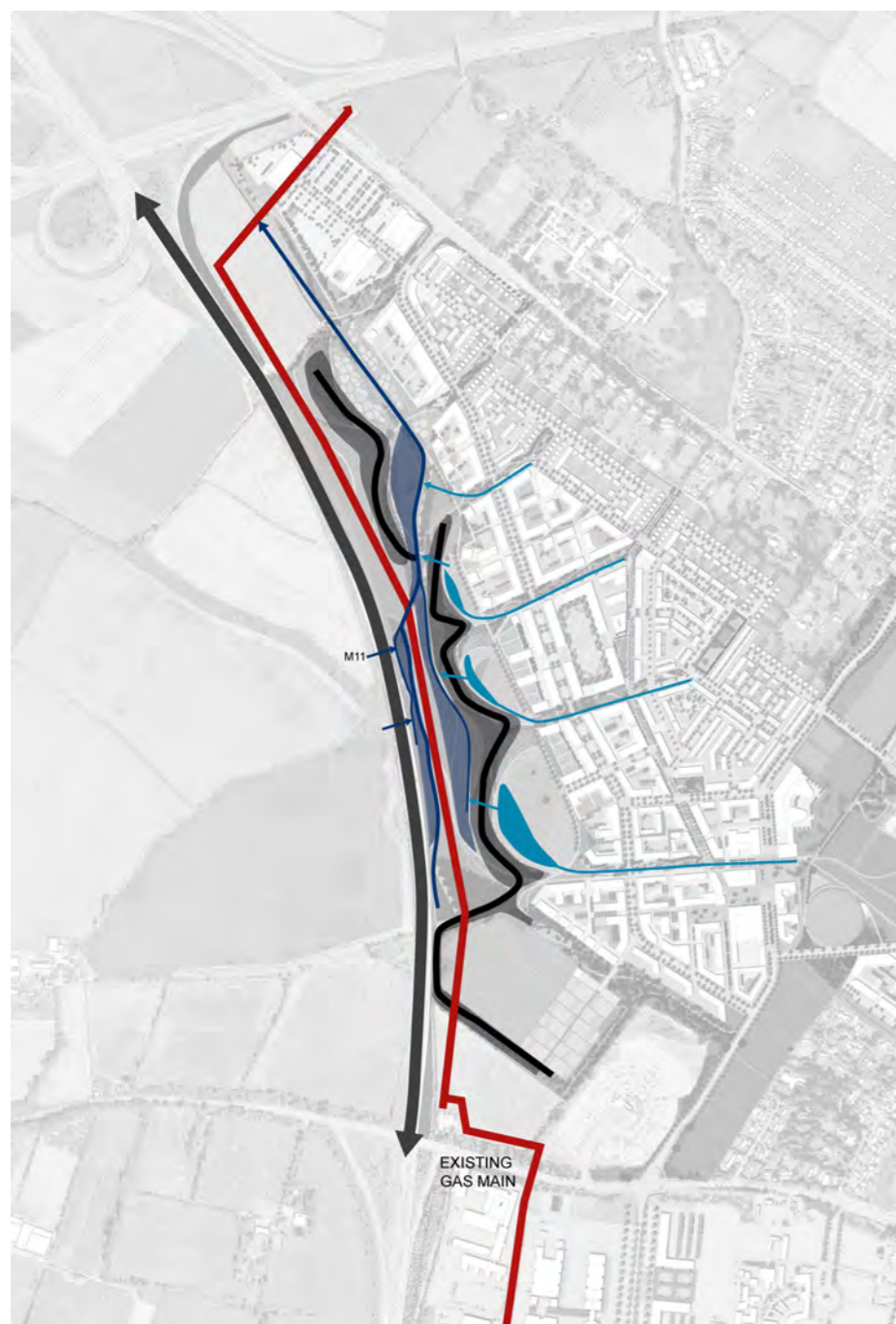
03. Washpit Brook

The existing alignment of the Washpit Brook creates a breach in the landform which is then overlapped to minimise acoustic impact on open space and visual impact of both the Proposed Development on the surrounding area and the M11 on the Proposed Development.



04. Connectivity & Phasing

The landform is further refined into a series of scalloped profiles that connect to the green fingers within the Proposed Development. This also protects the Proposed Development in stages before the Western Edge is complete.



05. Drainage

Surface water drainage running down the green fingers is captured behind the landforms before discharging into the Washpit Brook. The need to create significant flood storage adjacent to the Washpit Brook creates opportunities to enhance the landscape character of the river. The river is expanded, creating two artificial flood plains either side of the gas main, parallel to the M11. The banks of the river include marginal planting and steep sections to create water vole habitats, whilst areas of the channel will expand into meadows, ponds and wetland habitats.



06. Landform

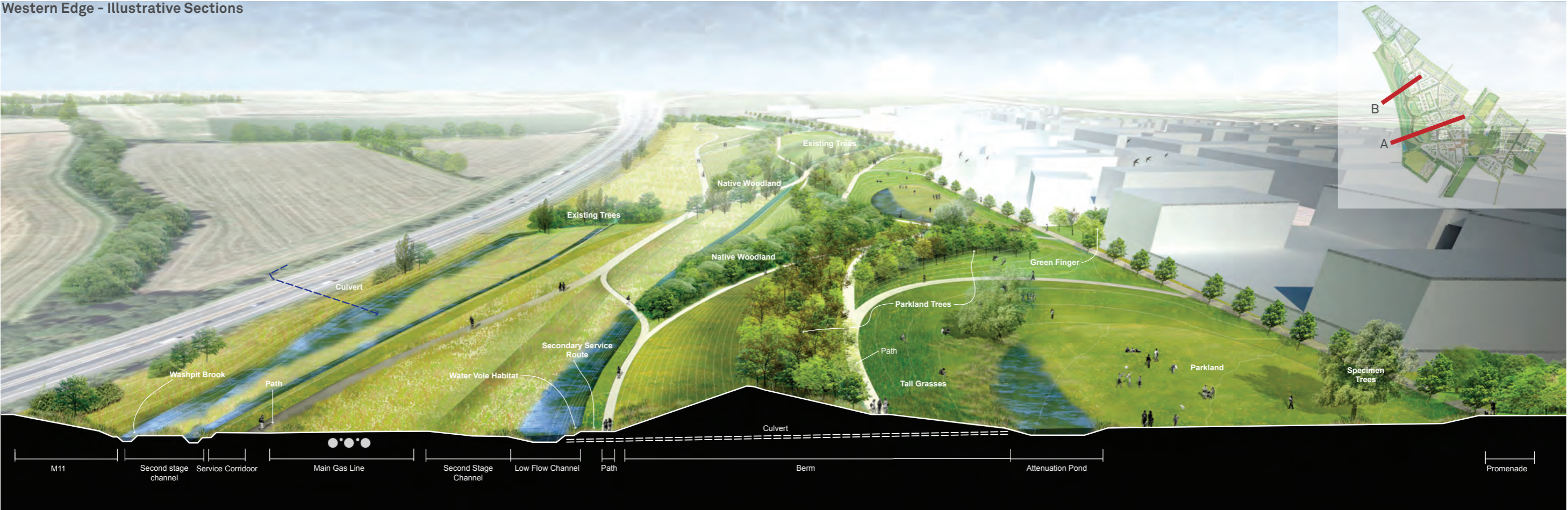
The final landform is then sculpted to create an attractive and iconic landscape full of visual interest. The height and form can be adjusted to control and craft views into and out of the Application Site, and to disaggregate the landform into a series of layered ridges.



