

DEVELOPMENT MANAGEMENT COMMITTEE 16th DECEMBER 2024

Case No: 22/80374/COND
Proposal: Discharge of condition 10 (Key Phase 3 Framework) for 1201158OUT
Location: Alconbury Airfield, Ermine Street, Little Stukeley, PE28 4WX
Applicant: Urban&Civic – Mr Joe Dawson
Grid Ref: (E) 519713 (N) 276509
Date of Registration: 28/11/2022
Parish: The Stukeleys

RECOMMENDATION –

Delegated powers to APPROVE subject to resolution of any outstanding consultee comments and subject to Officer support of parts (b) to (i) of condition 10.

This application is referred to the Development Management Committee (DMC) at the request of the Chief Planning Officer to seek approval of the Design Code in accordance with condition 10(a) of the outline consent and its subsequent use as a material consideration in the determination of reserved matters applications.

1. DESCRIPTION OF SITE AND APPLICATION

- 1.1 This site relates to an area of Alconbury Weald, which has outline consent under application ref. 1201158OUT (as amended by application ref. 22/00754/NMA) and was subject to a S106 agreement and various planning conditions, allocated within the Development Plan under policy SEL1.1. Development at Alconbury Weald is subject to site wide parameter plans (approved as part of the outline consent and Non-Material Amendment) that set the overall framework of the development.
- 1.2 This area of Alconbury Weald comprises the northern part of the former RAF airbase, including the central runway and a number of tree clusters forming part of the Hill Wood and Long Coppice County Wildlife Site. There are 8no. listed buildings, including 4no. Grade II* hangars, 1no. Grade II* bunker, 1no. Grade II refueller vehicle shelter, 1no. Grade II support building and 1no. alert facility building. The majority of these buildings are located in a close cluster as part of a defined Heritage Area, with the support building being located close to the west of that area and the alert facility being to the western edge of the proposed phase, within the Established Employment Area and Enterprise Zone.
- 1.3 Development at Alconbury Weald follows a 3-tiered approach with the outline consent and associated documents forming Tier 1, subsequent 'Key Phases' as Tier 2 and then the detailed elements falling under

reserved matters are known as Tier 3. The S106 Agreement secures a number of elements of the permission and includes, amongst other requirements, the definition and delivery of Strategic Green Spaces, Affordable Housing and Education provision.

- 1.4 Condition 10, as a whole, is set out below. For the avoidance of doubt, only part a) of the condition is referred to members for consideration. All other matters remain delegated to officers for determination.

Key Phase Framework

Following approval of the definition of the Key Phase, and prior to the submission of the first Reserved Matters within the Defined Key Phase (other than any already submitted/approved as a reserved matter outside a Key Phase under condition no.15 below) the following shall be submitted to and approved in writing by the Local Planning Authority, in relation to the Defined Key Phase, where required;

a) A Design Code or Design Brief, in accordance with the scope agreed.
b) An indicative sequencing plan to set out how reserved matters applications within the Key Phase may be brought forward.

c) A written scheme of archaeological investigation. This shall include a programme of archaeological works including (i) details of fieldwork; (ii) post excavation assessment; and (iii) post excavation analysis including preparation of site archive ready for deposition at a store approved by the Local Planning Authority; completion of an archive report; and the submission of a publication report. Implementation of the archaeological works shall proceed in accordance with the approved scheme.

d) Where the material approved under condition No.9 proposes that a School be provided within the Key Phase or within the timescale of the Key Phase Delivery Plan, a plan identifying the site(s) and access arrangements.

e) A Key Phase Transport Assessment adopting the scope agreed under condition No.9f above. This shall demonstrate that the level of transport movements likely to be generated by the quantum of development approved under condition No.9b, which, taking account of other Key Phases already defined (including the indicative Phase 1 assessed as part of the Transport Assessment submitted with the outline application), the progress of the development, monitoring of transport movements and existing and anticipated capacity on the highway network, and applying any proposed mitigation measures, is unlikely to give rise to a severe effect on the highway network.

f) As identified in the Key Phase Transport Assessment; (i) a transport mitigation scheme comprising measures proposed with proposals for trigger events for the delivery of the measures (including any proposals for the periodic review of such measures) and (ii) a package of Key Phase Travel Plan measures in accordance with the Framework Travel Plan; and (iii) a package of traffic monitoring and surveys for the Key Phase.

g) A Delivery Plan taking account of performance to date (including the discharge of obligations in respect of Reserved Matters Area Advanced Outside a Key Phase which lie within or adjoin the Defined Key Phase) setting out the proposed delivery programme in relation to each of the following as may be proposed within the Key Phase;

i. Any School(s) (and, if appropriate, any temporary provision) stating the likely programme for the offer of the school site and payments (as appropriate) as required by the Section 10 agreement and based on the school delivery programme (phase, if appropriate) for the relevant School within the Section 106 agreement

- ii. In order that the open space principles as defined in the Section 106 agreement are satisfied, strategic open space (including outdoor sports provision) stating the delivery programme for the relevant space which shall provide for the opening for use of the of the relevant space by the relevant backstop dates for provision, as set out in the Section 106 agreement.
 - iii. In order that the open space principles as defined in the Section 106 agreement are satisfied, any mega play space (including detailed design and full details of all adventure play and equipment areas, including surfacing materials).
 - iv. In order that the open space principles as defined in the Section 106 agreement are satisfied, any other open space or outdoor sports (and, if appropriate, any temporary provision) stating the delivery programme in order to meet the requirements of condition No.4 in relation to the Spatial Principles.
 - v. Any community and sports facilities (and, if appropriate, any temporary provision) stating the delivery programme with proposals for milestones within the Key Phase in order to meet the requirements of condition No.4 in relation to the Spatial Principles and to meet delivery events for the library and health facilities as set out in the Section 106 agreement.
 - vi. Any Early Years provision, to be promoted in accordance with the provisions of the Section 106 agreement.
 - vii. Primary services and drainage infrastructure including SuDS and water management infrastructure.
- h) Supplements to the Site Wide Strategies to address any phase specific requirements, not other address in the Design Code/Design Brief, and as required.
- i) A Sustainability Statement setting out the sustainability targets for the phase of development in terms of energy, waste and water and drainage.

- 1.5 The submission of a Design Code or Design Brief is required by condition 10 of the outline permission to be submitted and approved prior to the commencement of each phase of the development, amongst other requirements. This forms part of a two-stage approach, in which a definition of the Key Phase must first be submitted and approved that sets the parameters for the phase, including the quantum of development needed and the timing of infrastructure requirements; the requirement for this is set out by condition 9 of the outline consent. The definition for this Key Phase, (Key Phase 3 (KP3)) was approved under application ref. 21/80384/COND and incorporates the following land uses;
- 96,700m² of employment floor space within Use Classes B1 & B2 (not including the additional 43,849m² already delivered within KP3 in accordance with application ref. 16/01066/REM)
 - 2no. 2FE Primary Schools, with the potential for an additional 1FE provision
 - The Heritage Area, the full details of which are to be agreed in accordance with condition 26 of the Outline Planning Permission (ref. 1201158OUT)
 - Up to 15.67ha of formal sport provision
 - Informal Open Space, together with relevant Areas of Play, as per the requirements of the S106 agreement.
 - Up to 5000m² of retail floor space falling within Use Classes A1 to A5 (inclusive)

- Up to 8200m2 of community floor space falling within use Classes D1 and D2.
- Up to 2168 dwellings

1.6 This application seeks approval for the Framework that forms KP3. The Design Code is a large document containing approximately 300 pages. It is available to view on the Council's Public Access website under reference 22/80374/COND at the link below. Plans attached to this agenda item relate to a limited number of pages within the Design Brief, and the Regulatory Plan.

Public Access - <https://publicaccess.huntingdonshire.gov.uk/online-applications/>

What is a Design Brief/Code?

1.7 Design Briefs and Design Codes are a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the brief should be proportionate and build upon a design vision, such as a masterplan or other design and development framework for a site or area. Their content should also be informed by the 10 characteristics of good places set out in the National Design Guide. (PPG Paragraph: 001 Reference ID: 26-001-20191001). These 10 characteristics are:-

- Context – enhances the surroundings;
- Identity – attractive and distinctive;
- Built form – a coherent pattern of development;
- Movement – accessible and easy to move around;
- Nature – enhanced and optimised;
- Public spaces – safe, social and inclusive;
- Uses – mixed and integrated;
- Homes and buildings – functional, healthy and substantiable;
- Resources – efficient and resilient;
- Lifespan – made to last.

