








-  Tree Blocks to be Retained
-  Public Open Space
-  Local Centre: Neighbourhood Square and Neighbourhood Park
-  Cambridgeshire Guided Bus Way (CGB) & National Cycle Route 51
-  Proposed Dedicated Public Transport and Cycle Corridor Linking Phase 2 and CGB
-  Regional Cycle Route 24 & Pathfinder Long Distance Walk
-  Proposed Indicative Shared Cycle/ Foot-ways
-  Proposed Indicative Segregated Cycle Lanes
-  Proposed Indicative Pedestrian Links to Public Open Space
-  Proposed Indicative Perimeter Trim Trail Route
-  Proposed Indicative Strategic Right of Way

Green Infrastructure and Recreation

-  Ecological Enhancement with SUDS
-  Formal Recreational Sports Provisions
-  Play and Community Focus
-  Educational Opportunities
-  Productive Landscape (Orchards, Allotments, Community Gardens and Edible Streets)

Designations and Assets

-  Ridge and Furrow Landscape
-  Pond Retained
-  Badger Tunnel
-  Pillbox Locations
-  Water Tower
-  Former Tower Mill, Oakington
-  Toad Breeding



For further information regarding ecological habitats refer to the Illustrative Biodiversity Strategy in Volume 2 of the Environmental Statement

Figure 7.3 Green Infrastructure Overview.

7.4.5 Principles Shaping the Landscape Strategy

The existing landscape character has played a part in a development of the proposed Landscape Strategy and considers the following principles

- Restore and Reinforce and Create a stronger and richer landscape structure across the Application Site, with areas of woodland and tree belts;
- Conserve the rural character of the surrounding countryside and protect the neighbouring conservation areas by creating 'defensible edges' 'strategic buffers';
- Conserve and reinforce the identity of existing settlements;
- Create areas of new identity through distinctive built form and green / blue infrastructure, that have a sense of place; and
- Create clear legibility of the new settlement in views from the areas outside of the Application Site.

7.4.6 Heritage Assets Highlighted through Green Space and Green Links

There will be: the opportunity to improve the setting and access to heritage assets, such as the existing pillboxes and the Military Lake,

A network of footpaths, cycleways and bridleways will form leisure routes and provide opportunities for linking the heritage assets as well as promoting movement in support of healthy lifestyles.

7.4.7 Green /Dark Corridors

The creation of green corridors through the site will support the retention of existing landscape features as well as incorporating SuDS drainage for drainage and flood mitigation, create wildlife corridors, and form recreational routes and character areas within the masterplan. This network of green routes will connect open spaces with the surrounding landscape.

7.4.8 Maximise Biodiversity

The masterplan will retain and enhance existing valuable habitats within the site, providing improved diversity across the site and better connectivity between valuable habitats.

Please refer to Chapter 7 of the Environmental Statement Volume 1: Biodiversity for more information on the biodiversity unit calculations for the Application Site.

7.4.9 Ecology and Semi Natural areas

The Phase 3A Green Infrastructure strategy will celebrate biodiversity, retaining and enhancing habitats including tree belts, mature specimen trees and groups of trees, existing diverse grassland and water bodies. Habitat retention and sympathetic design around them will ensure they continue to support many notable species (for full details of these aspects please refer to the Environmental Statement).

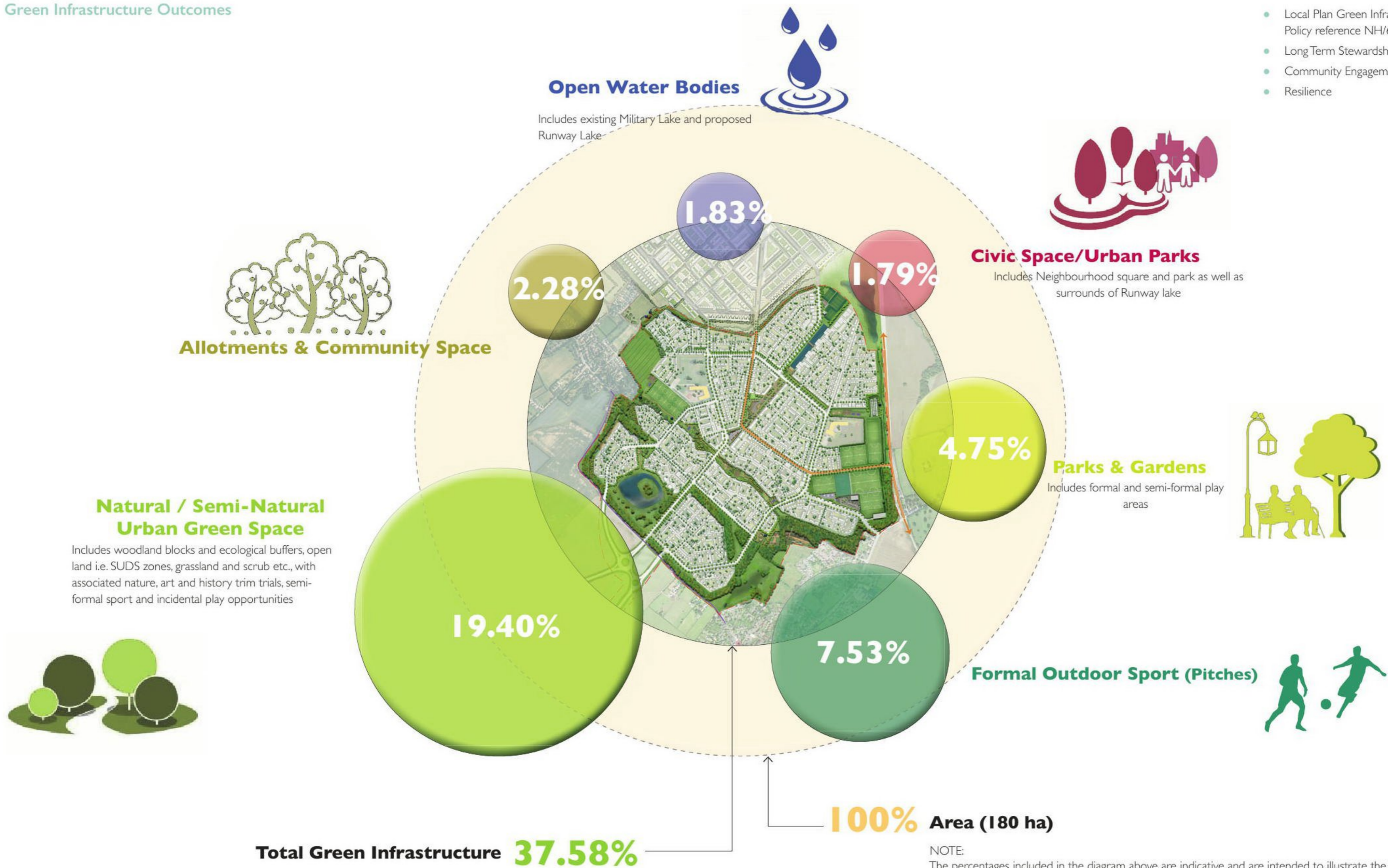


Figure 7.4: The masterplan will retain and enhance existing valuable habitats within the site.

Green Infrastructure Outcomes

Underpinning Principles

- Local Plan Green Infrastructure Policy reference NH/6
- Long Term Stewardship
- Community Engagement
- Resilience



NOTE:
The percentages included in the diagram above are indicative and are intended to illustrate the amount of Green Infrastructure that could be accommodated within the application site. In the absence of details for the Southern Access Road East (SARE) this area has been excluded from these calculations. It is anticipated that the SARE area could present further opportunity for additional Green Infrastructure, driving a recalculation of areas later in the planning process.

Figure 7.5: Green Infrastructure Outcomes.

7.4.10 Open Space Provision

The allocation of open space, within the Phase 3A site has been approached from the perspective of providing open space across the entire Northstowe development. Phase 3A connects with Phase 2 and the surrounding settlements, to help provide access to a range of open spaces.

The proposal for Northstowe Phase 3A is to take an integrated and more flexible approach to public open space through the promotion of a healthy lifestyle. The strategy focuses on the overall provision of open space, whilst recognising the need for spatial content that support semi-formal activities like walking and appreciation of heritage assets as well as organised sports like football, which require large allocated areas. This approach aims to promote as much diverse, accessible, open space as possible, across Phase 3A.

The open space strategy aims to provide contact with nature, by retaining and integrating existing woodlands, the military lake and as many existing trees as feasible. The strategy also seeks to create varied opportunities for everyone to adopt a more active lifestyle and enjoy time outdoors, either by playing, walking, sitting or engaging in sporting activities.