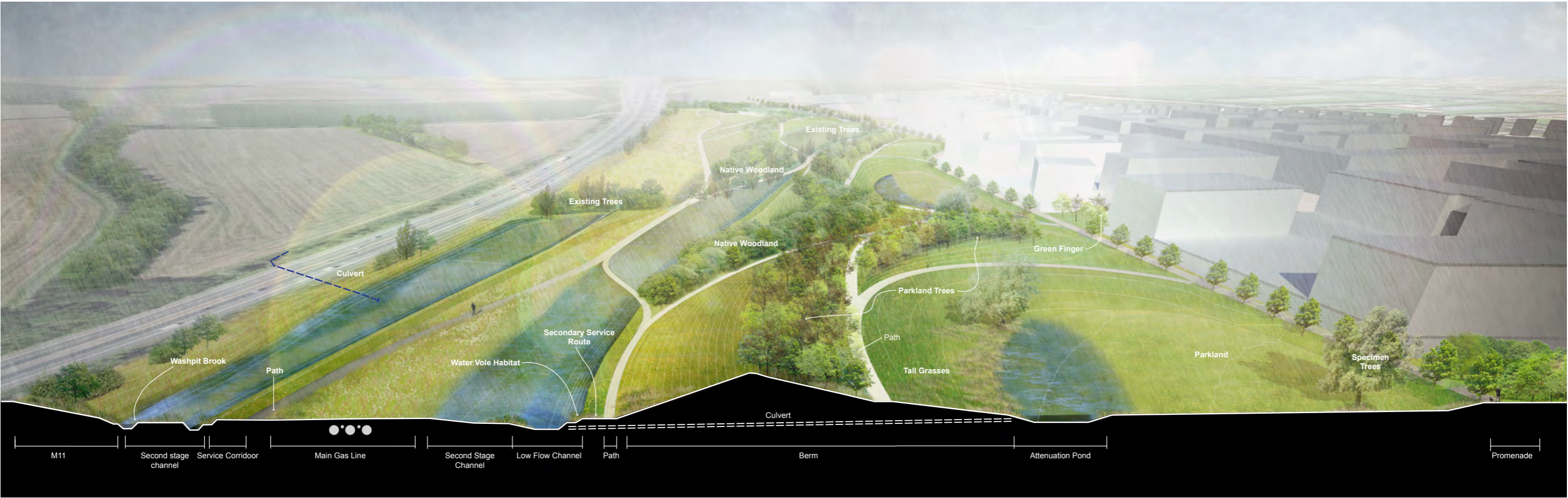
07. Planting

Historical field patterns running along the Washpit Brook are reinforced. Structural tree planting is added to further reinforce views: planting facing the west is more natural in character providing native habitats and a strong relationship with the adjoining fields, whereas planting facing the Proposed Development is more playful offering visual and seasonal interest.