1.8 Paragraph 129 of NPPF 2023 states that “Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code.”

1.9 The aim of a Design Code is to provide clarity over what constitutes acceptable design quality for a particular site or area; Design Codes should however not hinder deliverability of the development and must also be flexible enough to ensure that they remain appropriate throughout the construction period of the development, and beyond.

1.10 Design Codes and Design Briefs are not new to Huntingdonshire, with Alconbury Weald, Wintringham Park, Brampton Park, Bearscroft, Loves Farm 1 and Loves Farm 2, and Ermine St South, all having Design Code(s) for their respective development.

1.11 The Design Code has been prepared by master developer Urban&Civic in consultation with the District Council's Urban Design Officer and aims to achieve a high-quality development by setting phase-wide design requirements that each subsequent reserved matters submission should

comply with. These design requirements are derived from the principles set out in the outline planning permission as part of the Design and Access Statement and inform the detailed design of each phase that will come forward as 'reserved matters' submissions, having regard to the adopted Huntingdonshire Design Guide and current national and local policy. By bridging the 'gap', the Design Code gives certainty as to how this Key Phase will be developed, helping avoid potentially uncoordinated piecemeal and fragmented consideration and delivery of the development which could occur without a Design Code.

- 1.12 It is a requirement of condition 10 of the outline planning permission for the Design Code to be broadly in accordance with the principles contained in the Design and Access Statement and, as per note 40 on the decision notice of the outline planning permission, to include the following;
- a) A regulatory plan that establishes the framework for the development within each Key Phase. The regulatory plan is the key plan associated with the Design Code of Design brief, and the content of the plan and its associated key will inform the structure of the Design Code or Design Brief;
 - b) The character, mix of uses and density established through the parameter plans at the outline stage to include the block principles and the structure of public spaces;
 - c) The street hierarchy, including the principles of adopting highway infrastructure, and typical street cross sections;
 - d) How the design of the streets and spaces takes into account mobility and visually impaired users;
 - e) Block principles to establish use, density and building typologies. In addition, design principles including primary frontages, pedestrian access points, fronts and backs and perimeter of building definition;
 - f) Key groupings and other key buildings including information about height, scale, form, level of enclosure, building materials and design features;
 - g) The conceptual design and approach to the treatment of the public realm;
 - h) Approach to the incorporation of ancillary infrastructure such as pipes, flues, vents, meter boxes, fibres, wires and cables required by statutory undertakers as part of building design;
 - i) Details of the approach to vehicular parking;
 - j) Details of the approach to cycle parking for all uses and for each building type, including 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.
 - k) The approach to the character and treatment of landscape features and the structural planting to the development areas;
 - l) The approach to the treatment of any hedge or footpath corridors and retained trees and woodlands;
 - m) The conceptual design and approach to sustainable drainage management and how this is being applied to the built-up area to control both water volume and water quality including specification of palette of sustainable drainage features to be used, and planting strategies to enhance biodiversity and improve water quality as much as possible before discharge into ponds and basins;
 - n) The conceptual design and approach of the public realm to include public art, materials, signage, utilities and any other street furniture;
 - o) The conceptual design and approach to the 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;

p) Details of waste and recycling provision for all building types and underground recycling points.

q) Measures to demonstrate how opportunities to maximise resource efficiency and climate change adaptation in the design of the development will be achieved through external, passive measures, such as landscaping, orientation, massing and external building features;

r) Details of measures to minimise opportunities for crime;

s) Details of Design Code or Design Brief review procedure and of circumstances where a review shall be implemented.

t) The Design Code or Design Brief that relations to Development Area 3 shall have a specific regard to the setting of Prestley Wood.

1.13 The Design Code takes the form of a written document with illustrations, specific mandatory 'Coding Principles' elements and discretionary design guidance on these matters that future development should adhere to.

1.14 The Design Code includes all elements of the built environment including:

- spatial components that take up land, including Green Infrastructure (open spaces and landscaping), Movement and Access (roads, paths and cycle routes), Commercial and Residential Built Form (the buildings) and Community Uses Built Form.
- non spatial components including elements such as architectural detailing, building materials, surfacing materials, street furniture, boundary treatment, public art and tree planting, and technical guidance on matters including parking provision, bin and cycle storage, water management and ecological enhancement.

1.15 As per Condition 10, a Design Code Compliance Checklist is included within the Design Code. Applicants will be required to submit this alongside each Reserved Matters Applications for the site. Future proposals will be expected to demonstrate full compliance with the Design Brief unless an explanatory statement which details the planning and place making benefits associated with the scheme can justify non-compliance.

2. NATIONAL GUIDANCE AND POLICY AND RELEVANT LEGISLATION

2.1 The National Planning Policy Framework 2023 (NPPF) sets out the three economic, social and environmental objectives of the planning system to contribute to the achievement of sustainable development. The NPPF confirms that 'So sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development...' (para. 10). The NPPF sets out the Government's planning policies for, amongst other things:

- delivering a sufficient supply of homes;
- achieving well-designed places;
- conserving and enhancing the natural environment;
- conserving and enhancing the historic environment.

2.2 The National Planning Practice Guidance (NPPG), the National Design Guide 2019 (NDG) and the Noise Policy Statement for England (NPSE) are also relevant and a material consideration.

2.3 For full details visit the government website [National Guidance](#).

2.4 Relevant Legislation;

- Planning and Compulsory Purchase Act 2004
- Town and Country Planning Act 1990 (as amended)
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Ancient Monuments and Archaeological Areas Act 1979

3. LOCAL PLANNING POLICIES

3.1 Huntingdonshire's Local Plan to 2036 (Adopted 15th May 2019)

- LP2 Strategy for Development
- LP3 Green Infrastructure
- LP7 Spatial Planning Areas
- LP11 Design Context
- LP12 Design Implementation
- LP13 Placemaking
- LP14 Amenity
- LP17 Parking Provision and Vehicle Movement
- LP30 Biodiversity and Geodiversity
- LP31 Trees, Woodland, Hedges and Hedgerows
- LP34 Heritage Assets and their Settings
- SEL 1.1 Former Alconbury Airfield and Grange Farm

3.2 Stukeleys Neighbourhood Plan (Made July 2023)

- Policy 3 – Strategic Development Delivery
- Policy 4 – Community Engagement
- Policy 5 – Community Facilities
- Policy 6 – Local Green Space
- Policy 7 – Green Infrastructure Network in Alconbury Weald

3.3 Supplementary Planning Documents (SPD)

- Huntingdonshire Landscape and Townscape Assessment – Adopted 2022
- Huntingdonshire Design Guide – Adopted 2017
- Cambridgeshire Flood and Water SPD – Adopted 2017
- RECAP Waste Management Design Guide (CCC SPD) – Adopted 2012
- Developer Contributions – Adopted 2011 (Costs updated annually)

3.4 For full details visit the Council's website [Local policies](#).

4. PLANNING HISTORY

4.1 1201158OUT - Up to 290,000 sqm of employment floor space, including data storage and a materials recovery demonstration centre and up to 5,000 dwellings, including sheltered/extra care accommodation; a mixed use hub and mixed use neighbourhood facilities, including retail, commercial, leisure, health, place of worship and community uses; non-residential institutions including primary schools, nurseries, a secondary school and land reserved for post 16 education provision; open spaces,

woodlands and sports provision; retention of listed buildings; new vehicular access points from Ermine Street and the A141, with other new non-vehicular access points; associated infrastructure; reserve site for a railway station and ancillary uses; and associated demolition and groundworks. Approved. 01/10/2014.