Key design principles of the open space strategy are:

- Incorporating ancillary publicly usable open space over and above the strategic open space within the residential development areas aiming to provide a public open space accessible within an 800m walk of the majority of homes.
- Designing open space as multifunctional space incorporating, recreation, formal and informal play, drainage and ecological functions;
- Connecting open spaces by a network of safe routes and green links to give people a connection with the landscape, provide 'doorstep play' and create an integrated network of Green Infrastructure; retaining existing landscape features, in particular existing trees, and integrate these into detailed design proposals, street scenes, front and back gardens wherever possible;
- Enhancing the landscape to complement the architecture and create a desirable setting for new homes;
- Ensuring that green links and open space are well overlooked by development frontages.



















Figure 7.6 (right): Open Space Provision - Wider Context*

*Figure prepared as an amalgamation of:

Phase 3b: indicative only, planning application work in progress

Phase 2: extract from 'Northstowe Phase 2 Design Code, 2017

Phase 1: extract from 'Northstowe Phase 1 Design and Access Statement, February 2012

-  Application Site Boundary
-  Boundaries of Phases 1,2 and 3B
-  School Plot
-  Water Body (existing and proposed)
-  Military Lake
-  Phase 3 Western Sports Hub
-  Ridge and Furrow
-  Local Centre and Neighbourhood Square
-  Neighbourhood Park
-  Runway Lake
-  Phase 3 Northern Sports Hub
-  Phase 3 Eastern Sports Hub
-  Mill Road Linear Park
-  Pocket Park
-  Multifunctional SuDS
-  Greenway
-  Water Park
-  Sports Hub
-  Town Park



7.4.1.1 Open Space Typologies

The open space typologies are illustrated in the adjacent diagram (Figure 7.7), which demonstrates how the typologies have been distributed throughout the phase.

The examples on the following pages aim to illustrate how each of these spatial typologies might look in terms of spatial configuration. Each typology is accompanied by an example plan of its arrangement to help explain the typical look and feel of the different types of place.



Note: Public green zones within development plots - to be confirmed in later design stages

Figure 7.7 Northstowe Phase 3 Open Space Typologies Diagram

7.5 Typology examples

7.5.1 Parks and gardens

Mill Road Linear Park (Longstanton to Oakington)

Principles

- Recreating Historic Links.
- Orchard Clusters set within meadow planting on grid to align with movement corridor.
- Community Gardens.
- Doorstep Play and trim trail features.
- Lighter linear formal sports provisions such as tennis, table tennis, bowls and petanque squares offering outdoor sport within walking distance of people's homes.
- Wide amenity path and cycleway.
- Retention of Pillboxes, some of which are Grade II Listed, within informal open space

↔ Pedestrian and Cycle Routes and Links

○ Adjacent Open Space

⊙ Formal Play

● Opportunities for Semi-Formal Sport and Imaginative Play

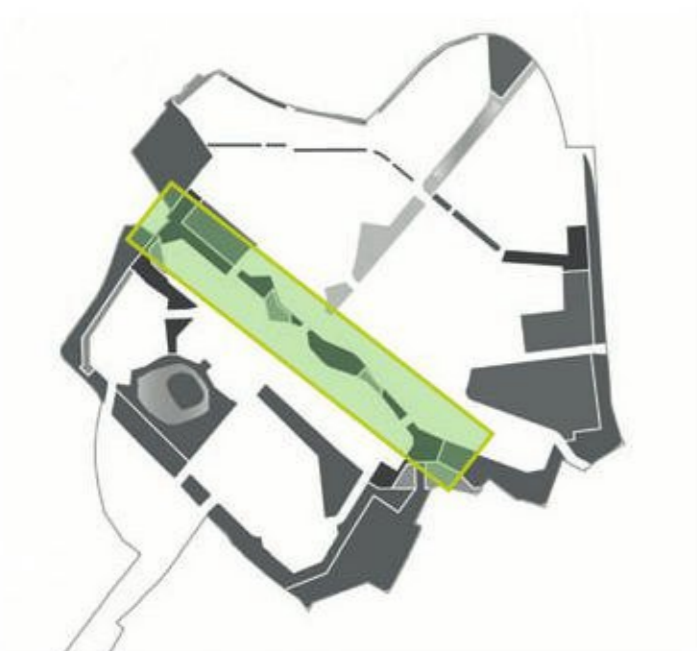


Figure 7.8: Key plan (NTS).

January 2021



Figure 7.9 Parks and Gardens Example (Illustrative Landscape Masterplan).

7.5.2 Natural and Semi-Natural Urban Green Space

Example: Perimeter Greenway - Oakington Edge

Principles

- Strong ecological links within public open space.
- Existing trees and woodland blocks form the framework of this open space and assist retaining the setting to Oakington Conservation Area
- Incorporation of woodland play and green classrooms/Forest School elements & Woodland Nature Trail
- Provide habitat ecotones zones between transitional areas of woodland blocks to the more formal recreational space
- Retention of Grade II Listed Pillboxes within informal open space
- Opportunity to provide a 3m wide Pedestrian and Cycle Link, car free route, enabling connectivity between key community destinations; primary school, and Military Lake promoting sustainable modes of movement around Northstowe.
- Views along green links enable legibility around Northstowe encompassing opportunities for formal and informal recreation and ecological corridors with incidental seating and stopping points with information/interactive interpretation points for site history and wayfinding.
- Potential for informal leisure. A place for residents of Northstowe and Oakington to socialise and interact.

A series of sections have been produced (shown on the following page) to illustrate the size, location and nature of the landscape proposed between the new homes in Phase 3A and the existing village of Oakington at three different locations along the 'Oakington edge'.

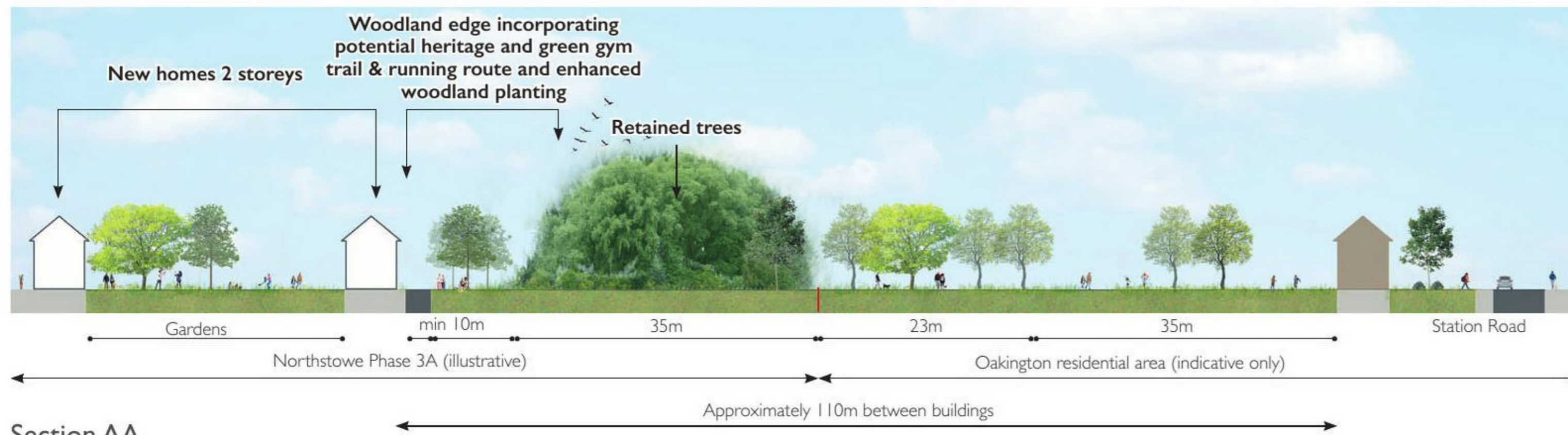
A separate note 'Oakington Green Separation Note' has been submitted as part of this application which provides further detail on this edge and should be referred to in addition to the DAS and the Landscape Strategy.



Figure 7.10 Key plan (NTS).



Figure 7.11 Urban Green Space Example (Illustrative Landscape Masterplan).