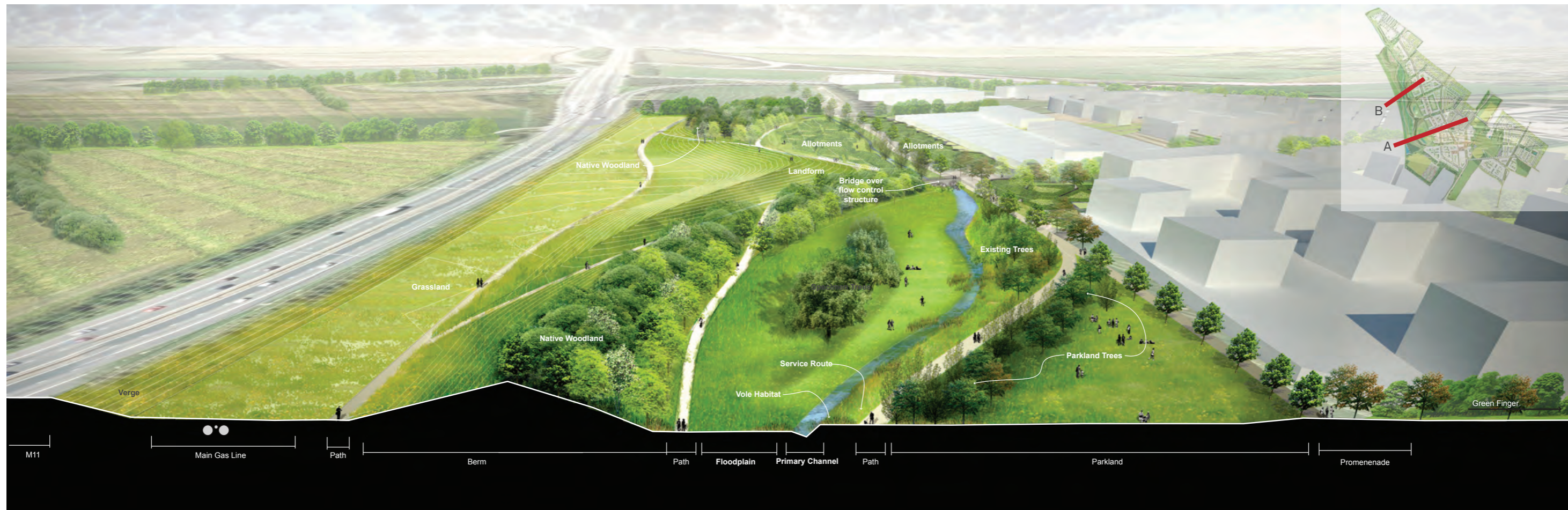
Western Edge - Illustrative Sections



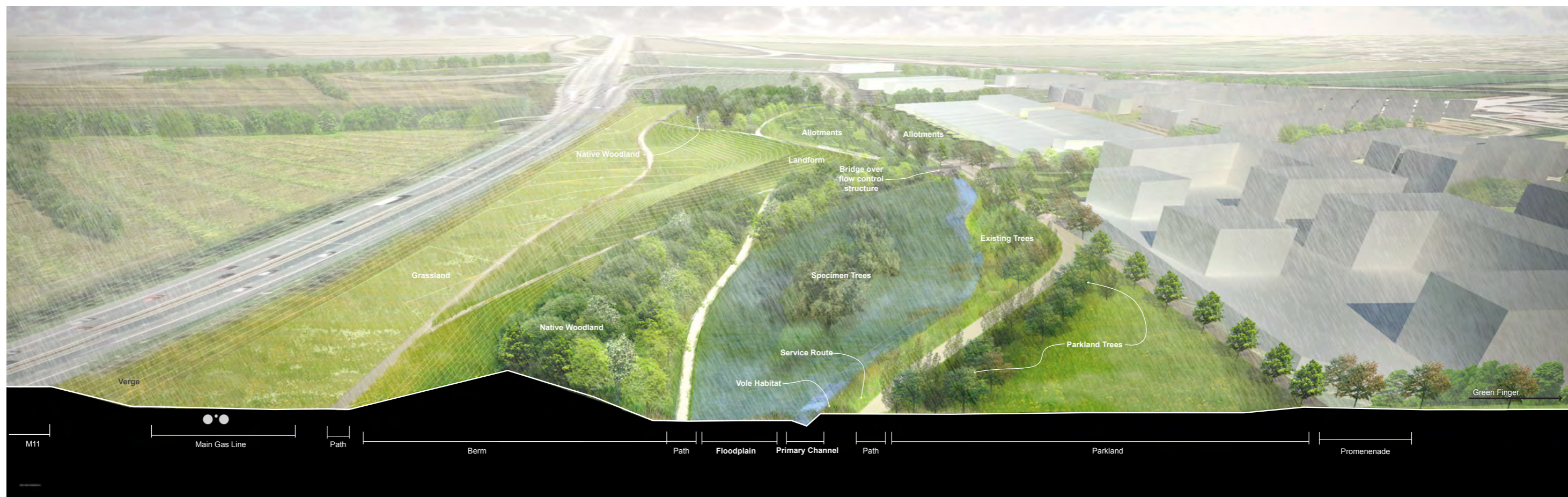
01. Section A



02. Section A - Flooded



03. Section B



04. Section B - Flooded

Landform buffer and Productive Landscape
 The illustrative masterplan retains a landscape buffer between the development and the M11 transport route by creating large land forms. The land forms are two-sided, with a gentle slope facing the M11, and a steeper slope facing the built edge of the Proposed Development. This double-sided land form will establish an attractive semi-rural landscape setting to Cambridge itself, making the setting more sympathetic to the local landscape.



Illustrative view from M11 - Western Edge



Illustrative view of Western Edge

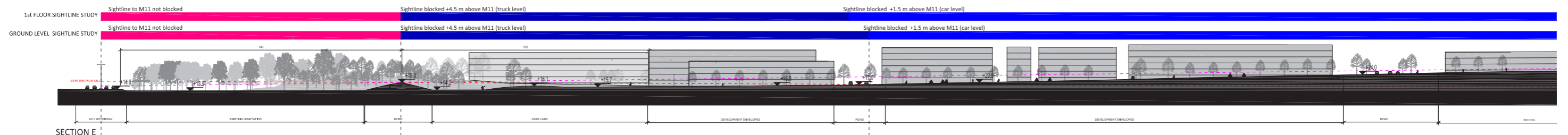
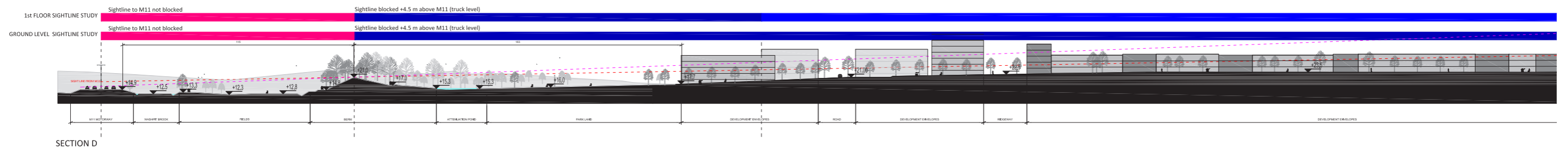
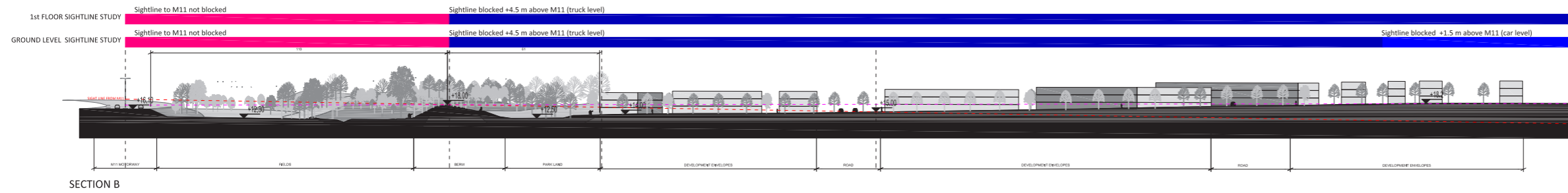
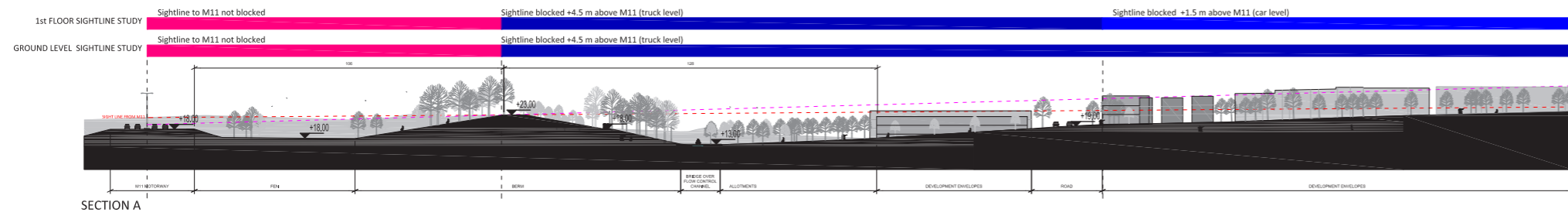
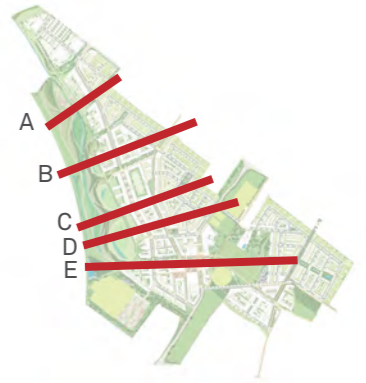


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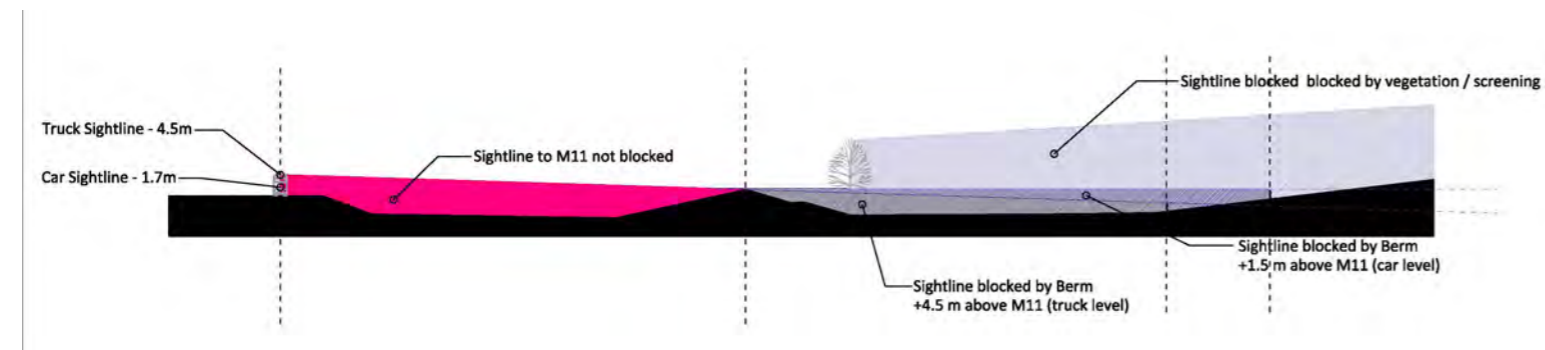
Illustrative Masterplan for the Western Edge