- 4.2 1408820COND – Key Phase 1 Definition – Condition information for 1201158OUT – C7, C8, C9, C17, C21, C27 and C28. Approved. 08/12/2014.
- 4.3 19/80094/COND – Key Phase 1 Expanded Framework – Conditional Information for 1201158OUT: Condition 9: Amended Key Phase 1 definition. Condition 10: Amended Key Phase Framework a) Design Code b) Indicative Sequencing Plan c) Archaeological Investigation d) School Site Plan e) Key Phase Transport Assessment f) Key Phase Travel Plan & Mitigation Strategy g) Delivery Plan h) Site Wide Strategy Supplements (Water, Ecology & Code of Construction Practice) and i) Sustainability Statement. Approved. 17/11/2020.
- 4.4 23/80349/COND – Key Phase 2 Framework – Discharge of condition 10 (Key Phase 2 Framework) for 1201158OUT. Approved. 26/09/2024.
- 4.5 21/80384/COND – Key Phase 3 Definition - Conditional Information for 1201158OUT: C9 (Key Phase 3 Definition).
- 4.6 19/01320/S73 – Variation of conditions 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 18, 20, 24, 26 and 28 for application 1201158OUT - Amended wording (see covering letter, appendix 1). Approved 27/09/2024.
- 4.7 19/01341/OUT – Outline planning permission (all matters reserved) for a mixed-use phased development to include - residential development of up to 1,500 dwellings (C2 and C3), local centre including retail and community facilities (A1-A5 and D1), open space, play areas, recreation facilities, landscaping, associated demolition, ground works and infrastructure. Approved 27/09/2024.
- 4.8 22/00754/NMA – Application for Non-Material Amendment to 1201158OUT - Revise Parameter Plan and Development Specification to (i) Relocate 'The Hub' within the site, (ii) Expand open space adjacent the secondary school and relocate employment floorspace to other parts of the Enterprise Zone and (iii) Adjust indicative locations of second and third primary schools, together with associated amendments to Conditions 4, 14, 24 and 26 to update the drawing reference of the Parameter Plan. Approved 01/06/2022.

5. CONSULTATIONS

Officer Note – The following summarised consultations as set out only include comments relevant to the Design Code. Matters and comments relating to other requirements under condition 10 are not included.

- 5.1 Stukeleys Parish Council (copy attached) – SPC considers that the information provided is appropriate to enable the discharge of C10 and expects that the current high standard of design and public realm in KP1 will be maintained in KP3.

- 5.2 Urban Design Officer – Support. The revised Design Code will provide a suitable framework to support a high quality of design that responds to the important features and constraints within the site and enables a cohesive design strategy across this Key Phase.
- 5.3 HDC Landscape Officer – Recommend details are provided on the character of landscapes within areas to ensure they are designed to reflect their aspiration and are not inappropriately restrictive in their planting mix. Much of the greenways are linear and narrow, and consideration should be given to their width and capacity for use and planting to ensure they are functional. It is recommended clarity is added to indicative planting lists to ensure they are taken as indicative, not prescriptive. *(Officer note; Comments received in response to an earlier revision of the Design Code. Subsequent amendments have been made, including to address these comments, but updated comments are not available.)*
- 5.4 HDC Conservation Officer – Having reviewed the submission alongside the Urban Design Officer who is aware of the heritage and design implications, and noting the separate requirements for the Heritage Area Action Plan through the outline consent, comments are deferred to Urban Design on this application.
- 5.5 CCC Education – Note some of the elements in the Design Code relating to the schools cannot be committed to and will be led by the needs of the school and relevant national design guidance. No objections to the locations of the primary schools though note that Primary School 3 is close to the industrial area which may raise noise concerns. *(Officer note; Comments received in response to an earlier revision of the Design Code. Subsequent amendments have been made, including to address these comments, but updated comments are not available.)*
- 5.6 CCC Rights of Way – Support the perimeter bridleway that connects into the right Rights of Way network, and the proposed bridleway designs at a 3m pathway and 3m grass verge.

6. REPRESENTATIONS

Officer Note – While the following comments have been included for completeness, officers note they do not relate to matters that form part of the Design Code.

- 6.1 6no. objections received (from 1no. property address), raising the following summarised material points;
- Delivery vehicles currently park offsite on the surrounding roads in dangerous locations, restricting visibility and leaving debris on the roads.
 - Works should be carried out to prevent inappropriate parking in the wider road network.

7. ASSESSMENT

- 7.1 As determined under application 21/80384/COND a Design Code (rather than a Design Brief) is considered the appropriate approach to setting the design principles of this Key Phase as this phase

incorporates a substantial level of built form and wide variety of uses and development types.

- 7.2 The Design Code is set out in ten chapters, including the introduction and appendices. Officers have approached the assessment below on the basis of those chapters. The Design Code is also accompanied by a Regulatory Plan that sets out how the development
- 7.3 The main issue to consider in the determination of this application is whether the submitted Design Code accords with the broad principles in the Design and Access Statement and the coding matters as required in Note 40. The Brief shall also conform with the approved Parameter Plans that form part of the outline consent, as amended by 22/00754/NMA.

Introduction, Context & Site Wide Strategies

- 7.4 The Outline Planning Permission (OPP) established a set of design principles used to support design quality across the development, which will underpin the more detailed designs as the development progresses, and which will support the development of the vision for each phase. Within the introductory sections of the Design Code is the context of the Code itself, providing guidance on how it is to be used and the design vision for this phase of the development. The first two sections also provide context for the development itself, in terms of its local and regional position and surrounding character, having regard to earlier phases and how the site as a whole is progressing.
- 7.5 The Design Code sets out a number of mandatory requirements (identified through use of “**must**” and/or “**must not**”), and recommendations (identified through use of “**should**”) in order to guide and direct built development. All Reserved Matters Applications will be required to set out how they have accorded with these requirements. In the event that it is not possible to accord with a mandatory requirement there is an opportunity for an applicant to demonstrate why that is not possible, and such justification will be considered on its merits.
- 7.6 A number of site wide strategies underpin Alconbury Weald as a whole, setting out the approach to technical matters, as well as management and maintenance of infrastructure within the site. Where addendums are needed to the site wide strategies these are also submitted as part of other conditional requirements, but reference is made within the Design Code as appropriate to ensure any design requirements are integrated. In particular, a number of sustainable building design requirements are necessary, both to meet the requirements of other conditions, and due to changes in building regulations. While these are not before members as part of this agenda item it is highlighted that they have formed part of the consideration of the wider conditional requirements and the design implications are integrated into the Design Code.
- 7.7 The context section of the Design Code also highlights how KP3 fits together with earlier phases, and how it is intended to provide connection to future phases, particularly in respect of public open space, ecological corridors and movement and access arrangements. It also provides indicative delivery areas, noting the nature of the master developer approach within this site, in that Urban&Civic deliver the infrastructure, with housebuilders developing individual parcels.

- 7.8 On the whole, the Introduction and Context & Site Wide Strategy sections of the Design Code are considered to provide a robust contextual setting for the development and clearly identifies how the Design Code should be used.

Key Groupings

- 7.9 This section of the Design Code identifies four areas within KP3 that are distinct nodes where built form, movement and public realm interweave. They are likely to be destination points and prominent areas of the site that will see large amounts of activity and so require a more bespoke approach to ensure these represent the highest design quality.
- 7.10 The first Key Grouping is Runway Park West, an area of open space to the western end of Runway Park and the main entrance into KP3 from an earlier phase. This area requires marker buildings to its surroundings, providing terminating views on to both residential and employment uses, and creating a consistent, dense building line. This area is also intended to provide a landmark feature within the landscape, having regard to the confluence of the runways at this point and reflecting its heritage, landscape and ecological importance within the overall site.
- 7.11 The second Key Grouping is the Western School Approach. This is one of the primary schools within KP3 and is particularly prominent along the main through road within the site. While the building itself is not openly publicly accessible, it represents a significant destination within the overall site and is required to act as a defining landmark that supports the transition into the residential areas of the development and terminate views along the boulevard.
- 7.12 The third Key Grouping is the Home Zone Crossing. This is a confluence of open spaces within the northern residential area of KP3 that will provide a significant crossing point for non-motorised users. The space will be supported with grand marker buildings at its corners and well landscaped SUDS features to provide a focal point.
- 7.13 The final Key Grouping is part of the Hub, the future local centre providing shops, health and similar facilities to occupants of the site, and located to the eastern edge of KP3 in close proximity to the secondary school. This area is intended to be higher density, with continuous frontages that terminate and direct views to the surroundings, including to the heritage area and to the schools as key destinations.
- 7.14 This section of the Design Code also highlights a small number of requirements for the future primary schools. While these will be matters led by the County Council as education authority, they are highlighted in order to ensure the design approaches do not undermine their position as key destinations and ensure they are developed to be legible and responsive to their surroundings.
- 7.15 Officers consider the Key Grouping chapter of the Design Code suitably identifies the key areas of the phase that require specific design responses, having regard to their position as key destinations and transitional spaces.