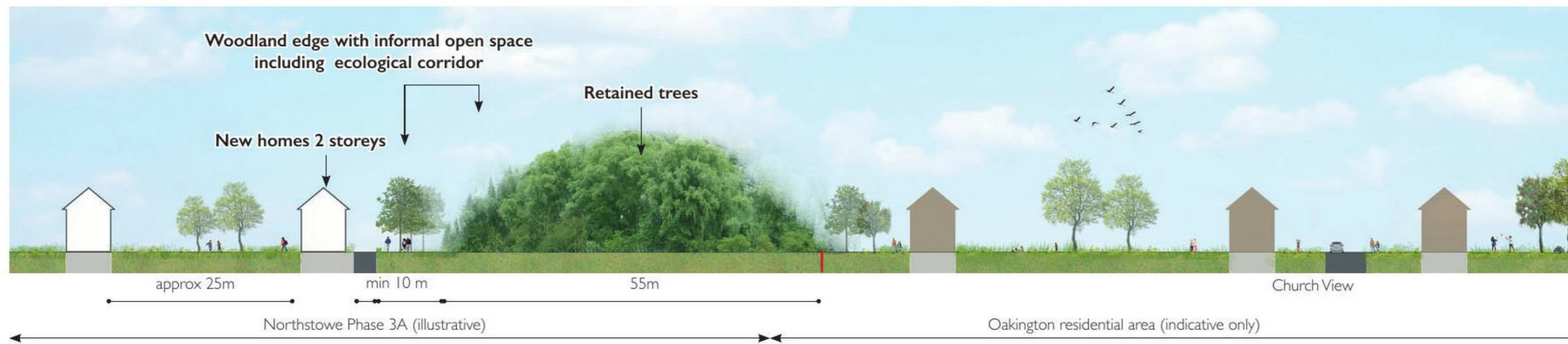


Section AA

Figure 7.13 Oakington Edge Section A-A

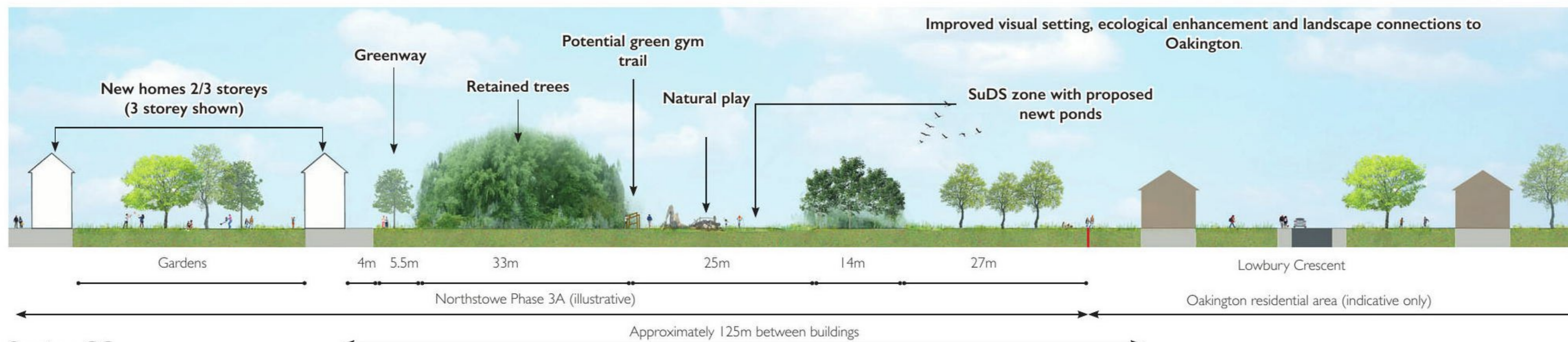


Figure 7.12 Section Location Map



Section BB

Figure 7.14 Oakington Edge Section B-B



Section CC

Figure 7.16 Oakington Edge Section C-C

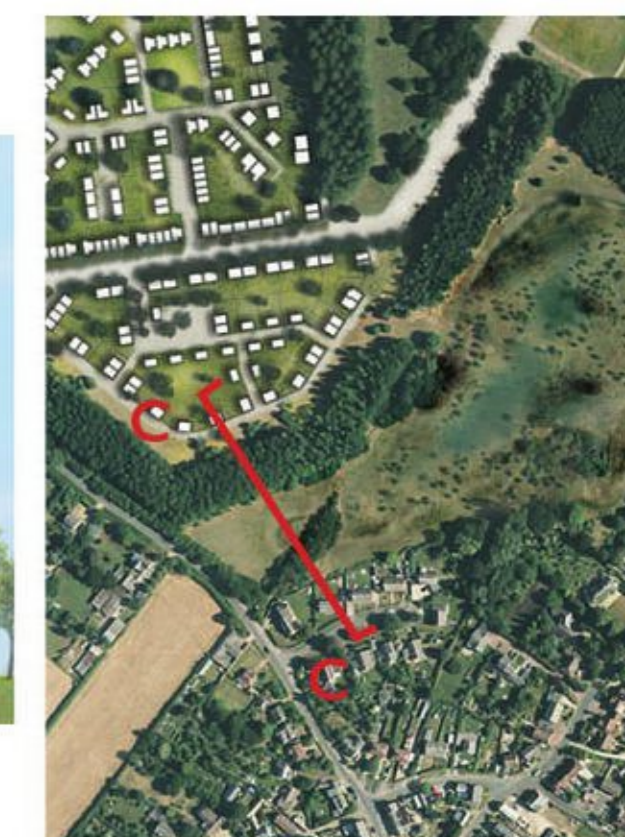


Figure 7.15 Section Location Map

7.5.3 Civic space

Neighbourhood Park and Neighbourhood Square

Principles

- Recreational areas along linear transitional space.
- High quality public realm and lighting design.
- 4m wide cycleway/footpath link through heart of Phase 3A.
- Flexible hard space and meeting hub along the link between Runway Lake and Mill Road Linear Park.
- Opportunity to integrate café spill out space, seating and play features and cycle parking whilst providing a continuous cycle and pedestrian link north-south.
- Petanque squares offering outdoor sport within walking distance of people's homes.
- Wide amenity path and cycleway.

Runway Lake/ Urban Waterfront

Principles

- Linear character reflecting alignment of former runway and views north to the wider countryside - opportunity for unique linear waterway
- Long views across linear waterway and primary link to Phase 2 Greenways and Water Park.
- Key vista north at junction point between road link and waters edge which provides a distinct change in character and view
- Opportunity for boardwalk promenade route with level change to provide safe walking along side the water feature separate from the road by high quality defensible/ safe edge
- 4m wide cycleway/wide footpath flanked by open water feature

← - - - → Busway Corridor

↔ Pedestrian Routes and Links

○ Adjacent Open Space

⊙ Formal Play

● Opportunities for Semi-Formal Sport and Imaginative Play

↗ Key Views to/ from Site

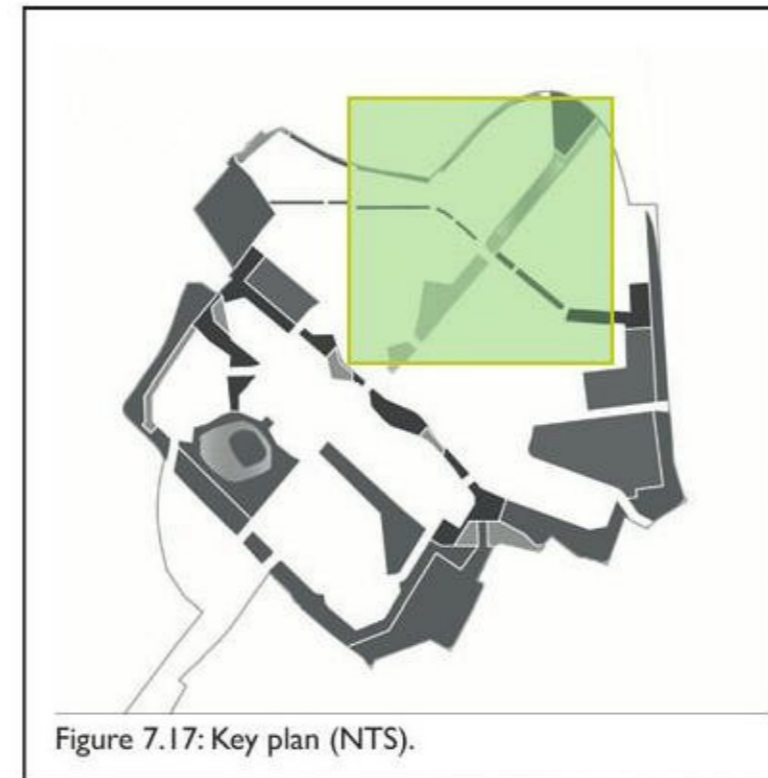


Figure 7.17: Key plan (NTS).