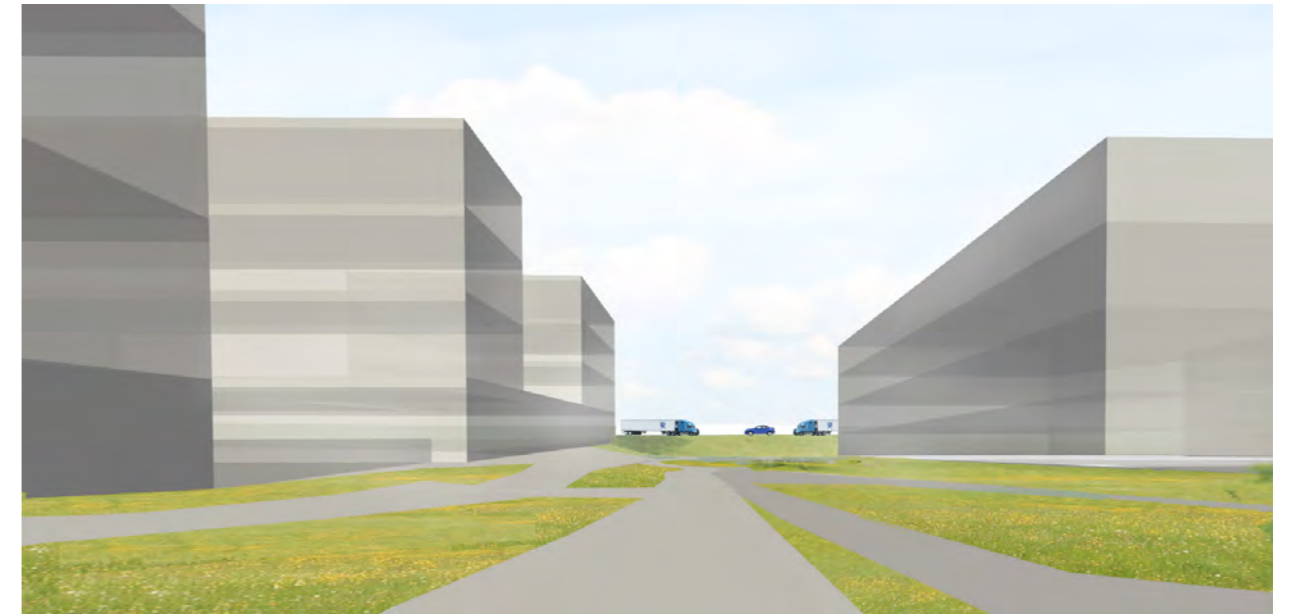


Landform buffer: impact on views and noise

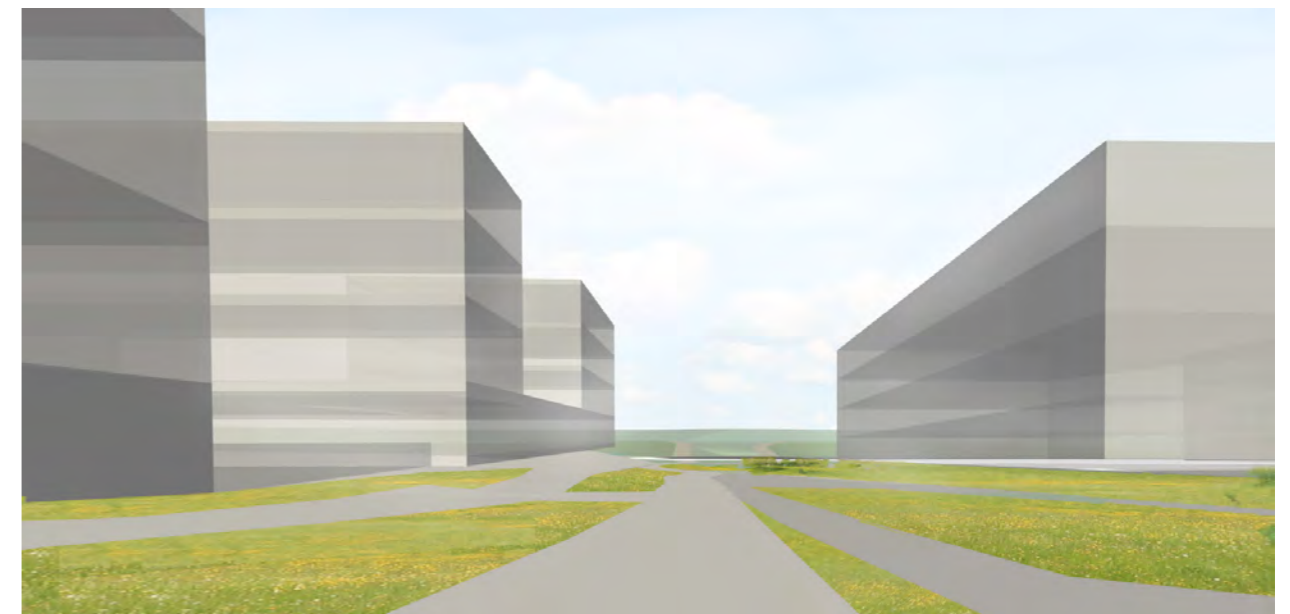
The landform in the Western Edge fulfils a range of purposes. In addition to addressing drainage issues and balancing cut and fill across the Application Site, the landform also provides amenity benefit to the residents of the Application Site. It reduces the effect of noise from the M11 on open land and ground floor uses and also reduces the visibility of the M11 from within the Application Site.



Impact of landform and screening



Illustrative view from within the Proposed Development - Without landform



Illustrative view from within the Proposed Development - With landform



Illustrative view from within the Proposed Development - With landform and vegetation screening

Sports Provision

Land has been set aside for playing fields to meet the needs of the resident population on the Application Site, which is in addition to the pitches for the school. While the school’s pitches will be prioritised for use by the school, there may be opportunities to explore community access outside of school hours, which will be considered through detailed design. This area will need to be fenced as part of the school site. The indicative main public formal sports provision is located in the north of the Girton Gap, in Storey’s Field and in the field to the west of the Park & Ride. Boundary treatments for the proposed cricket pitch and for the sports pitches and school site will be considered at the detailed design stage.