Landscape & Public Realm

- 7.16 This chapter sets out the strategy and approach to green infrastructure within KP3, including formal and informal open space, planting, biodiversity and ecological corridors, and future parks. The overarching strategy is a landscape led, 'nature first' approach to delivering green infrastructure, developing a mosaic of interdependent typologies and uses linking water, woodland and grasslands across the phase and out into the wide landscape.
- 7.17 Within KP3 there are two Strategic Green Spaces, as defined in the S106 that formed part of the outline planning permission. These are Campus Park and Central Park, which together have been merged into Runway Park in order to provide a more holistic approach to open space. The Park runs for approximately 2km within this phase and joins a number of green spaces together, including Central Park within the centre of the site and the sports hub to the north of the Secondary School. This park sits on the location of the former airfield runway, and so will reflect that heritage through its form, material and design.
- 7.18 Runway Park will perform a number of functions, including acting as a landscaped movement corridor for non-motorised users, an ecological corridor, a key element of the SUDS infrastructure and providing public open space. The Design Code sets out how the park will evolve along its length, to provide different types of open space, with more informal elements to the west and more formal to the east, utilising elements of the existing runway and hardstanding.
- 7.19 Runway Park will connect to a number of areas of green space to both the north and south of the development. These will transition into a number of greenways and linear parks that are intended to act as more informal open spaces, offering Active Travel Routes through the site and support biodiversity corridors through varied landscape and planting. These areas will also provide SUDS as appropriate within the wider greenways, as part of the site wide drainage strategies.
- 7.20 Runway Park will also connect to the future sports hub to the eastern edge of KP3. This will be a formal sport provision that will serve the total remaining development within Alconbury Weald. The Design Code requires that this anticipates future Key Phases in its design, such that the planting and layout responds to the need to integrate sports hub with future uses.
- 7.21 This chapter also provides details of landscape proposals within parcels and appropriate planting species, promoting integrated planting designs utilising primarily native species. It is acknowledged that any species will need to have regard to climate change and the threat of disease, such that single species or water demanding species will be generally avoided to promote longevity of planting.
- 7.22 This chapter also identifies those areas of the site that are intended to support and connect to wider habitat designations, particularly in retaining and planting woodlands. There are a number of clusters of existing woodland planting within the site and these will be retained as much as possible and enhanced to provide greater connectivity through the site to the large offsite woodlands.

- 7.23 Principles of street furniture and hardstanding are set out within this chapter of the Design Code. While the final specification of these elements will fall to detailed assessment stages, the general principles seek to establish a consistent and reliable source that will be readily capable of being maintained and will not undermine design quality through clutter or inappropriate designs that do not reflect the position within the site, intended users or the intensity of likely use.
- 7.24 On the whole, it is considered the chapter on Landscape and Public Realm suitably provides for the significant variation in typologies of landscape within the site, accommodating the substantial number of uses that such spaces will need to fill without being prescriptive.

Movement & Access

- 7.25 This chapter sets out the site wide approach to movement across all modes, including how utilities and infrastructure will be utilised to support the movement network, and the tiering of different movement corridors to promote their purpose and role in the overall network. This chapter also contains specific technical standards, having regard to County adoptable road requirements, to support long term maintenance proposals.
- 7.26 In respect of roads, there are seven types, ranging from the primary street that acts as the principle through route for the entire Alconbury Weald site to the smallest cross parcel routes that are primarily to provide access for residents through the site. Some of these are noted as being specific to certain areas or single routes in the site, such as the western estate road providing HGV access to the employment areas, but most cover large areas as part of the delivery strategy to serve residential areas.
- 7.27 Much of the road design is driven by the technical requirements led by the County Council adoptable road specifications in terms of dimensions, visibility requirements, radii, speeds and associated footway/cycleway provisions. Given the variation in the road requirements, each street type is accompanied by a range of illustrative sections and plan views that set out how the roads will function and relate to their adjacent areas. The details of each road type also sets out how street landscaping will be accommodated, including verge details and planting. These will be appropriate to the nature and scale of the roads but are considered to be suitably shown to support the design principles.

Built Form

- 7.28 This chapter sets out the parameters for built form for the residential element of KP3, ranging from details of the density and heights to the layout and architectural approaches to individual plots and details of the elements that will make up those plots. The chapter also includes overarching comments around terminology and accompanying descriptions and illustrations to explain and support use of the Code.
- 7.29 The approach taken reflects the previous Key Phase 1 Design Code, making use of character areas that set different parameters across the site in response to surrounding features (for example woodland blocks, informal or formal open space, the site boundary or the road network).

The character areas comprise parcel edge frontage characters, which relate to the boundaries of each parcel as the more prominent, visually dominant areas of built form, and the parcel interiors, where there is generally more flexibility on approach to enable a responsive design while acknowledging the lesser level of visual prominence and likely public access.

- 7.30 The character areas are broken down into a number of detailed design arrangements, setting out the approaches to details in respect of the building line, spacing between buildings, orientation and position of the buildings, supporting planting, boundary treatments, dwelling typologies, parking arrangements and materials. Each of these are accompanied by illustrations that set out an indication of how these parcel frontages might be development into a detailed design stage.
- 7.31 In respect to the frontage characters, these consist of 10 total areas, generally progressing from more informal character at the edges of the site to more formal characters closer to the centre of Alconbury Weald along the major thoroughfares. Some examples of each of the codes requirements for some of areas have been appended, but the following provides an overview of the intended form of each of these areas;
- Woodland Cluster – A softer, informal character consisting of loosely arranged, large detached dwellings within irregular plots and looking towards internal courtyards or to the surrounding woodlands.
 - Woodland Edge – Low density frontages consisting of generous plots and large dwellings, with large setbacks and gaps to create breaks in the building line, and allow views of the woodlands.
 - Landscape Corridors – Detached and semi-detached dwellings in a stepped arrangements and of varying typologies, fronting the landscape corridors.
 - Home Zones – Consistent building lines and frontages, with high degrees of enclosure and designed as low-traffic areas serving limited numbers of homes.
 - Village Street – Stepped, but strong, building line comprising limited ranges of terraces and narrow gable-fronted detached and semi-detached dwellings.
 - Heritage Park Interface – A constant, and consistent building line with high degree of enclosure fronting the Heritage Area.
 - Inner Runway – Grand set piece groupings of detached and semi-detached dwellings arranged symmetrically.
 - Outer Runway – Grand, symmetrically arranged groupings of dwellings reflecting the higher densities along the ends of Runway Park.
 - Inner Primary Street – Largely terraced and semi-detached dwellings with a nearly continuous building line, with limited ranges of typologies.
 - Outer Interfaces – Near continuous frontages of dwellings with a strong enclosure along the Primary Street with no direct frontage access.
- 7.32 In respect of parcel interiors, the approach adopted is less proscriptive as these areas are less utilised by anyone not directly occupying the dwellings within the parcel. They generally seek to reinforce and reflect the styles of the parcel edge characters, combining these where there

are multiple such frontages. The following sets out a brief summary of each of these areas;

- Informal Village – Low density, typically detached and semi-detached dwellings along sinuous streets with limited instances of terraces, and incidental residential courtyard space.
- Formal Village – Low density detached and semi-detached dwellings with formally arranged street patterns and courtyard spaces.
- Runway Park Neighbourhood – Medium density terraced, semi-detached and linked-detached dwellings with semi-urban residential characteristics including consistent setbacks and urban parking solutions.

7.33 In addition to the areas at 7.32 above, two areas are also identified in the Woodland Clusters and Alconbury Hub. These areas are respectively highlighted earlier or later in this report as they are smaller scale parcels that did not warrant greater detail on the internal arrangements, or form part of commercial areas and are better considered as part of the relevant section.

7.34 Following the details on how to approach the design of each area there are a number of illustrations and descriptions that show Urban Design Principles across all parcels and how these should be accommodated. These must be adhered to and all reserved matters applications will be required to demonstrate how they have accorded with these Principles as well as other requirements of the Code. Similarly, the Code also sets out specific architectural requirements, including detailing the location of rainwater goods, the architectural approach to balconies and chimneys, fenestration, porches and eaves and verges, amongst other requirements.

7.35 This section of the Design Code also details technical space requirements, including garden sizes for residential units, and space requirement for cycle and bin stores. Technical standards also set approaches to renewable energy sources, such as solar panels, and how these are to be integrated into dwellings to prevent them detracting from the overall appearance of dwellings. These standards have had regard to the future homes standard and updated building regulations to try and ensure they are fit for long term use across the phase.

7.36 Noting the significant amount of residential development within this phase and balancing the need to control the design process without being proscriptive such that it would make the development unable to attract housebuilders, officers consider the Design Code has provided a suitable framework to promote a high quality of design.