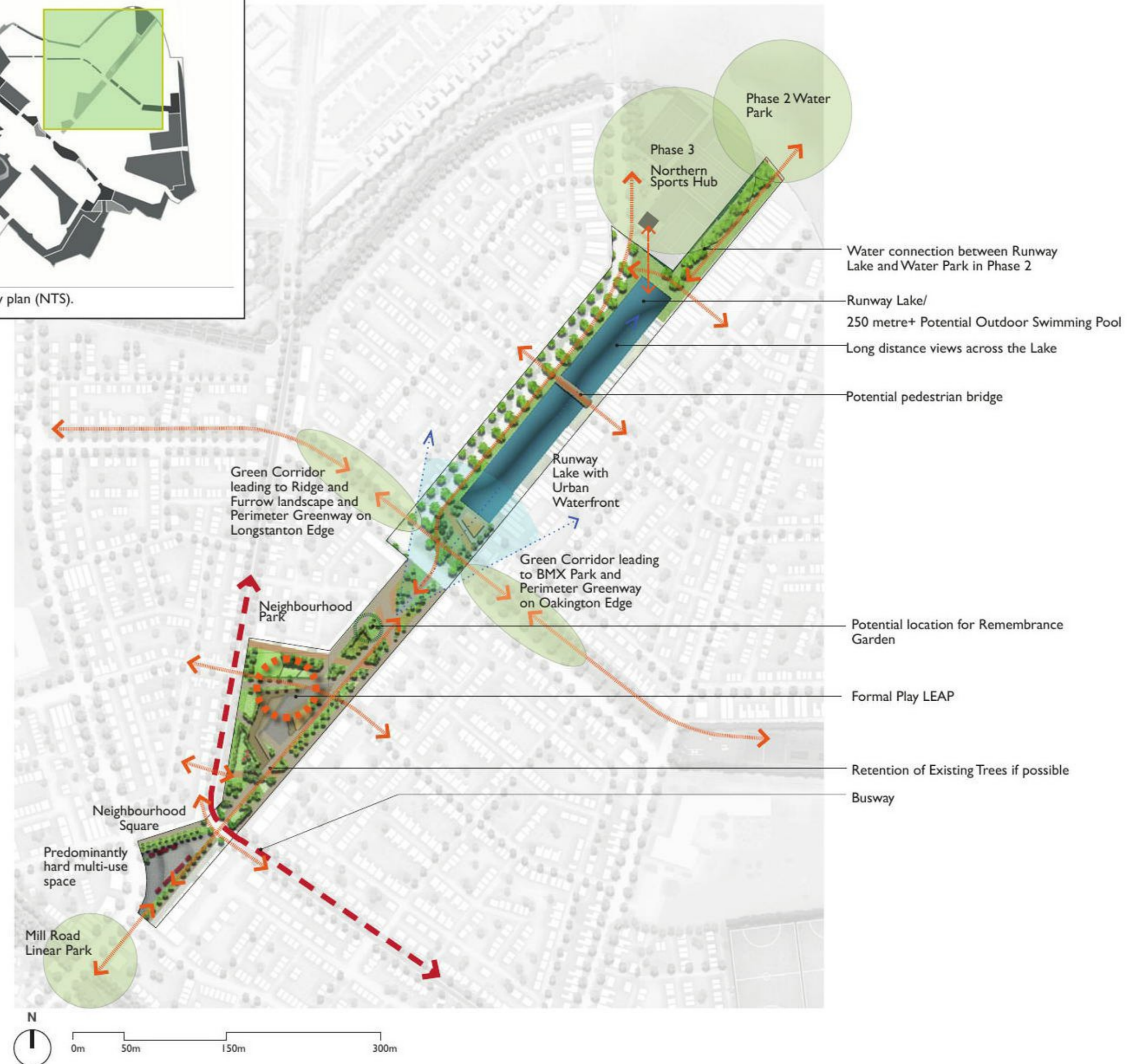


Figure 7.18: Civic Space Example (Illustrative Landscape Masterplan).

7.5.4 Formal sport

Phase 3 Sports Hubs

Principles

- Formal sports & open space provision.
- Retention of existing tree belts to provide green linkage and help contain potential light spillage.
- Functional space that is visually open, with natural surveillance provided by adjacent land uses.
- Sufficient offsets provided for safe pitch run off, and buffers to adjoining land uses.
- Facilities are rotated to optimal orientation for each sport.

- ← - - - → Busway corridor
- ← - - - → Primary Street
- ← - - - → Pedestrian Routes and Links
- Adjacent Open Space
- Formal Play
- Opportunities for Semi-Formal Sport and Imaginative Play
- Grass Pitches
- Floodlit Tennis Courts and MUGA
- Floodlit Synthetic Turf Pitch (STP)

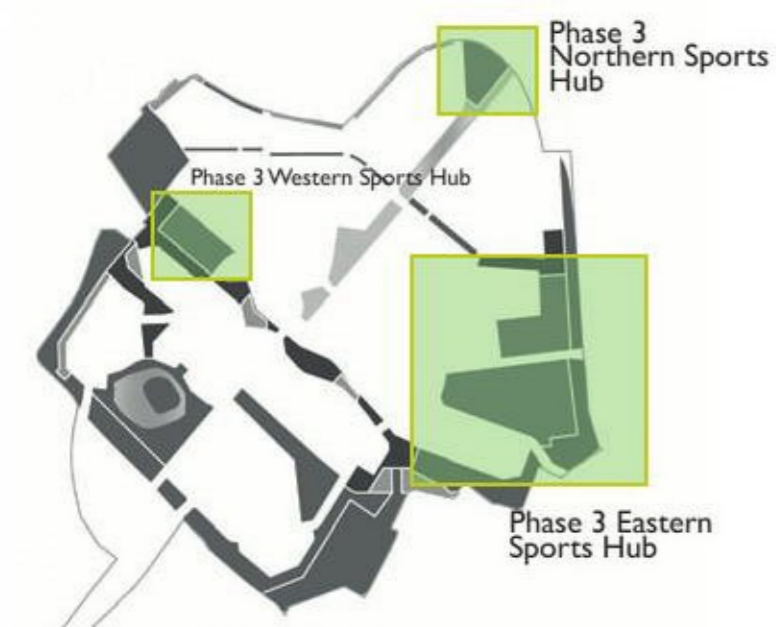


Figure 7.19: Key plan (NTS).