In addition, an all weather pitch provided as part of the formal recreation provision is located in the field to the west of the Park and Ride as locating an all weather pitch with floodlighting in this location would result in a minimal impact on the surrounding area.

Children and Teenagers Areas

A series of play spaces are scattered within the Proposed Development, including the Western Edge. Additionally, there are larger and smaller gathering spaces for children and young people of all ages throughout the rest of the Western Edge.





Illustrative view - Parkland in Western Edge



Illustrative view of Western Edge





B2.4.2. Storey's Field - Central Open Space

A central open space, Storey's Field, will be retained as part of the landscape principles which will also protect and where possible enhance the existing geological SSSI. The Travellers' Rest Pit SSSI is a geological landform, important to the unique character of the Application Site and will be carefully integrated as part of the landscape framework. As part of this, the design seeks to provide a unique interpretation of the gravel geology of the SSSI, potentially by establishing ramped walkways cut into the ground, revealing walls which could be used to display an interpretation of the geological strata.

The Proposed Development will also include a series of landscape areas which will function as SUDS corridors, areas for ecological habitats and biodiversity and provide space for informal recreation and play spaces.

The central open space will provide a new space for Cambridge on a par with Parker's Piece in terms of size, though it will have a different look and feel. The creation of this central open space, integrated into and a centrepiece of the development forms a strategic separation between Cambridge and Girton along Huntingdon Road, preventing coalescence of Girton with Cambridge. The open space also acts as a central connective space between the two sides of the Proposed Development.

Leisure and Recreation resources

The green space will be an important leisure and recreation resource for the surrounding communities. The Proposed Development will provide formal and informal open space, play space, allotments and sports facilities in accordance with the AAP Open Space Standards.

A range of children's playspace will be provided. Provision of further formal and informal play provision is included within the communal courtyards and other public landscaped areas. Formal sports pitches are included in the fields immediately south of Huntingdon Road.

The Ridge and Furrow Field – a borrowed landscape used as pasture

The establishment of a contract for an agistment for grazing of horses, sheep, goats & small livestock could also be considered in the Ridge and Furrow field, this would allow livestock to be grazed on this historic ridge and furrow landscape retaining the historic uses of this field. This will be explored through the development of the landscape structure in detailed design.



Storey's Field

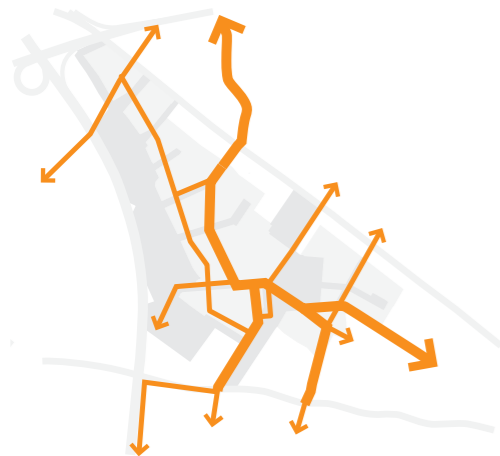


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Illustrative Masterplan of Storey's Field





B2.4.3. Pedestrian & Cycle Network

The Proposed Development prioritises walking and cycling, with a through route especially for these modes, entitled the Ridgeway. Shared surface routes are also common throughout the development and link to existing road networks. The Ridgeway will extend Cambridge's unique pedestrian and cycle network. The Ridgeway and the other cycle routes across the Application Site ensure fast, legible and flat routes for cyclists.

Pedestrian entrances into the Application Site will be designed to facilitate permeability in the Proposed development, as well as linkages to the surrounding areas. These entrances will be incorporated into the detailed design of the landscape to strengthen vistas and connections into the central square, via the Ridgeway, thereby connecting social infrastructure and amenity and public open land.

The Ridgeway will also play an important role in the wider context, providing green links between green areas both within and outside the development, linking and responding to the wider Cambridge area.

The detailed design of green spaces will enable obvious connections, supported by pedestrian and cycle routes. Paths throughout this space will respond to desire lines. In addition, landscape features will pick up on the rural landscape typology and mirror this typology.

The scheme also ensures sustainable transport infrastructure is at the forefront. Public transport is promoted and prioritised by a direct public transport route through the Application Site and bus gate at the local centre to limit private vehicle movements in this area.



Aerial Image of Ridgeway



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Pedestrian and Cycle Network



B2.4.4. Green Fingers

The green fingers run perpendicular to the gradual slope of the topography of the site, to aid SUDS drainage. The design of the green fingers ensures connections of neighbourhood boundaries with all major open land in the Proposed Development. In addition the green fingers will provide large unobstructed spaces for informal recreation and play, as well as areas for more informal recreation.

The green spaces on site will be shaped in such a way that they interact with the urban fringe of houses and streets on either side in a dynamic and active fashion. The establishment of an integrated landscape infrastructure will involve integrating habitats, amenity and water management corridors together in one symbiotic relationship.

The landscape principles ensures the retention of the existing species rich woodland and hedgerows of ecological value on the site, also retaining trees and shrubs around the perimeter of the site together with additional landscaping to maintain a natural buffer to the M11 and to enhance the amenity value of the site. These will be accommodated through the Proposed Development of detailed proposals for individual blocks at the reserved matters stage.

The historic areas of woodland and hedgerows will be incorporated into the site wide layout and landscape principles as far as is practicable.

Where possible tree and plant species will be indigenous, realising the opportunities to create a wildlife corridor based on ecological principles and maximised biodiversity. As part of these corridors, visual connections between the Proposed Development and key open spaces will be established and long views from the Proposed Development to the hills to the west will be enhanced.



Aerial Render of a Green Finger



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Plan of Green Fingers

B2.4.5. Indicative Street Sections

This section includes indicative sections of the streets proposed across the Application Site, set within the Parameter Framework established in A5.

Typical Primary Street Section

The Proposed Development includes a clear hierarchy of streets for different modes of travel, vehicular, walking and cycling. There are two primary streets, orbital route and radial route with a typical street corridor width of 24 m. The typical 24m street corridor is designed to accommodate footpath, landscape verge for SUDS & swales if required, one sided on-street parallel parking, dedicated cycle lane and the carriageway for vehicular movement.



Typical Primary Street Section

Typical Secondary Street Section

The secondary streets are mainly part of residential areas with low traffic speed making it possible to have all traffic cycling/vehicular along the same carriageway. A typical 18m wide street corridor is designed to accommodate footpath, landscape verge, both sided on-street parallel parking and carriageway.



Typical Secondary Street Section

Typical Tertiary Street Section

The tertiary streets are mainly part of residential areas with low traffic speed making it possible to have all traffic cycling/vehicular along the same carriageway. A typical 15.5m wide street corridor is designed to accommodate footpath, landscape verge, both sided on-street parallel parking and carriageway.



Typical Tertiary Street Section

Typical Ridgeway Section

The Ridgeway is primarily a pedestrian and cycle priority route with attractive landscape connecting to wider context. A typical 15 wide ridgeway corridor is designed to accommodate footpath, landscape verge and two-lane cyclepath.