Commercial Built Form

7.37 This section of the Design Code sets out the approach to commercial development within the Enterprise Zone (EZ) to west of the wider Alconbury Weald site. This section of the Code requires a greater level of flexibility as there is a significant variation in the type and scale of buildings that accommodate businesses that might come forward in this area, and which is predominantly market led.

7.38 In order to accommodate that potential range in scale of buildings and their operational needs, this section of the Code includes an emphasis

on landscaping, and several mandatory requirements to ensure that it interlinks with the existing green infrastructure.

- 7.39 There are three typologies identified within this part of the Enterprise Zone that set the character of built form, which follow and build on the KP1 typologies. Each is accompanied by a table that sets out mandatory design requirements includes details of landscaping, building heights and types, locations, boundary treatments and parking requirements. These are accompanied by photographic examples, including some taken from the current Alconbury Weald development. A short summary of the characteristics of each of those areas is set out as follows;
- Framing the Street – Employment buildings frame and respond to the streetscape, directly addressing streets with building frontage lines reflecting street geometry.
 - Reinforcing the Glade – Lower density, smaller plot offices fronting onto green space and forming the intersection between EZ occupiers to the local centre.
 - Set in the Landscape – Lower density, pavilion form employment buildings set in rich green landscapes.
- 7.40 In addition to the character typologies within the Code, there are a number of supporting requirements relating to building details, materials and technical standards. These are provided in predominantly text form and reinforce that all development must respond to the prevailing character of the area. While it is noted there is less visual representation of these elements, officers consider that is appropriate here due to the substantial variation on the overall design approach that each unit will need to take, so as to avoid prescribing designs that do not adequately support a holistic design approach to each unit.

The Hub

- 7.41 This section of the Code looks at the 'Hub', a local centre to the eastern end of Runway Park that will provide a mixed-use destination including shops, health facilities, workspaces, places of worship, and similar functions. While a relatively small-scale parcel within the development, this area is intended to provide a high footfall part of the site and a key destination, particularly noting its location in close proximity to a primary and secondary school, large areas of green infrastructure and the sports hub, and in order to respect the heritage area and listed buildings to the north. Noting the level of activity and the wide variety of uses in this space, this area requires a bespoke design response to ensure it is cohesive and fit for purpose.
- 7.42 Within this chapter the code provides a number of higher-level layout plans, which set the general building blocks within this area and responses to internal and external infrastructure, together with annotated photomontages from some of the key viewpoints into this area. In a similar format to other chapters of the Code, each of the different components of the Hub are set out and a number of design requirements identified within the relevant subsection. A summary of those areas is as follows;
- The Runway Park – A transitional space between areas of Runway Park, acting as a high-quality civic space incorporating a plaza and flexible open space.
 - Parcel Internal Area: Residential – High density residential development predominantly comprising flat blocks, maisonettes,

townhouses or urban linked-detached houses with formalised layouts incorporating mews streets and parking courts.

- Parcel Internal Area: Mixed-Use – High-density residential flat blocks and maisonettes with commercial/retail uses at the ground floor. Internal layouts designed to provide consistent building lines and to encourage street activity.

7.43 This chapter of the Code also includes a number of design principles, setting out requirements in respect of facades, building usage, architectural detailing, building hierarchies, clear entrances and signage. Where appropriate, and helpful in supporting the design aspirations, these principles are accompanied by photos to provide examples of how these are intended to be approached.

Other Matters

7.44 Outside the chapters detailed above, there is also a chapter on the Heritage Area. This area comprises a number of GII* and GII listed buildings that will form part of a designated area promoting the heritage assets in the site and enabling them to be enjoyed in a suitable context. This area is subject to a separate action plan under Condition 26 of the Outline Planning Permission, and it is considered this is the appropriate format to set out and capture how detailed design approaches will come forward, in the context of the need for uses to come forward for these buildings.

7.45 5no. new listed buildings have been designated within recent months since the Outline Planning Permission was determined. While it is noted that further investigation of these buildings is being undertaken to understand the state of these buildings and potential opportunities and constraints, the Design Code has identified a cordon around them that has not set a design approach, and further detail of those will be submitted at a later date, in accordance with the approach set out at para. 1.5.1 of the Code.

7.46 A copy of the Design Code Compliance Checklist is provided within the Appendices to the Code. This follows the standard approach adopted in previous phases and is an informative list to be submitted with all Reserved Matters applications to ensure the requirements of the Code are adhered to, or that justification is submitted where there are proposals that do not meet the Code. A copy of the Sustainability Checklist is similarly set out, detailing the specific requirements that proposals will need to accord with.

8. Planning Balance and Conclusions

8.1 Taken as a whole, the Design Code shows the key components of creating a high-quality Key Phase that supports this element of the wider Alconbury Weald development. It is considered to provide a suitable framework to create a sense of place through the appropriate balance of mandatory Coding Principles and discretionary design elements, based on an understanding of the context of the site and its surroundings, and how this phase of the site, with its mix of uses and built form, will relate to and support a cohesive development within the wider site.

- 8.2 Coding and design guidance is provided on all the relevant matters within Note 40 of the decision notice, and the broad principles of the Design and Access Statement of the Outline Planning Permission, and has had appropriate regard to current guidance and policy. It is considered the Design Code is compliant with these elements, and in broad accordance with the Parameter Plans that accompanied the Outline Planning Permission, as amended by 22/00754/NMA.
- 8.3 Officers are satisfied the Design Code will contribute to simplifying the process of achieving a high-quality development in support of Alconbury Weald. It will give more certainty and avoid piecemeal or fragmented delivery, and aid in the efficient determination of Reserved Matters applications by the Local Planning Authority

9. RECOMMENDATION – Delegated powers to APPROVE subject to resolution of any outstanding consultee comments and subject to Officer support of parts (b) to (i) of condition 10.

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs.

CONTACT OFFICER:

Enquiries about this report to **Aaron Sands, Senior Development Management Officer** aaron.sands@huntingdonshire.gov.uk

From: Parish Clerk - Stukeleys Parish [REDACTED]
Sent: 07 February 2023 15:40
To: DMAdmin
Subject: RE: Planning Permission Consultation - Alconbury Airfield Ermine Street Little Stukeley (ref 22/80374/COND)

Categories: [REDACTED]

SPC considers that the information provided is appropriate to enable the discharge of C10 and expects that the current high standard of design and public realm in KP1 will be maintained in KP3

[REDACTED]
Clerk to The Stukeleys Parish Council

[REDACTED]
<https://www.thestukeleys-pc.gov.uk/>

[REDACTED]

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From: Dmadmin@huntingdonshire.gov.uk <Dmadmin@huntingdonshire.gov.uk>
Sent: 09 December 2022 14:11
To: [REDACTED]
Subject: RE: Planning Permission Consultation - Alconbury Airfield Ermine Street Little Stukeley (ref 22/80374/COND)

Dear Parish Clerk,

Please find correspondence from Development Management at Huntingdonshire District Council attached to this email in relation to the following application for planning permission.

Proposal: Discharge of condition 10 (Key Phase 3 Framework) for 1201158OUT

Site Address: Alconbury Airfield Ermine Street Little Stukeley

Reference: 22/80374/COND

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If you have any doubts or concerns relating to this email please contact us directly, our contact details are provided below.