January 2021

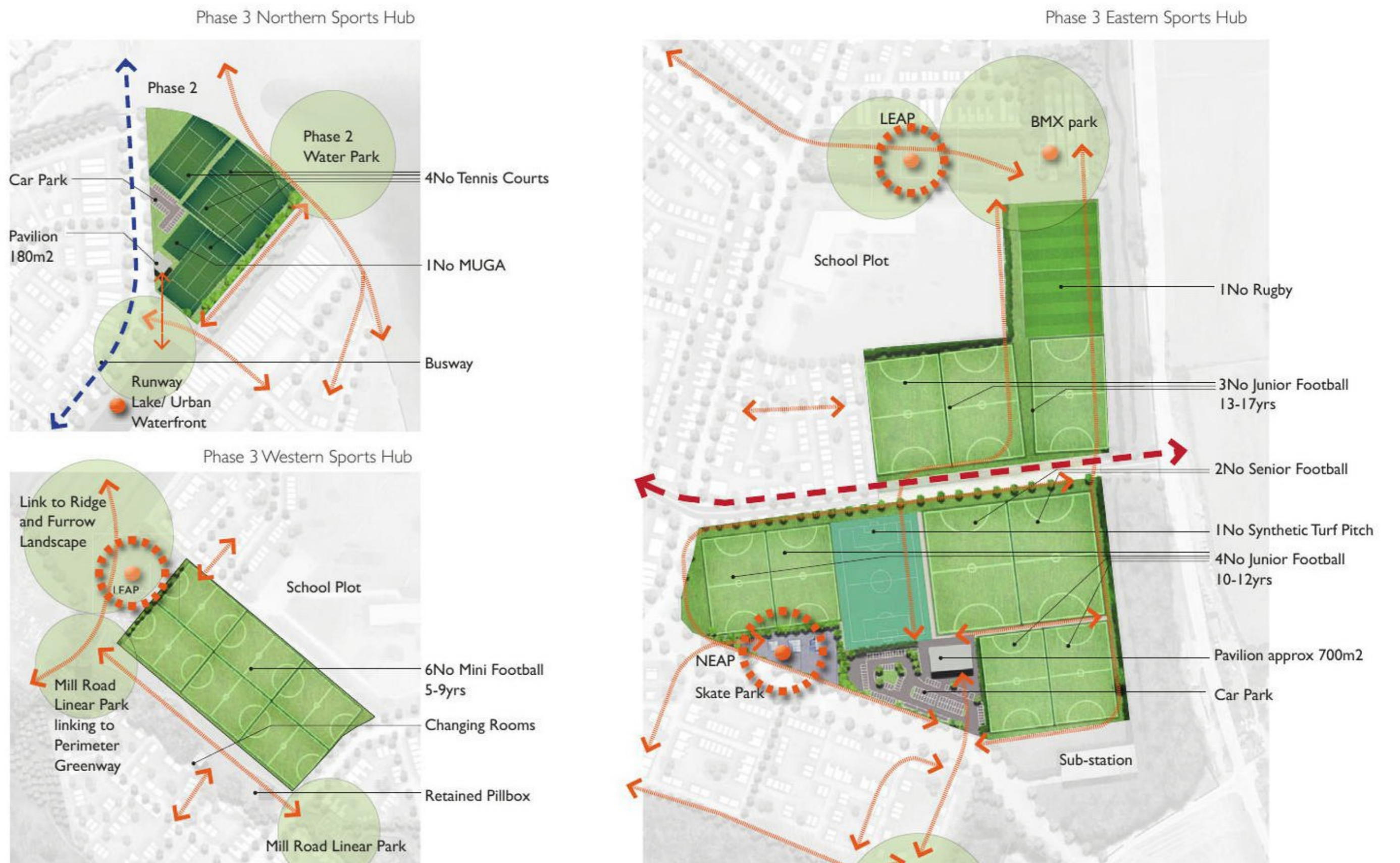
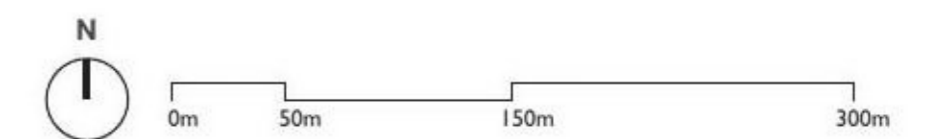


Figure 7.20: Formal Sports examples (Illustrative Landscape Masterplan).





N

8
Climate

8 Climate

This section provides a high level summary of the Sustainability, Climate and Energy Strategies for Phase 3A. For further information please refer to Chapter 8: Climate of the Environmental Statement Volume 1, and the Sustainability Statement submitted as part of this application.

Energy & Sustainability Strategies

The Sustainability Strategy submitted as part of this application outlines the sustainability approach in line with the requirements set out by national and local planning policy as well as responding to the 2019 Declaration of a Climate Emergency in the Council.

Sustainability is the thread that weaves through the masterplan for the proposed development. By setting the standards and commitments highlighted in the Sustainability Statement, Northstowe Phase 3A is setting an ambitious path towards a zero carbon, sustainable development: meeting the need of this generation and protecting those of the future.

A path to achieve a zero carbon development has been set from the outset. The Energy Strategy has been developed to be flexible as Northstowe will be delivered over a long period in the context of tightening building standards and evolving technical solutions.

- Fabric First - high levels of thermal performance of thermal fabric and air permeability will be achieved
- No fossil fuels will be used on site
- Low carbon heating technology will be specified throughout
- Renewable energy generation technology (Solar PV) will be specified for each property

This strategy will mean that homes built in the first phase of development will exceed the standards set out in the Government's Future Homes Standard Consultation, setting the development on the path to zero carbon.

The structure of the approach is based on the Arcadis STAR (Sustainability Targeting and Assessment Rating) framework which assists in delivering improved sustainability performance and identifies opportunities for enhancing value during the development of masterplans based on national, regional, local policy, best in class examples and expertise. The Arcadis STAR is shown in diagrammatic format at Figure 8.1.

Homes England, as Master Developer, is committed to a process of learning and using best practice as the development is built out and will be pleased to work with the planning authority to monitor, review and implement sustainability measures at each stage.



Figure 8.1: Arcadis STAR (Sustainability Targeting and Assessment Rating)

9
**Delivering
Design Quality**

9 Delivering Design Quality

9.1 The Planning Application

The first step to delivering design quality is provided through this application, its content as well as the process and conditions that are proposed. The outline application including masterplan/design principles is a first step in a longer process that will lead to detailed design proposals and subsequent implementation.

The outline application has been structured to secure fixed parameters of the Proposed Development which have been assessed in the Environmental Statement. These are secured through the three submitted Parameter Plans:

- **Plan 01:** Open Space and Land Use
- **Plan 02:** Movement and Access
- **Plan 03:** Heights

Within these high level parameters a variety of detailed design approaches could be acceptable in planning terms.

In addition to the Parameter Plans the Application contains a Design Principles Document within Appendix A of this Design and Access Statement. This contains design principles that add further detail to the Parameter Plans and an Urban Design Framework Plan that brings all Parameter Plans together and defines the urban design approach. It is envisaged that all subsequent design stages are to be in substantial conformity with the Design Principles Document and that this will be secured through a planning condition. It brings together the Parameter Plans to illustrate how the different elements of green space, land use and movement interact with each other. Frontages are identified onto public open spaces and landscape features. In addition, frontages are expected to overlook all streets and spaces. These principles will inform future Design Coding.

The Design and Access Statement, illustrates the Parameter Plans and the design principles and demonstrates how the high level principles can lead to a high quality design.

Following approval of the Application and prior to the commencement of development, Homes England is committed to producing Design Code(s). These will follow the high level principles and parameters established through the Application and inform the subsequent Reserved Matter applications. It is expected that a condition attached to the outline planning approval will require the preparation of the design code(s). At this stage further engagement with stakeholders and the communities are expected.

This process is illustrated in the diagram to the right.