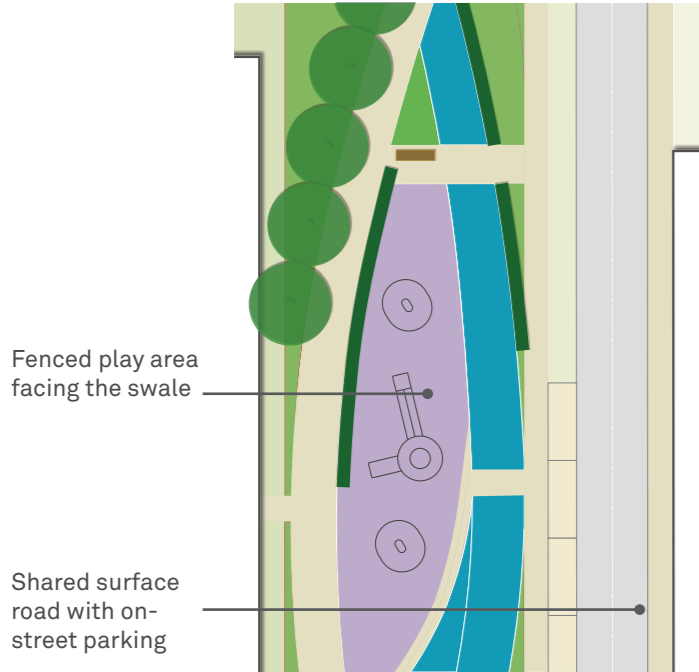


Typical Ridgeway Street Section

B2.4.6. Indicative Green Finger Sections

This section includes indicative sections of the different types of green fingers proposed across the Application Site, set within the Parameter Framework established in A5.

30m SUDS Corridor - Option 1

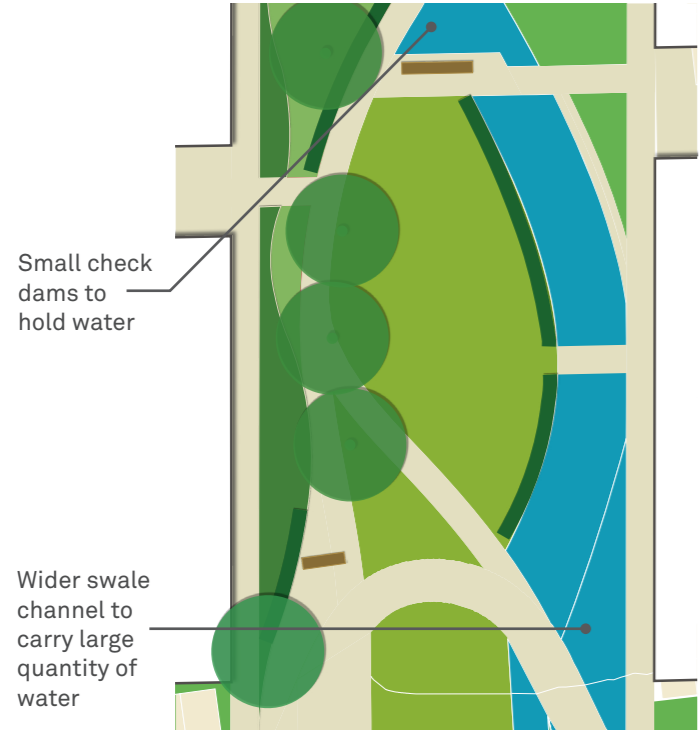


- 1 Stage 1: Rain garden with permeable base to attenuate building runoff
- 2 Stage 2: Covered shallow urban canal/rill to convey runoff beneath the footpath
- 2a Stage 2a: Covered shallow urban canal/rill to convey water beneath the road
- 3 Stage 3: A slight depression urban canal/rill outflows into green corridor directs runoff across the greenspace and into swale
- 3a Stage 3a: Road runoff into streetside planting beds
- 4 Stage 4: Urban canal/rill either connects to underground perforated pipe or flows into streetside planting beds
- 5 Stage 5: Perforated pipe beneath streetside planting connected to a standard pipe beneath footpath that connects to top of the swale (1 in 100yr level)