Development Management
Huntingdonshire District Council

T: 01480 388388

E: dadmin@huntingdonshire.gov.uk

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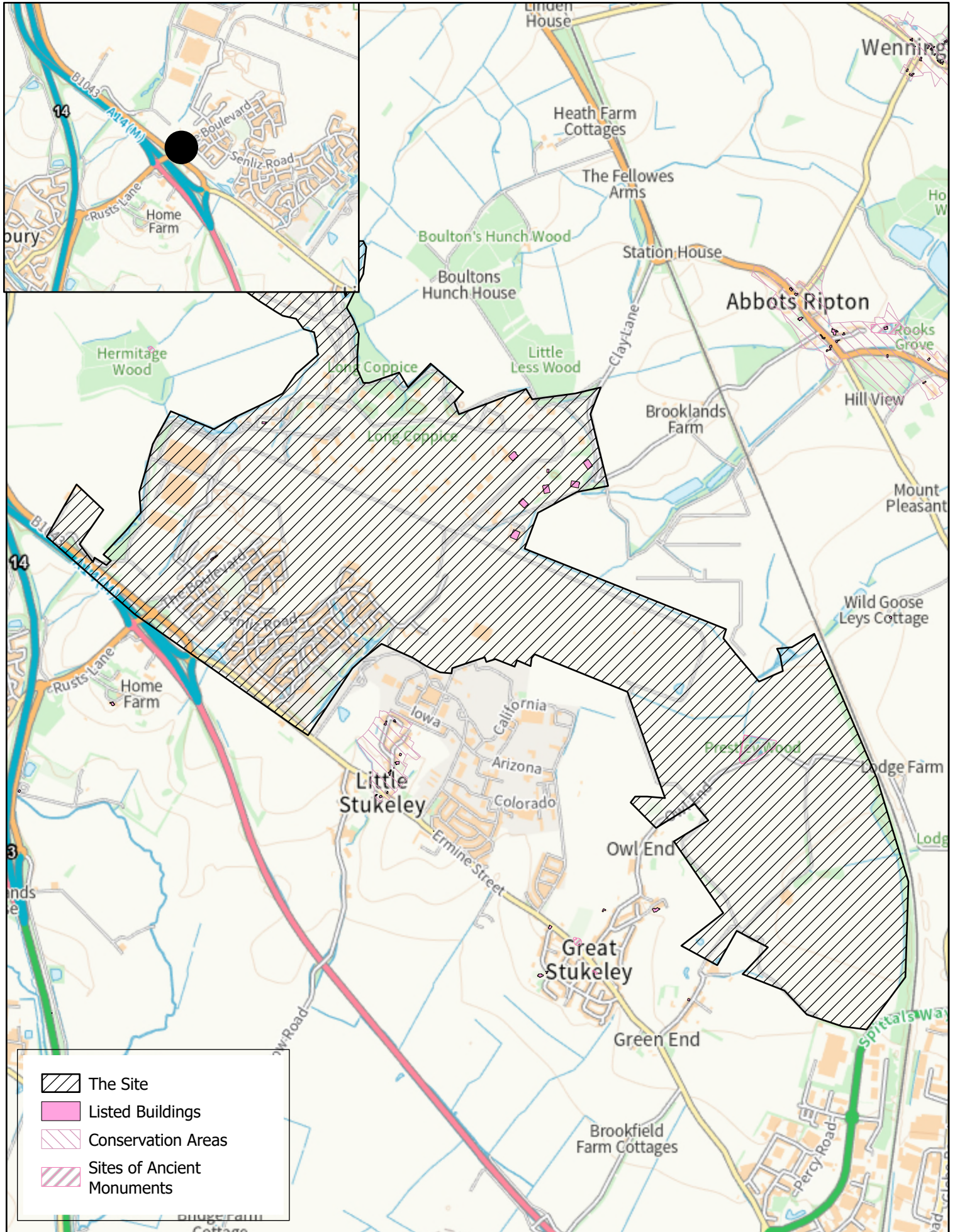
Development Management Committee

Application Ref: 22/80374/COND



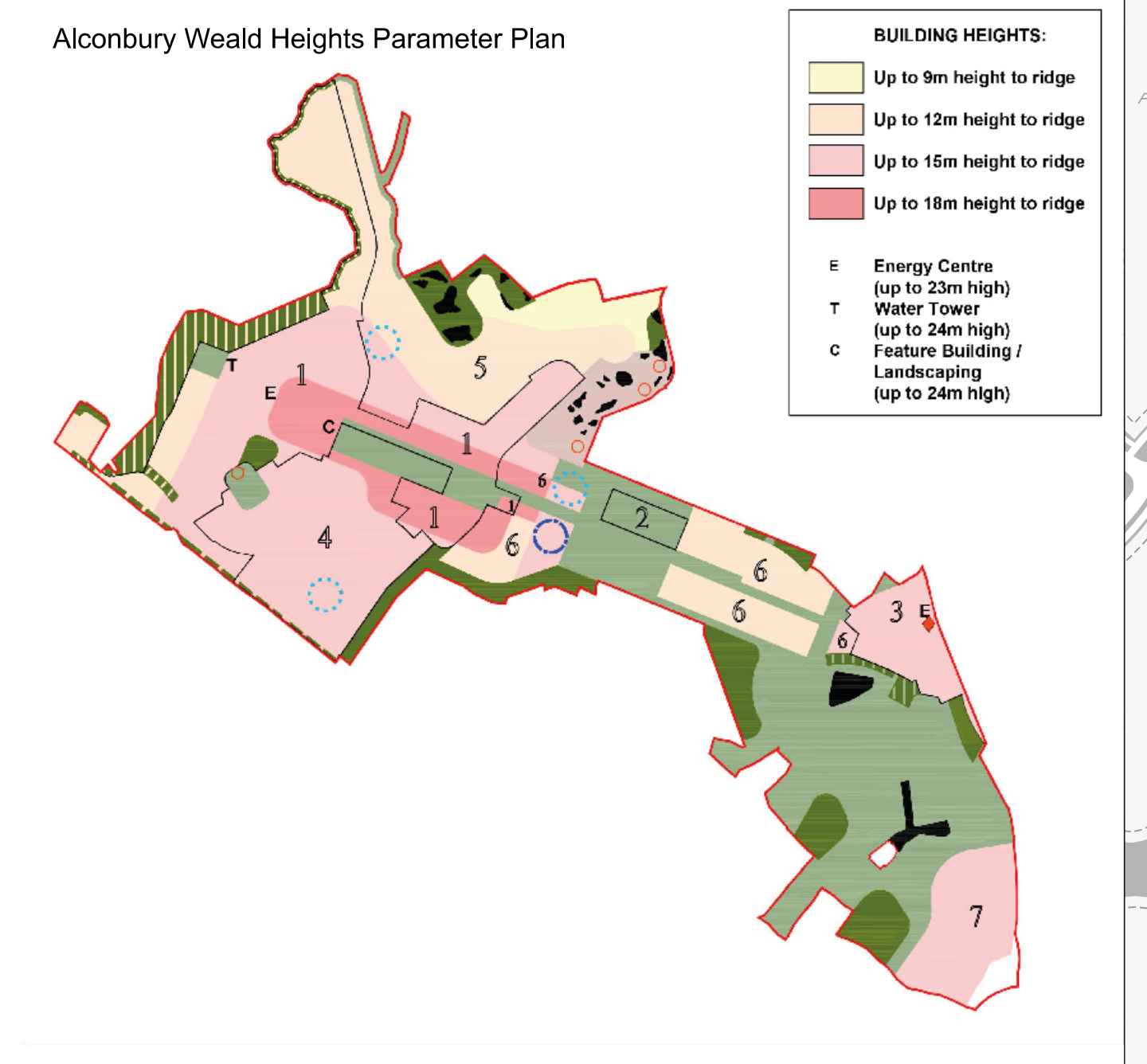
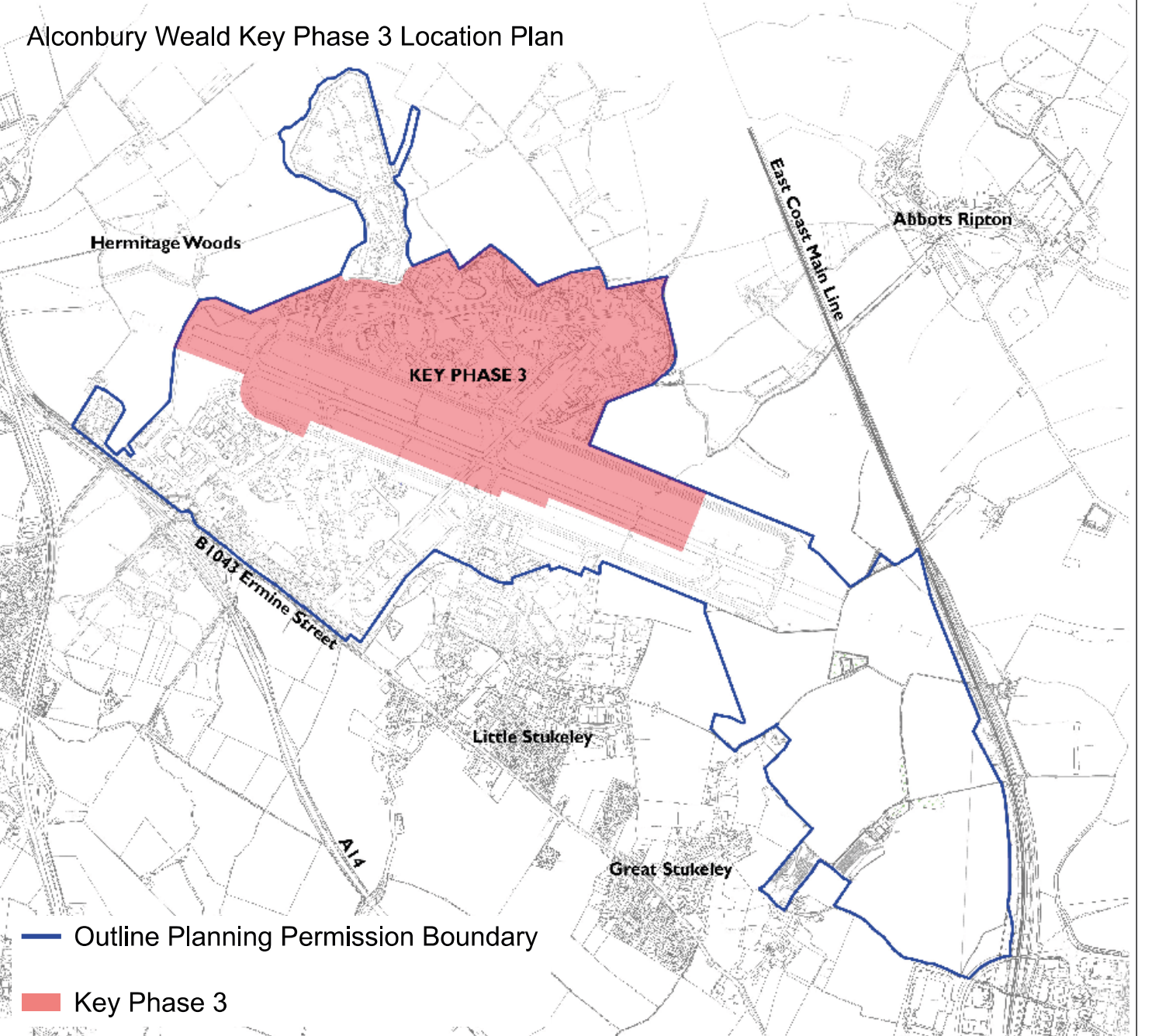
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Date Created: 04/12/2024