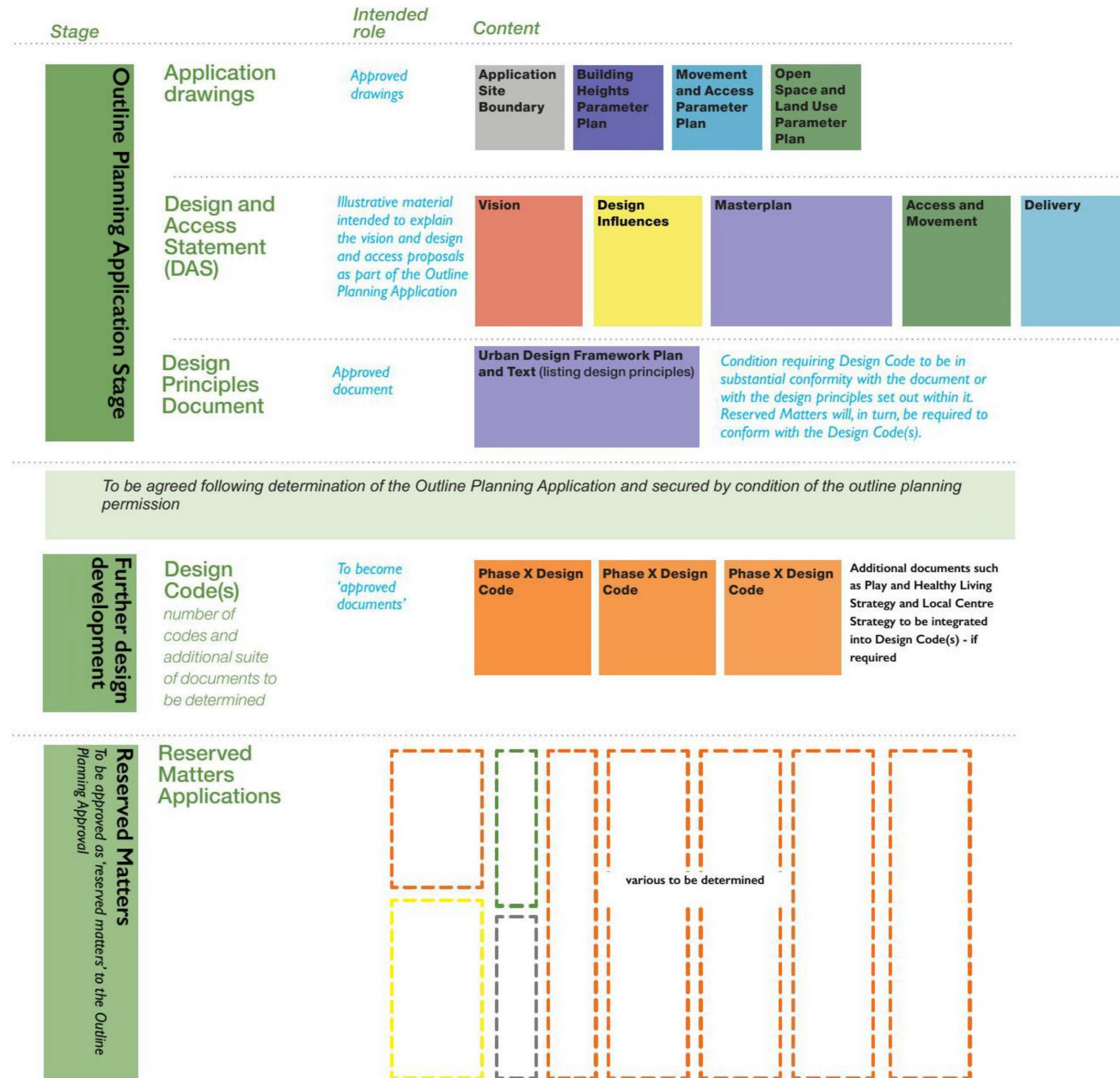


Figure 9.1: Delivering design quality through planning

9.2 Building for Life 12

Homes England is committed to delivering design quality and has its internal Design Quality Assessments, which are being used when selecting their development partners. The Homes England Strategic Plan for 2018/19–2022/23 refers to their ambition to show leadership on design, and their mission is supported by the desire to ‘create a more resilient market’, including ‘promoting better design and higher quality homes’. Homes England aims to improve design quality through the use of Building for Life 12 (BfL 12).

This is an industry recognised initiative that has been widely adopted across the house building industry. Its success has secured support from government, and it is referenced in the revised National Planning Policy Framework under Section 12, ‘achieving well-designed places’.

Homes England will use the BfL 12 criteria throughout the whole life of a project, as a ‘common thread’ of quality assessment. The initial step of this has been demonstrated within this DAS and the BfL 12 pre-assessment, included in Appendix B.

9.3 Development Partner Selection

Homes England’s Strategic Plan encourages the use of a range of different developers, including SMEs and self-builders. The phasing and parcel strategy is envisaged to support this by defining parcels of different sizes. The developer selection process will utilise the future Design Code(s) to ensure development partners fully understand the design quality aspirations.

9.4 Master Developer Approach

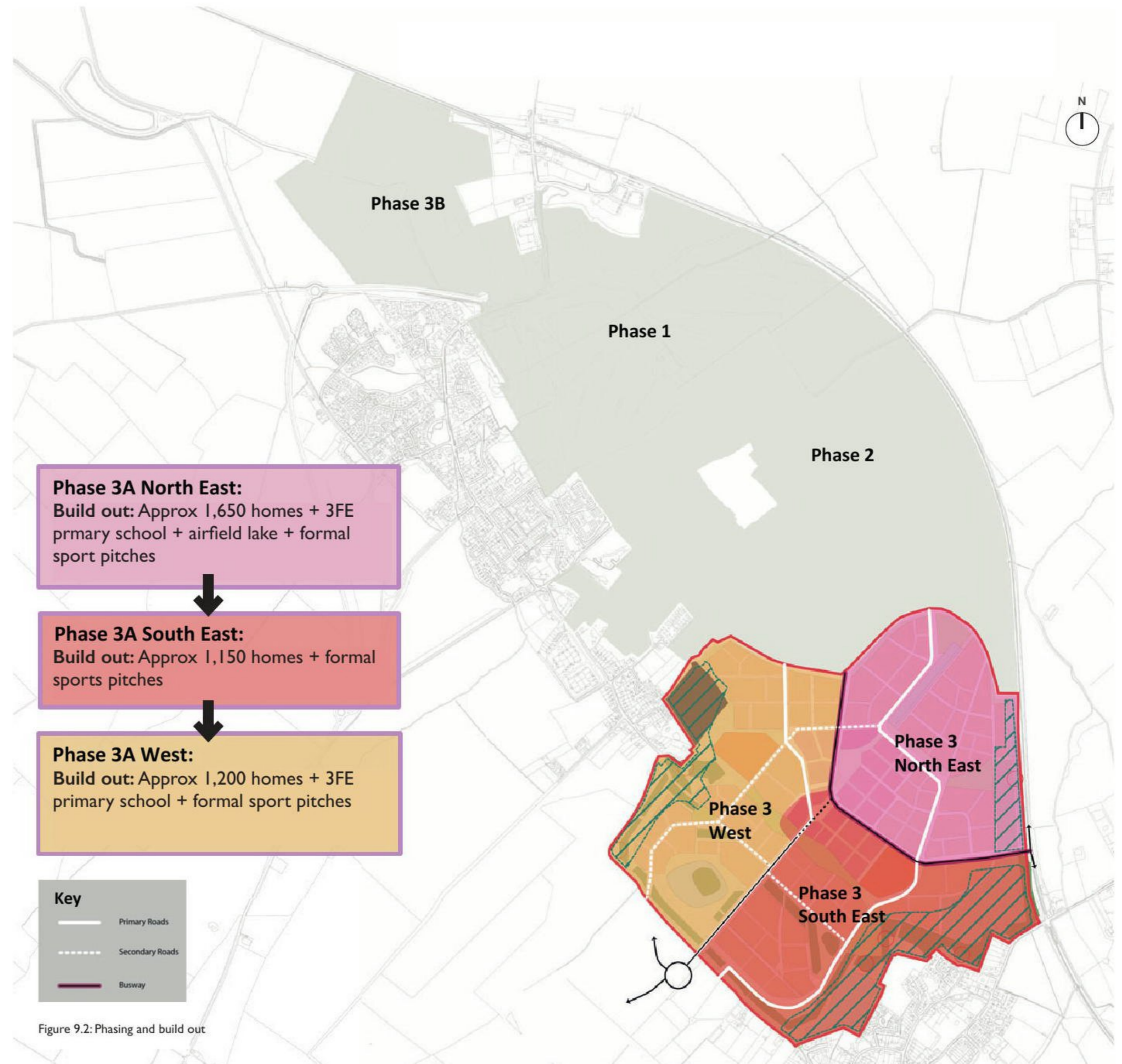
Homes England will be acting as Master Developer for Phase 3A. As currently planned, they will deliver the primary infrastructure, strategic spaces, greenways and primary and secondary streets. Their long-term involvement and use of building leases will maintain control, ensure consistency/overview and help to ensure quality.

9.5 Phased Approach

Phase 3 will be delivered in a phased approach. This Application contains an indicative high level phasing plan. As further detail is developed it will be refined. The following principles would influence the Phasing Strategy:

- Placemaking
- Developing a Community
- Buildability
- Movement Network

It is intended that Phase 3A will be delivered alongside Phase 2 to expand the range of homes available, increase the number of ‘outlets’ and maximise pace of delivery.





N

Appendices



NORTHSTOWE

Phase 3A

Appendix A: Design Principles Document



Homes
England

Appendix A: Design Principles Document

Role and Status of the Design Principles Document

This Design Principles Document comprises the Urban Design Framework Plan (Figure 10.1) for Phase 3A and an accompanying set of key Design Principles. For the purpose of this Design Principles Document, some of the text is repeated from the Design and Access Statement. This document is to be read in conjunction with the three submitted Parameter Plans:

- **Plan 01:** Open Space and Land Use
- **Plan 02:** Movement and Access
- **Plan 03:** Heights

Within these high level parameters a variety of detailed design approaches could be acceptable in planning terms.

The Design and Access Statement illustrates the Parameter Plans and the primary urban design principles and demonstrates how the high level principles can lead to a high quality design. This Design Principles Document extracts the primary urban design principles identified in the DAS. The Urban Design Framework Plan (Figure 10.1) illustrates the primary urban design principles and brings together the Parameter Plans to illustrate how the different elements of green space, land use and movement interact with each other. Frontages are identified onto public open spaces, landscape features, streets and spaces. These primary urban design principles should guide the development of Phase 3A and inform future Design Codes.

Figure 9.1 (Chapter 9) in the Design and Access Statement illustrates how the Design Principles Document is intended to relate to other documents - either submitted as part of this outline application or to be submitted in the future.

It is envisaged that an appropriate condition will ensure that future Design Code(s) and Reserved Matters applications are in conformity with these design principles.



Figure 10.1: Urban Design Framework Plan (Illustrative).