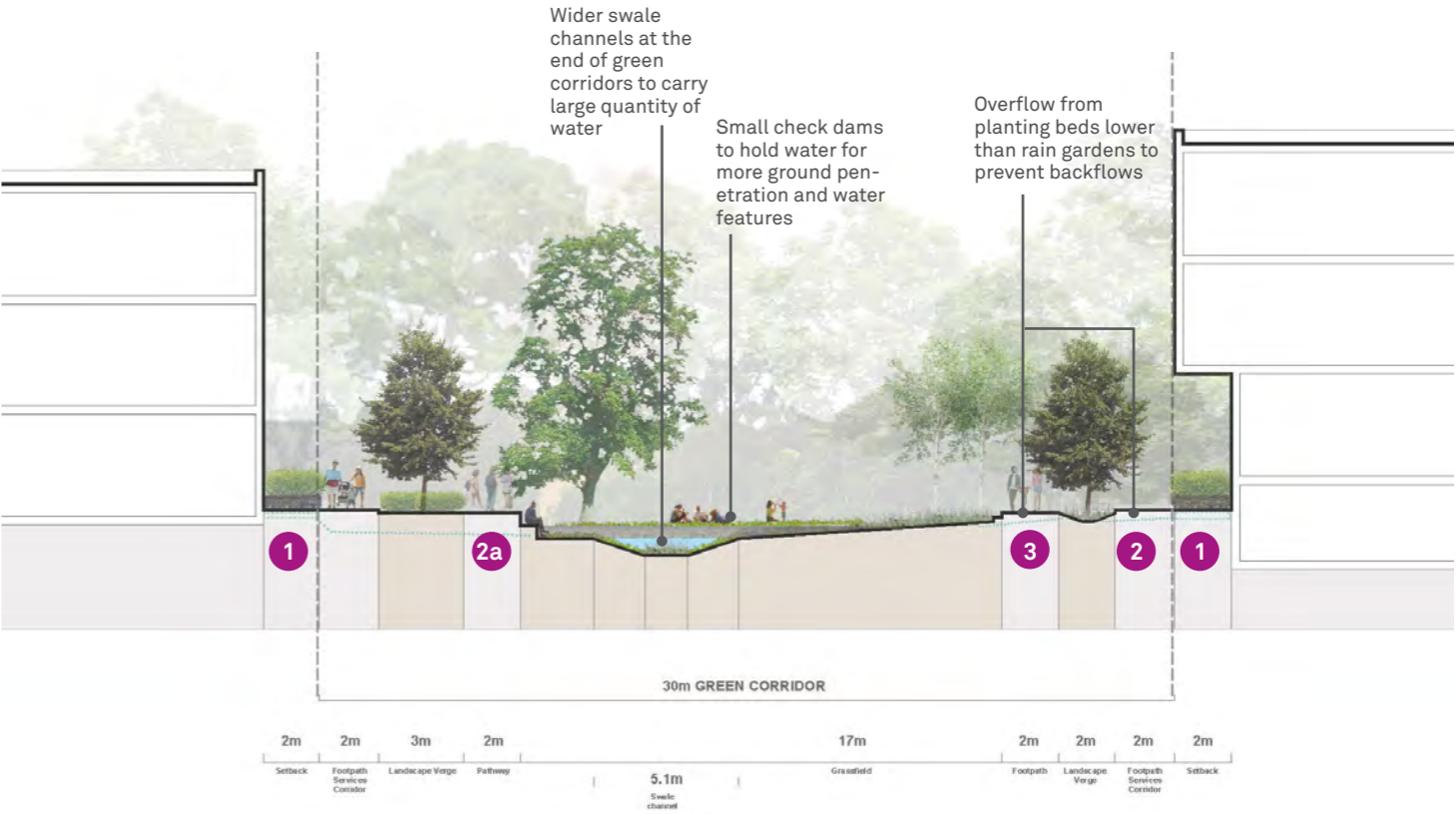


Typical section of 30m Green Corridor - Option 1

30m SUDS Corridor - Option 2

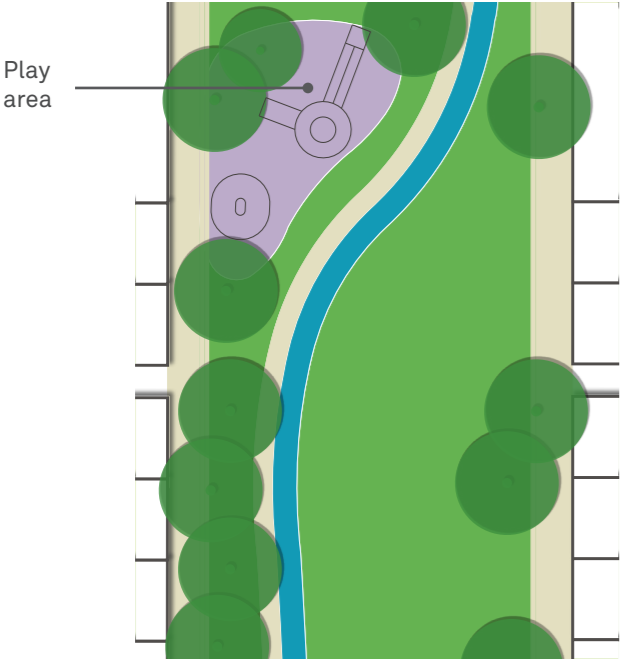


- 1 Stage 1: Rain garden with permeable base to attenuate building runoff
- 2 Stage 2: Covered urban canal/rill transfers runoff into sunken planting beds for further runoff storage. Rill outfall towards to the top of the planting bed
- 2a Stage 2a: Overflow from raingarden is piped beneath the footpath and planting areas to an outfall at the top of the swale bank
- 3 Stage 3: A slight depression urban canal/rill outflows into green corridor directs runoff across the greenspace and into the swale

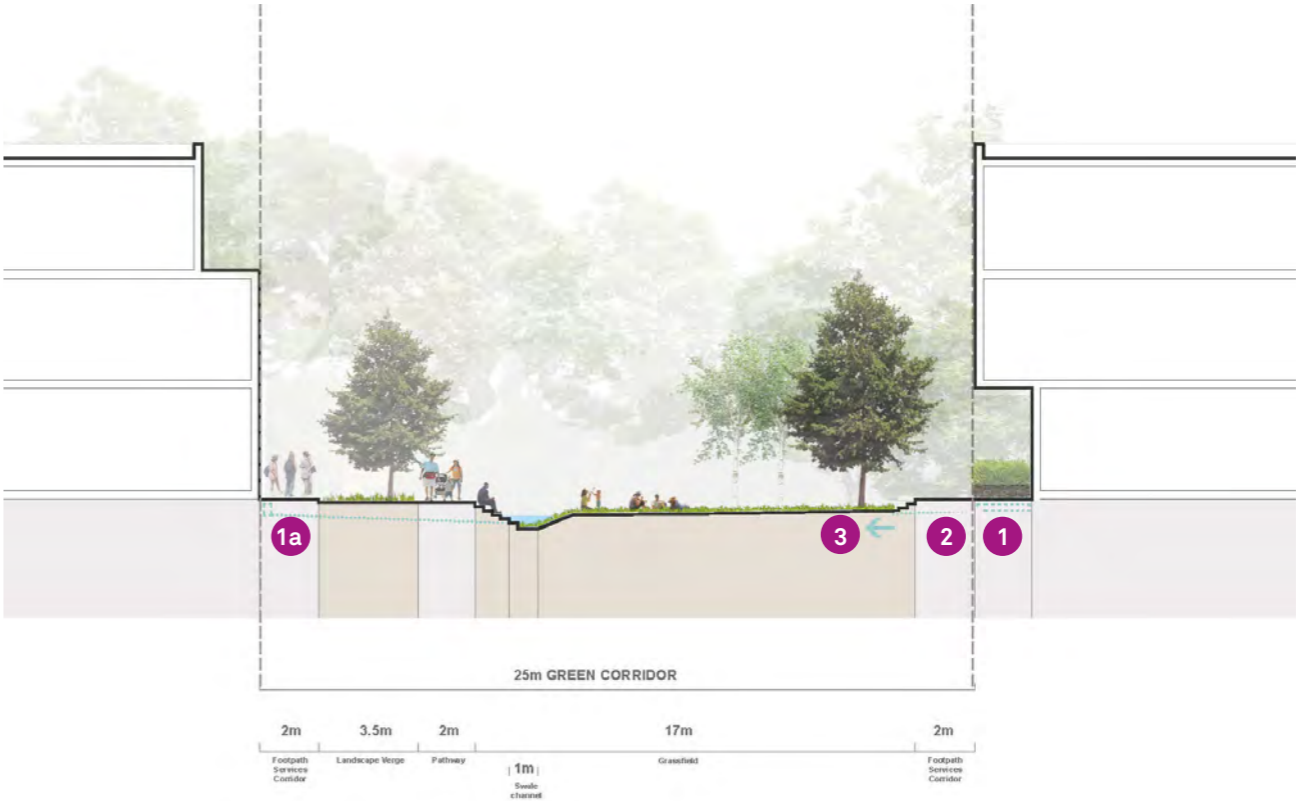


Typical section of 30m SUDs Corridor - Option 2

25m SUDS Corridor

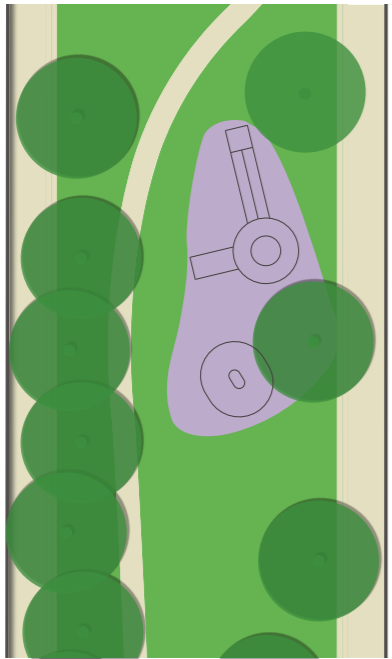


- 1 Stage 1: Rain garden with permeable base to attenuate building runoff
- 1a Stage 1: Building runoff collected at the base of the building and piped directly into the swale. Outfall to swale at the 1 in 30yr flow level
- 2 Stage 2: Covered shallow urban canal/rill to convey runoff beneath the footpath
- 3 Stage 3: A slight depression urban canal/rill outflows into green corridor directs runoff across the greenspace and into the swale



