

Appendix 3 Design Code condition text

‘Design Code’

The Design Code shall be prepared for all Key Phases in accordance with the approved plans and documents listed under Condition 7:

It shall include both strategic and more detailed elements.

The Design Code shall explain its purpose, structure and status; indicate who should use the document and how to use it; set out the mandatory and discretionary elements and be clear how these apply. *see Section 1*

Where relevant the Design Code shall address the interface with adjoining areas, whether they have already been subjected to design coding or not, and indicate appropriate cross boundary design responses, both within the Application Site and across the Allocated Site (Policy SS6 of the South Cambridgeshire Local Plan).

The Design Code shall include, as relevant to the Key Phase:

- a) The vision for the Key Phase. This should clearly articulate how the Key Phase contributes to the realisation of the Vision for the Site as a whole, as articulated in the DAS Supplement (May 2018), with emphasis upon the overall framework for movement, land use and landscape. The framework for development should be presented within the context of the Application Site and the wider area; *see Section 2.1*
- b) The Design Code shall include a ‘Regulatory Plan’ that establishes the framework for development within the Key Phase. The Regulatory Plan is the key plan associated with the Design Code and the content of the plan and its associated key will guide the structure of the Design Code; *see Section 1.7*
- c) A movement hierarchy for the Key Phase (which is to secure a legible, permeable and connected network), and the principles and extent of the highway that would potentially be offered for adoption (the extent of adoption will be agreed following

Reserved Matters approval); *see Section 3*

d) Typical street cross-sections which will include details of tree planting, landscaping, service runs, traffic calming and on street parking; *see Section 3.5*

e) How the design of the streets and spaces will address the needs of all users and give priority to sustainable travel; *see Section 3.3*

f) Principles to guide block structure and built form including design principles to address the relationships between land use; height and mass; primary frontages; pedestrian access points; fronts and backs; threshold definition; important buildings/groupings; building materials and design features; *see Section 5.2*

g) The approach to retention, alteration and integration of existing buildings in accordance with the relevant, approved Spatial Principles and retention of the memorial garden; *see Section 4.1*

h) Where taller buildings/structures are to be required or encouraged (at the maximum parameter height) these should be justified with reference to the approved Spatial Principles (October 2018) and Design Principles set out in the DAS Supplement (October 2018). The contribution of these elements to townscape and wider views should be assessed. The approach to, and scope, of this assessment should be agreed with the local planning authority; *see Section 5.5*

i) The approach to the design, location and incorporation of ancillary infrastructure/buildings (such as substations, pumping stations, utility cabinets, pipes, flues, vents, meter boxes, external letterboxes, required by statutory undertakers as part of building design) and the routing of utilities; *see Section 3.11*

j) The approach to vehicular parking across the phase including the location and layout of parking for people with disabilities and for each building type, including the approach that will be adopted to access points into, and the ventilation of, any undercroft/ underground parking or any separate parking structures; *see Section 3.9*

k) The approach to cycle parking for all uses and for each building type, including guidance on the distribution (resident/visitor parking and location in the development), type of rack, spacing and any secure or non-secure structures associated with the storage of cycles; *see Section 3.7*

l) The approach to the landscape framework including the integration of existing retained landscape features and new structural planting in the key public open spaces and along the primary and secondary streets. Guidance on tree/planting specification. As the site lies within the Cambridge Airport Safeguarding Zone guidance should be provided upon appropriate measures to design and manage landscape features to limit the risk of bird strike, with cross reference to the Ecological Management Plan; *see Section 4.4.5*

m) The provision of outdoor sports and children's play space provision including the formal playing fields and any Neighbourhood Equipped Area for Play (NEAP), Local Equipped Play Area for Play (LEAP) and Local Area of Play (LAP) with reference to the relevant open space/play space guidance and standards extant at that time; *see Section 4.1.2*

n) The approach to the treatment of footpaths, cycleways and bridleways through the site; *see Section 3.3*

o) The conceptual design and approach to key public spaces including the integration of public art (identifying appropriate locations) and guidance on materials, signage, utilities and any other street furniture; *see Section 4.1.6*

p) A lighting strategy and how this will be applied to different areas of the development with different lighting needs, so as to maximise energy efficiency, minimise light pollution and avoid street clutter; *see Section 4.4.3*

q) The approach to recycling provision for all building types; *see Section 3.10*

r) Measures to demonstrate how the design can maximise resource efficiency and climate change adaptation through external, passive means, such as landscape,

orientation, massing, and external building features; see *Section 5.16*

s) Design features to support biodiversity and ecological enhancement aligned with the relevant Key Phase Ecological Management Plan; see *Section 4.1.1*

t) Measures to minimise opportunities for crime; and see *Section 2.3*

u) Details of the proposed design review procedures and circumstances where design review will be undertaken. see *Section 1.5*