Design Principles

The design principles set out within this section are grouped under the four broad themes identified in the Cambridgeshire Quality Charter for Growth: Character, Connectivity, Community and Climate. Further explanation and illustration of these principles are set out within the DAS.

The proposals for Northstowe Phase 3A adopt a holistic approach to sustainability, covering social, economic and environmental factors. This holistic approach has led to a number of the 'Climate' objectives being integrated into the 'Character', 'Community' and 'Connectivity' sections. The 'Climate' section broadly sets out the key climate/ environmental objectives of the scheme.

The following design principles are to be applied to Northstowe 3A:

Character

- Mark Phase 3A with a key 'gateway' and open space on approach from the south, creating a strong sense of transition and arrival.
- Create confident development edges that achieve a clear distinction between countryside and town.
- Create a legible structure of development that is reinforced by well researched and locally appropriate building characters, planting and clear forms of development that are recognisable from the local context.
- Create a clear distinction between character areas and a logical transition from the higher density areas to the looser, lower density development in the south.
- Arrange housing into streets to support strong and characterful frontages. This ensures that all streets and open spaces are well overlooked by development frontages.
- The areas identified for 4 and 5 storey buildings are drawn broadly on the Heights Parameter Plan to allow for local landmark buildings and variations in height. It is anticipated that the majority of the buildings are between 3-4 storeys, with localized high points of 5 storeys. The design code will provide further detail and refinements to this broad brushed height strategy to secure legibility.
- Provide pavilion blocks in the area of exceptional height identified on the Heights Parameter Plan which overlook the open space. These blocks should compliment the landscape, with varied orientations reflecting the organic shape of the retained lake and allowing the landscape to be drawn through into the development block.
- Retain existing landscape features where possible, in particular existing trees, and integrate these into street scenes, new public spaces and front and back gardens. Enhance the landscape to compliment the architecture and create a desirable setting for new homes.
- Use a number of strategies to create distinctive public realm and arrangements of buildings around open space, squares and play. These include incidental spaces, retention of existing trees, street tree planting, reinforcing of existing tree belts and vegetation.
- Use simple, well designed buildings that are contemporary in style but informed by the local architectural context.

Connectivity

- Create a clear and legible street hierarchy that accommodates direct routes for pedestrians and cyclists.
- Create Primary and Secondary Streets (aiming for a design speed of 20mph) that are: positive places to walk and cycle along; designed appropriately for the traffic volume; fronted by development; and create a sense of place. Clear, obvious and safe crossing points should be incorporated into the design of the Primary and Secondary Streets.
- Provide a connected movement network that is adaptable, in terms of accommodating future bus provision and changes in travel behaviour.
- Public transport routes will be integrated into the movement network to ensure that at least 80% of homes are within easy walking distance (400m) of at least one public transport stop.
- Provide pedestrian/cycle connections that connect to the existing and proposed (Northstowe Phase 2) footpath and bridleway network and the historic Public Rights of Way.
- Create a connected cycle network that provides safe cycle routes every 250m. These will be either segregated routes alongside primary and secondary streets, car free routes through greenways or routes on-street through quiet residential streets. (e.g. shared surface home zones).
- Different parking strategies should be integrated into the design so that parking does not dominate the streetscape and encourages sustainable modes of travel.
- Convenient private, communal and public bike parking as well as electric charging points for vehicles and bikes should be integrated into the design.

Community

- Ensure that green links and open space are well overlooked by development frontages to encourage passive surveillance and improved real and perceived sense of safety.
- Ensure each home will be within a short walk of public open space. Provide 'doorstep play' to further improve accessibility to play.
- Conveniently locate community and social infrastructure facilities along safe walking and cycling routes and served by public modes of transport where possible.
- Provide safe, comfortable and accessible space that promotes social interaction.
- Provide for a mixed and balanced community through a series of different types of open space.
- Design open space as multifunctional space, incorporating recreation, formal and informal play, drainage and ecological functions.
- Create an integrated network of green infrastructure. Connect the open spaces through the provision of safe routes and green links.
- Ensure open spaces are integrated into the Northstowe movement network as well as being highly accessible to neighbouring communities.
- Provide access to nature and water for wellbeing.
- Provision of Outdoor Playing Space (including children's play space and formal outdoor sports facilities), Informal Open Space, allotments and community orchards to meet the need generated by the development.

Climate




- Sustainable construction methods will be adopted, using low-carbon materials; attracting green businesses; and creating demand for more sustainable products and services across the town. A fabric first approach to building design will improve energy efficiency and reduce carbon emissions.
- Widespread use of Sustainable Drainage Systems (SuDS) will provide sustainable storm water management and maximise available water resource from rainfall, as well as the creation of new wildlife corridors and spaces whilst incorporating existing wetlands and ponds, with a variety of flora and fauna, creating valuable open amenity areas.
- Enabling and promoting low carbon transport within, to and from Northstowe by ensuring easy access to public transport and cycle routes to reduce carbon emissions and encourage health and wellbeing.
- Incorporating low and zero carbon technologies into all buildings to provide energy, financial and carbon savings, therefore supporting the transition to net zero carbon.
- Protecting and enhancing biodiversity and habitat connectivity via a strong network of Greenways and interconnected green and blue spaces to achieve a biodiversity net gain.

Appendix B: Building for Life 12 Assessment

This Appendix assesses the scheme against the criteria set out in Building for Life 12 (BfL 12, Third Edition - January 2015).

How does the traffic light system work?

Details are provided within the BfL 12 Guide. In brief:

-  Green shows the design of the scheme has responded positively to the question.
-  Amber is used where there is clear evidence of local constraints on the scheme beyond the control of the design team that prevent it from achieving a green.
-  Red elements identify aspects of proposals that need to be changed and where the scheme design at the time of assessment fails to respond to the question positively.

Questions

Response

Integrating into the neighbourhood		
<p>I. Connections: Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?</p>	<p>Ia Where should vehicles come in and out of the development?</p>	<p>Vehicles will enter the site from the Southern Access Road West (SARW) to the south and connect into the approved movement network within Northstowe Phase 2 to the north. There is also the potential for the Southern Access Road East to connect into Dry Drayton Road, if a need is identified through a monitor and manage approach.</p> <p>There will be segregated pedestrian and cycle routes along all primary and secondary roads within the site to encourage active and sustainable travel. The proposed routes will connect into the Phase 2 movement network and the wider Public Right of Way network to create an integrated and comprehensive strategy for the town and its surrounds. The cycleways will be located adjacent to the carriageways to ensure that cyclists have priority at junctions, thus improving safety and ease of movement through the site.</p> <p>The new streets form a permeable movement network through the site. This Phase will form the main approach to Northstowe from the B1050 and Dry Drayton Road to the south, connecting through to Phases 1 and 2 to the north. The vehicular movement network does not connect directly into the settlements of Longstanton and Oakington to respect their identity as individual villages, however permeability is provided through the pedestrian and cycle network, which allows for sustainable travel between the new town and the existing settlements.</p> <p>The proposed pedestrian and cycle network connects into the existing settlements of Longstanton and Oakington as well as further afield to Cambridge City Centre. A historic connection between Longstanton and Oakington will be reinstated as part of the scheme, improving connectivity between the two villages as well as providing a direct link to Phase 3A's Local Centre. Proposed footpaths within the site connect into established Public Rights of Way within Longstanton and Oakington, enhancing connections between the settlements. A key priority for the scheme has been to ensure the movement networks in Phase 2 and 3A are integrated to ensure ease of travel throughout the town.</p>
	<p>Ib Should there be pedestrian and cycle only routes into and through the development? if so, where should they go?</p>	
	<p>Ic Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?</p>	
	<p>Id How should the new development relate to existing development? What should happen at the edges of the development site?</p>	