<p>2. CONTEXT</p> <ul style="list-style-type: none"> Alconbury Weald Outline Planning Application Boundary Key Phase 3 Boundary Enterprise Zone Boundary Building Heights: note parameters listed on plan Residential Employment Mixed Use Hub Primary School Land for Future Consideration <p>3. KEY GROUPINGS</p> <ul style="list-style-type: none"> Key Groupings School Square Landmark Feature <p>4. LANDSCAPE & PUBLIC REALM</p> <ul style="list-style-type: none"> 4.1.3 Retained Woodlands 4.1.4 Permeable Woodlands 	<p>4. LANDSCAPE & PUBLIC REALM (continued)</p> <ul style="list-style-type: none"> 4.1.5 Formal Open Space 4.1.8 Productive Landscapes Community Allotments Community Orchards 4.1.9 Play NEAP (Neighbourhood Equipped Area for Play) LEAP (Local Equipped Area for Play) 4.1.10 Water Management SuDS Features (Indicative) Habitat Feature - Wildlife Pond Pumping Station (Indicative Location) 4.2 The Runway Park 4.2.7 Park 30 4.3.1 Informal Greenway 4.3.3 Linear Greenway 4.3.4 Northern Greenway 	<p>4. LANDSCAPE & PUBLIC REALM (continued)</p> <ul style="list-style-type: none"> 4.4.2 Woodlands Park 4.4.3 Community Park 4.4.4 Central Sports Hub 4.4.5 Glades Extension 4.5.1 Pocket Parks 8.5.1 Runway Park Hub Potential School Expansion Open Space Structural Buffer Landscape Pavillion Building <p>5. MOVEMENT & ACCESS</p> <ul style="list-style-type: none"> Primary Site Access Points Employment Site Access Points Indicative Pedestrian/Cycle Site Access Point 	<p>5. MOVEMENT & ACCESS (continued)</p> <ul style="list-style-type: none"> 5.2. Active Travel Network <ul style="list-style-type: none"> Proposed Public Bridleway Indicative Multi User Active Travel Route (Through Parcel) 5.4 Public Transport: Bus Network <ul style="list-style-type: none"> Indicative Bus Stops Micromobility Hub Transport Interchange 5.8 Streets Hierarchy <ul style="list-style-type: none"> Primary Street Street Type A - Senliz Road Extension (indicative cross parcel permeability alignment) Street Type B - ECA Extension Street Type B - Village Street Street Type C - Western Commercial Service Route Street Type D - Tertiary Street Cross Parcel Permeability (indicative alignment) Street Type D - Tertiary Homezone 5.8 Access to Minor Routes & Parcels <ul style="list-style-type: none"> Access Point: Indicative Location Traffic Calming Intervention 	<p>6. RESIDENTIAL BUILT FORM</p> <ul style="list-style-type: none"> 6.3 Frontage Characters <ul style="list-style-type: none"> Woodland Clusters Woodland Edges Landscape Corridors Homezones Village Street Heritage Park Interface Inner Runway Outer Runway Inner Primary Street Outer Interfaces (Enterprise Zone & The Hub) Important Views / Vistas Marker Buildings Homezones Landscape Corridor within Parcel (associated with 4.3.4 Northern Greenway) 	<p>7. COMMERCIAL BUILT FORM</p> <ul style="list-style-type: none"> Key Frontages Framing the Street Important Views / Vistas Built Form Emphasis in Key Locations Green Buffer Indicative formal tree planting in parking & servicing areas Landscape edge to commercial plot (no buildings permitted outside the Enterprise Zone. Parking, servicing and access permitted) Green link through employment: exact location to be determined <p>8. THE HUB</p> <ul style="list-style-type: none"> Marker Buildings Important Views / Vistas Built Form Emphasis in Key Locations Potential Hub Expansion for Foodstore Indicative Car Park Location Community Area 	<p>9. HERITAGE AREA</p> <ul style="list-style-type: none"> Heritage Area Boundary Listed Buildings New Listings Existing Car Park for Avionics Building to be reused Building 199 land subject to design revisions Area subject to design revisions Area subject to design revisions
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Notes:
All contractors must visit the site and be responsible for taking and checking Dimensions.
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Rev	Date	Description	Drawn	Check
P5	28.10.24	Planning Resubmission	BY	GP
P4	01.10.24	Planning Resubmission	BY	GP
P3	29.11.23	Planning Resubmission	BY	GP
P2	18.09.23	Planning Resubmission	BY	GP
P1	25.11.22	Planning Submission	SSBY	GP