Typical section of 25m SUDs Corridor

20m Green Corridor



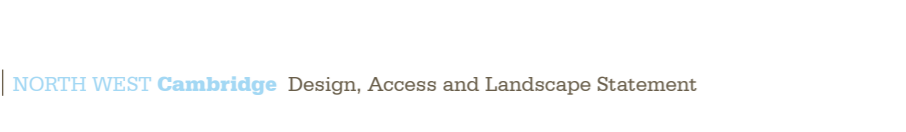
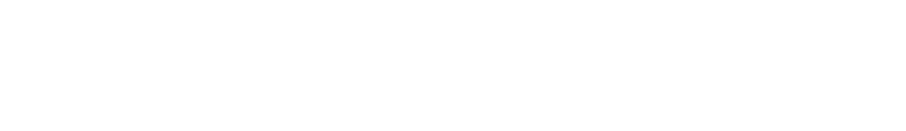
In some areas, green corridors may not have a SUDs function (possibly due to ground conditions or topography). In these areas, green fingers will provide amenity space, possibly play areas, seating and footways or cycleways.



Typical section of 20m Green Corridor

B2.6. Phasing

The Proposed Development will require an extensive build-out over a number of years. The phasing proposals take into consideration the University’s interest in delivering key worker housing at an early stage, as well as market take-up and the need for non-residential facilities.



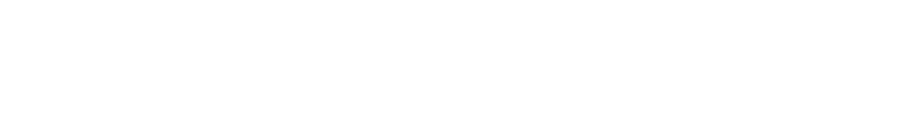
The development and implementation of the Proposed Development will take nearly 15 years to complete. It is therefore crucial that the phasing seeks to create the feeling of a completed development after each phase and also reduces the impact on existing and new residents throughout the build period.

To achieve this, it is important that the landscape phasing is an integral part of the development programme throughout the construction period. The landscaping will be phased and integrated with the built development to ensure a holistic approach.

The Western Edge landforms will be phased to work with the various development phases at different stages, building up over time, using the phasing of development and the resultant spoil created from foundations, roads and works along the Washpit Brook as an efficient and effective landscape treatment, integrated with the drainage strategy for the Application Site.

As part of the landscape phasing, the University intends to plant up the scheme at an early stage, to allow new trees and shrubs to mature prior to the development being built out, enabling a maturity of the landscape to be established. In addition, traditional landscape elements will be combined with contemporary techniques to give a pleasant context to the various new building types.

The phasing of the landscape will work with the development, to ensure seamless transition overtime. This will include a series of interim uses as the landscape evolves and changes over the build out of the Proposed Development.





The Illustrative Masterplan - view from the south



Commencement of Development - Aerial view

Commencement of Development

Establishing a sense of place and the local centre. The primary focus of the early stage of development is provision of substantial quantities of key worker housing, main components of the local centre and establishing the main access route from Huntingdon to Madingley Road. The retail and hotel will be included in the early phase to establish a sense of place and create an active local centre from the project's inception. Market housing will also be provided in the early phase.

The Ridgeway at this stage is likely to exist as a footpath. This early stage should focus on encouraging occupation and visiting of the site, establishing its existence and embedding the site into people's memories, encouraging use and thoroughfare on the site from a very early stage.

Interim uses can be established to encourage social interaction and activating of spaces. More food may be grown at this time, than envisaged at the end of the development process, to make use of empty spaces. Ongoing management of the existing farmland is likely to be required. In addition, the local community could be given access view the geological SSSI in Storey's Field.



Development of the Residential Community - Aerial view

Development of the Residential Community

Completion of the Local Centre and building a residential community. This phase establishes the informal and formal recreational elements to part of the development. The open space for the sports pitches and allotments adjacent to the Park & Ride will be developed.

This stage will see the establishment and structuring of the Storey's Field open space area, including the geological SSSI which will be enhanced and protected as part of the landscape proposals. This stage will also see further linking of the structuring elements of the open space, beginning to establish an integrated landscape form and function. The Ridge and Furrow field will at this time be drawn into the landscaping of the scheme, with potential consideration of an agistment for grazing of sheep, goats & small livestock.

The green fingers through the development will be established, to ensure connection of the different neighbourhoods to the major open spaces in the Application Site. The biodiversity and heritage elements of the Chestnut Avenue will be maintained and enhanced at this stage and will be linked back through to Storey's Field and beyond. Further structuring and enabling road infrastructure will also be established at this stage.

Both key worker and market housing will be developed to bring development nearer to the Ridgeway. At this stage the first connection across Storey's Field will be secured, enabling the residential area west of the Chestnut Avenue to be developed. Individual academic buildings may also come forward at the northern end of Madingley Rise (construction access would be provided from Madingley Road).



Completion of the Residential Community - Aerial view

Completion of the Residential Community

Completion of the residential development. By this phase of development the residential components of the scheme have been delivered, achieving both 1,500 market and key worker dwellings across the Application Site. Collegiate and academic development comes forward as and when the need is established. This phase continues to link and establish the open space and green infrastructure of the development. The green spaces on site will now begin to be shaped in such a way that they interact with the urban fringe of houses and streets on either side in a dynamic and active fashion.

The Western Edge begins to become further established at this stage. The landforms of the western edge that are dependent on spoil from earlier phases will be established. This phase includes further structuring of the two sided landscape of the western edge. This two sided landscape will provide food production and sports provision and parkland and water management.

The green fingers will further establish links to the Western Edge and continue to establish and ensure connections of neighbourhood boundaries with all major open land in the Application Site.

Further structuring and enabling road infrastructure will also be established at this stage as part of the eastern edge of the Storey's Field neighbourhood and further towards the north west corner of the development.



Proposed Development Completion - Aerial view

Proposed Development Completion

At this stage the development is entirely built-out, with completion of all non-residential uses as well as the residential components delivered in earlier phases. The last of the green infrastructure and open space elements will be implemented, ensuring a cohesive landscape structure and form.

The landscape at this stage delivers a high performance and multi-functional integrated landscape, having created a strong sense of place that draws upon the unique landscape of Cambridge and its rural setting to form a framework of open spaces for recreational, sporting, leisure and educational pursuits based around a structure of improved ecological and wildlife habitats and corridors.