<p>2. Facilities and services: Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?</p>	2a	Are there enough facilities and services in the local area to support the development? If not, what is needed?	Northstowe's Town Centre within Phase 2 will provide a range of employment, leisure and commercial services and facilities which complement those provided within the adjacent settlements of Longstanton and Oakington. Longstanton and Oakington have a range of local services and facilities between them that are easily accessible from Phase 3A through the connected footpath and cycle networks. Due to the scale of Phase 3A further provision of retail, commercial and employment space is required to support the population. A Local Centre, which will support instead of compete with the Town Centre in Phase 2, will provide local retail, commercial and employment space. The flexibility of the space provided has been considered to account for potential future changes in the approach to work spaces.
	2b	Where new facilities are proposed, are these facilities what the area needs?	An Economic Development Strategy has identified the suitable uses for the Local Centre, taking into account the existing provisions within Northstowe Phase 2 Town Centre, Longstanton, Oakington and other commercial and economic centres in the wider region. Phase 3A provides a Local Centre which will accommodate commercial and community space to support the provision within the Phase 2 Town Centre. Secondary mixed-use zones have also been identified in key locations across the site, allowing for future changes in employment patterns and enabling local shops, cafés and small businesses to set up in key zones of activity.
	2c	Where new facilities are proposed, are these new facilities located in the right place? If not, where should they go?	Phase 3A Local Centre is proposed at the centre of the development ensuring it is easily accessible for the new and existing residents. It sits at the heart of the movement network for the site.
	2d	Where new facilities are proposed, does the layout encourage walking, cycling or using public transport to reach them?	The busway passes the Local Centre, with direct views to the retail and mixed-use buildings overlooking the public square that will form the focal point for the development. The Local Centre is accessible via public footpaths and cycle routes provided along the primary streets.
<p>3. Public transport: Does the scheme have good access to public transport to help reduce car dependency?</p>	3a	What can the development do to encourage more people (both existing and new residents) to use public transport more often?	The masterplan has been developed to encourage 'green' transport methods. The extension of the Cambridgeshire Guided Busway through Phase 3A encourages use of public transport and the permeable pedestrian, cycle and bridleway network facilities ensure any public transport stops are easily accessible. In addition, local bus services would also be routed through the development to improve connectivity between Longstanton, Oakington, Northstowe and surrounding settlements via public transport.
	3b	Where should new public transport stops be located?	Public transport routes will be integrated into the movement network to ensure that at least 80% of homes are within easy walking distance (400m) of at least one public transport stop.
<p>4. Meeting local housing requirements: Does the development have a mix of housing types and tenures that suit local requirements?</p>	4a	What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing?)	A full range of housing types will be provided in line with the local housing need.
	4b	Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?	A range of housing types and tenures will be provided within Phase 3A, accommodating for people of all ages and abilities including affordable homes for rent and purchase, self-build and custom build housing to help establish a mixed community. The housing provided will be tenure-blind.
	4c	Are the different types and tenures spatially integrated to create a cohesive community?	The different types and tenures will be appropriately integrated into the neighbourhoods to ensure a cohesive community.
<p>Creating a place</p>			
<p>5. Character: Does the scheme create a place with a locally inspired or otherwise distinctive character?</p>	5a	How can the development be designed to have a local or distinctive identity?	The proposed development of Phase 3A draws on the intrinsic characteristics of the site to create areas of distinctive identity. Retained tree belts, the Military Lake and the alignment of the former runway are some of the features that have defined different character areas within the development. Variety in the design approaches reinforces defined areas of character, for example with regards to building height and density.
	5b	Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?	The development will draw on the overarching design principles set out in the Design Codes for Phases 1 and 2 to ensure the town forms a coherent whole. Northstowe will have its own, distinctive identity as a new town.
<p>6. Working with the site and its context: Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?</p>	6a	Are there any views into or from the site that need to be carefully considered?	The privacy of the existing residents in Longstanton and Oakington has been considered in the development of the masterplan. The tree belts along the boundary with Oakington have been retained within an area of landscaping to respect the privacy of the existing dwellings here. The Guided Busway runs along the eastern boundary of the site, visually separating the site from the fenland landscape beyond.
	6b	Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?	A number of existing tree belts have been retained as part of the proposals for Phase 3A. It is envisaged that a number of individual trees will be retained, for example within garden plots, as part of the detailed design process. The Military Lake has been retained to the south of the site and forms one of the landscape landmarks for the Phase. This lake has been carefully integrated into the development proposals to respect its ecological value.
	6c	Should the development keep any existing building(s) on the site? If so, how could they be used?	There are no existing buildings within the boundaries of Phase 3A. The pillboxes on the site have been retained as part of the proposals and integrated into the network of green infrastructure.

7. Creating well defined streets and spaces: Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	7a Are buildings and landscaping schemes used to create enclosed streets and spaces?	Building heights and densities have been defined relative to the size of the street or open space they overlook to provide appropriate levels of enclosure. The street hierarchy within the site is defined by different levels of tree planting and enclosure to ensure a legible movement network.
	7b Do buildings turn corners well?	The development blocks have been designed to ensure that there are no 'dead frontages' overlooking streets where corners occur. This will be further refined at the detailed design stage.
	7c Do all fronts of buildings, including front doors and habitable rooms, face the street?	Buildings will overlook the streets and spaces throughout the development, ensuring there is passive surveillance of the public open space and thus improving safety.
8. Easy to find your way around: Is the development designed to make it easy to find your way around?	8a Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?	The development has been designed to have a distinctive street hierarchy that runs through different character areas to improve wayfinding. Public open spaces, such as Mill Road Linear Park, the Military Lake and Runway Lake provide key points of interest within the green network, with the Local Centre sitting at the heart of the development and providing the focal point for the Phase. These landmarks, in combination with the different design approaches to the distinct character areas, will improve wayfinding through the Phase.
	8b Are there any obvious landmarks?	As stated above, there are a series of landmarks both within the green infrastructure network and within the built development that will aid wayfinding through the Phase.
	8c Are the routes between places clear and direct?	The movement network follows desire lines, for example between the Linear Park and the Primary School/Local Centre to ensure that pedestrian and cycle routes are direct and easily navigable.
Street and home		
9. Streets for all: Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?	The streets have been designed to ensure safety for all users, with segregated cycleways and footpaths along all primary and secondary streets. Appropriate speed limits will be enforced to ensure the safety of the users. The Central Avenue has a central reservation on entrance to the site from the south, which will comprise landscaping and tree planting, to slow traffic speed and clearly mark the entrance into the town. Smaller residential streets will prioritise pedestrian and cycle movement, with shared paving treatment, on-street parking and appropriate landscaping incorporated into the streetscape to ensure slow vehicular movement.
	9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse	Within the residential blocks, shared paved surfaces will be carefully designed to prioritise pedestrians and cyclists and allow for the safe recreational use of the space by the residents. Public private boundaries will be developed to encourage social interaction and active frontages onto the street.
10. Car parking: Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	10a Is there enough parking for residents and visitors?	The development proposes a range of different parking solutions to anticipate future changes in car ownership and usage. Parking is provided both on-plot within integral garages and driveways and off-plot within the public realm. The different parking approaches have been developed relative to the densities of the neighbourhoods, for example more on-plot parking is provided in lower density, looser development whereas more urban neighbourhoods can support on-street and communal parking spaces.
	10b Is parking positioned close to people's homes?	The range of parking solutions means that some of the parking is within the curtilage of people's homes, whereas some is on-street or within a communal car park further removed from the property. The masterplan allows for disabled and accessible parking to be provided where required.
	10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?	The masterplan demonstrates how communal parking courtyards could be approached if necessary, with the incorporation of dwellings into these spaces to ensure they are overlooked.
	10d Are garages well positioned so that they do not dominate the street scene?	The Illustrative Masterplan allows for a range of housing typologies to be used to ensure garages do not dominate the streetscene at ground level.

11. Public and private space: Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?	11a What types of open space should be provided within this development?	<p>The scale of the development means that a wide range of open spaces have been provided to accommodate for people of all ages and abilities. The development provides substantially more open space than required by policy to support its role as a Healthy New Town; encouraging contact with nature and creating varied opportunities for everyone to adopt a more active lifestyle either by playing, walking, sitting or engaging in sporting activities.</p> <p>There is a need for play facilities for children and teenagers, which has been met through the formal provision of LAP's, LEAP's and a NEAP as well as the provision of semi-formal sport including a BMX track. These facilities are provided throughout the development, with no house more than 3 minutes from a green space, that in turn links into the network of green infrastructure running through the Phase.</p> <p>A maintenance strategy will be developed for the proposed open spaces at the detailed design stage. One of the options the Applicant is currently looking at for an earlier phase is a community land trust.</p>
	11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?	
	11c How will they be looked after?	
12. External storage and amenity: Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?	12a Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?	<p>The masterplan allows for flexibility in the housing typologies so that bin stores can be integrated at the detailed design stage subject to future coding.</p>
	12b Is access to cycle and other vehicle storage convenient and secure?	<p>As referred to in Section 6.4.7 of the DAS, the vision for the development is to provide suitable cycle parking infrastructure to allow residents to own and conveniently use cycles for everyday transportation. The cycle parking will be conveniently located and designed in line with the Cycle Parking Standards of SCDC subject to future coding.</p>