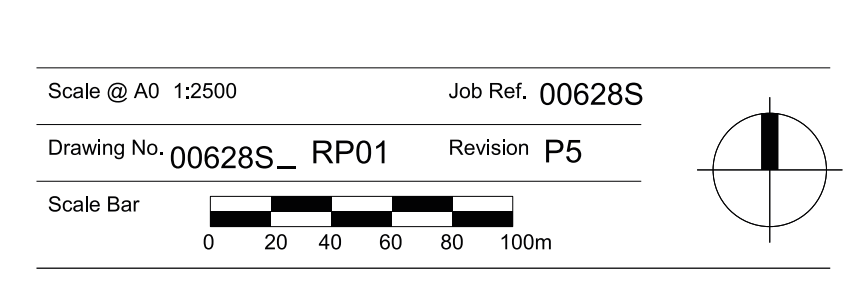
PLANNING

Client
Urban&Civic



Project
Alconbury KP3

Drawing Title
KP3 Regulatory Plan



PART 1: Introduction

1.3 Key Phase Vision

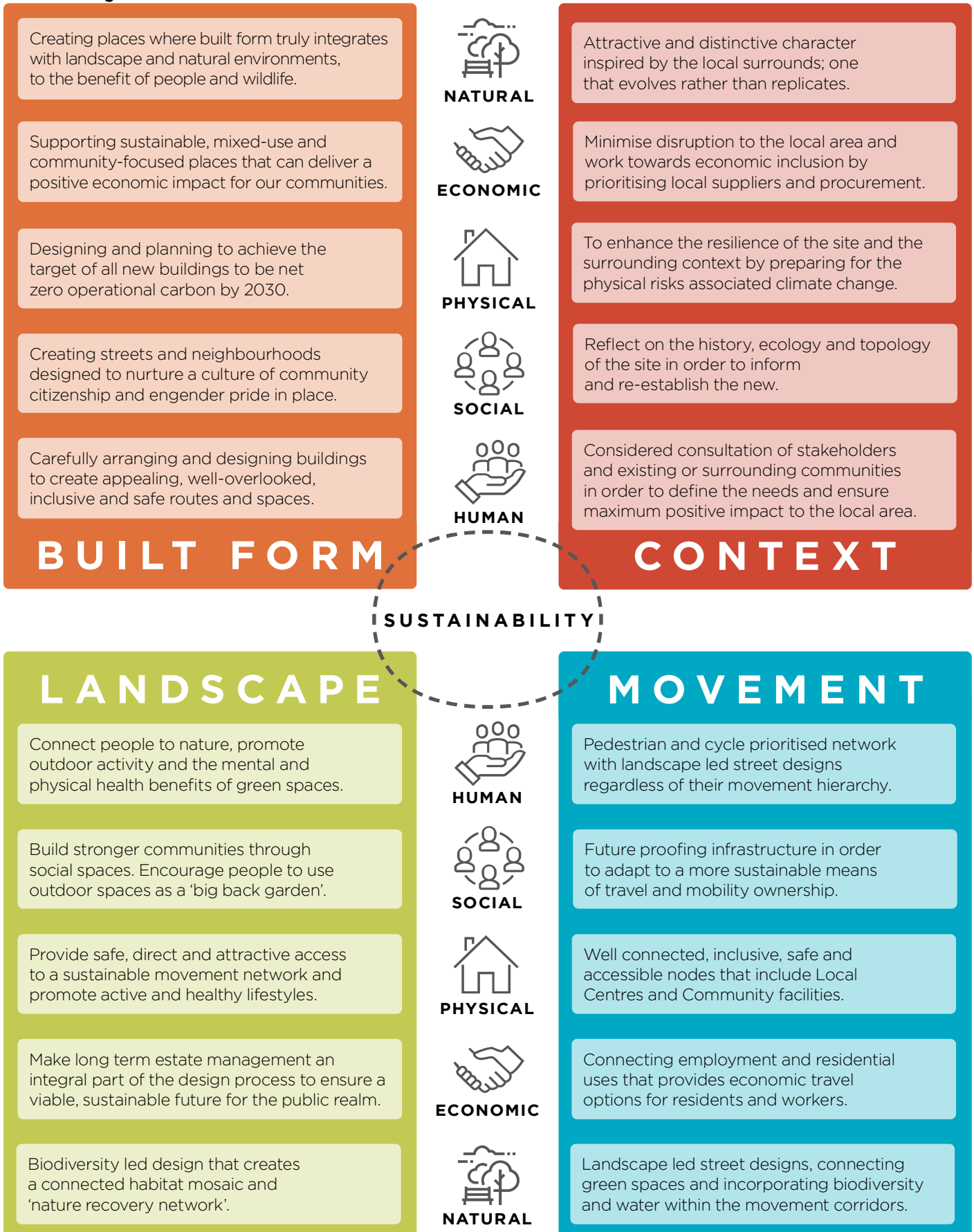


Figure 1.3: KP3 Key Principles Diagram



1.4 How to Use the Code

The Design Code includes a Regulatory Plan (see overleaf). The Regulatory Plan provides the overriding design control tool and informs the structure of the Code. It is the key reference plan to determine the aspects of the code that apply in any given location.

Together, the Design Code with the Regulatory Plan provide the design fixes and illustrative material to guide the delivery of the Key Phase.

Design Requirements and Design Guidance

The information within the Code is categorised as follows:

- **'Must' / 'Must not'** - elements within the Code that are mandatory design fixes, requirements within this category cannot be varied.
- **'Should'**- elements within the Code that are good practice and act as recommendations to be followed. Requirements within this category can only be varied through the check-list justification process.

'Must', 'Must not' and **'Should'** guidance are included within each section in bold to establish the mandatory design fixes and recommendations for each element.

In specific cases, both good and poor examples are illustrated to help the understanding of the key principles. They are marked with green and red as below:

- ✓ Good example
- ✗ Bad example

Design Checklist

A Design Checklist is included in the appendices to provide those delivering KP3 with a tool to review their proposed designs and check that they are in compliance with the Design Code. A justification 'If not why' column is provided for any departures from the design guidance.

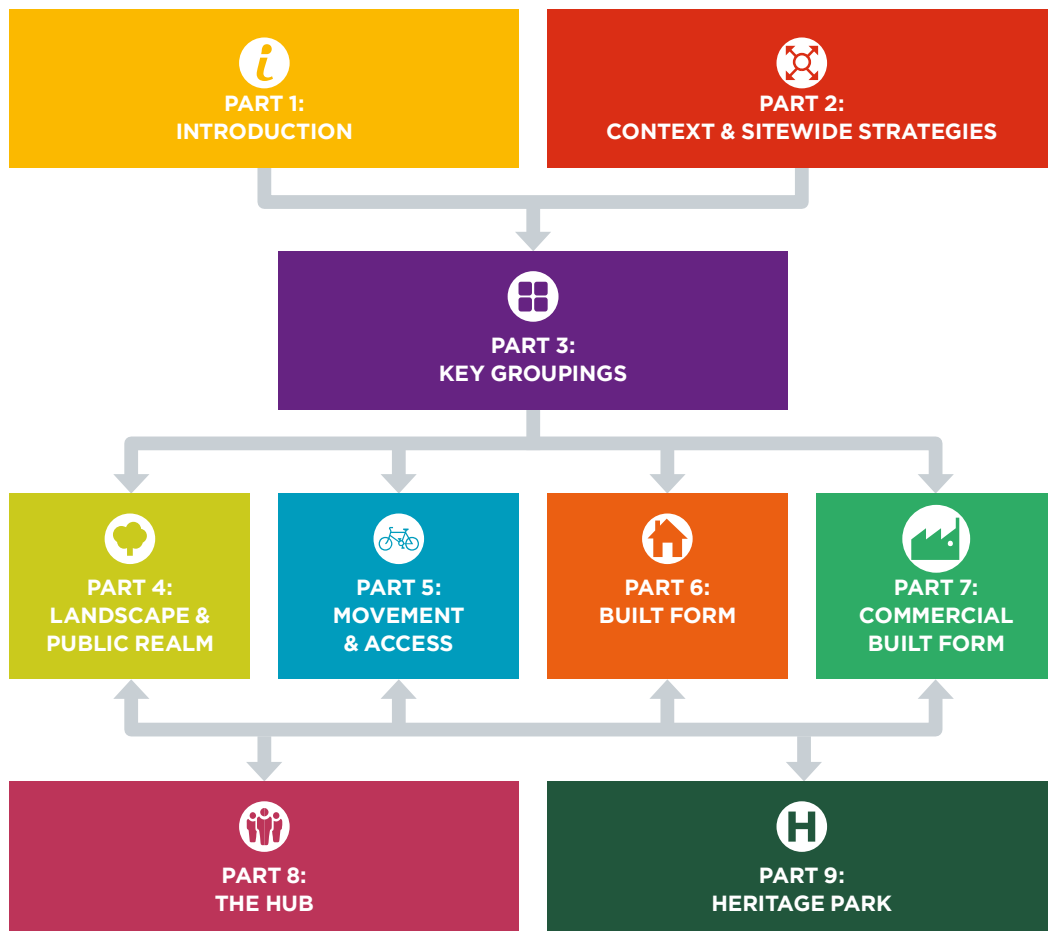


Figure 1.4: Design Code Structure

PART 3: Key Groupings

3.1 KP3 Key Groupings

3.1.1 Introduction

KP3 marks the next chapter in the continued transformation of the former Alconbury Airfield bringing the community new landmarks and destinations to visit and enjoy.

The Key Groupings represent some of these principal destinations and reflect distinct nodes within the site where the built form, movement and public realm interweave and assimilate to forge a distinct urban set piece for people and activity to congregate in one place.

Enhanced design guidance is therefore provided for these Key Groupings to ensure future proposals deliver the level of design quality that is expected in these placemaking anchors of the site.

Four Key Groupings have been identified and proposals **must** adhere to the design principles set out in this chapter, using the illustrations as guidance for detailed design. The locations of these key groupings are shown on the adjacent plan.

 **Key Groupings**

- Runway Park West
- Western School Approach
- Home Zone Crossing
- The Hub

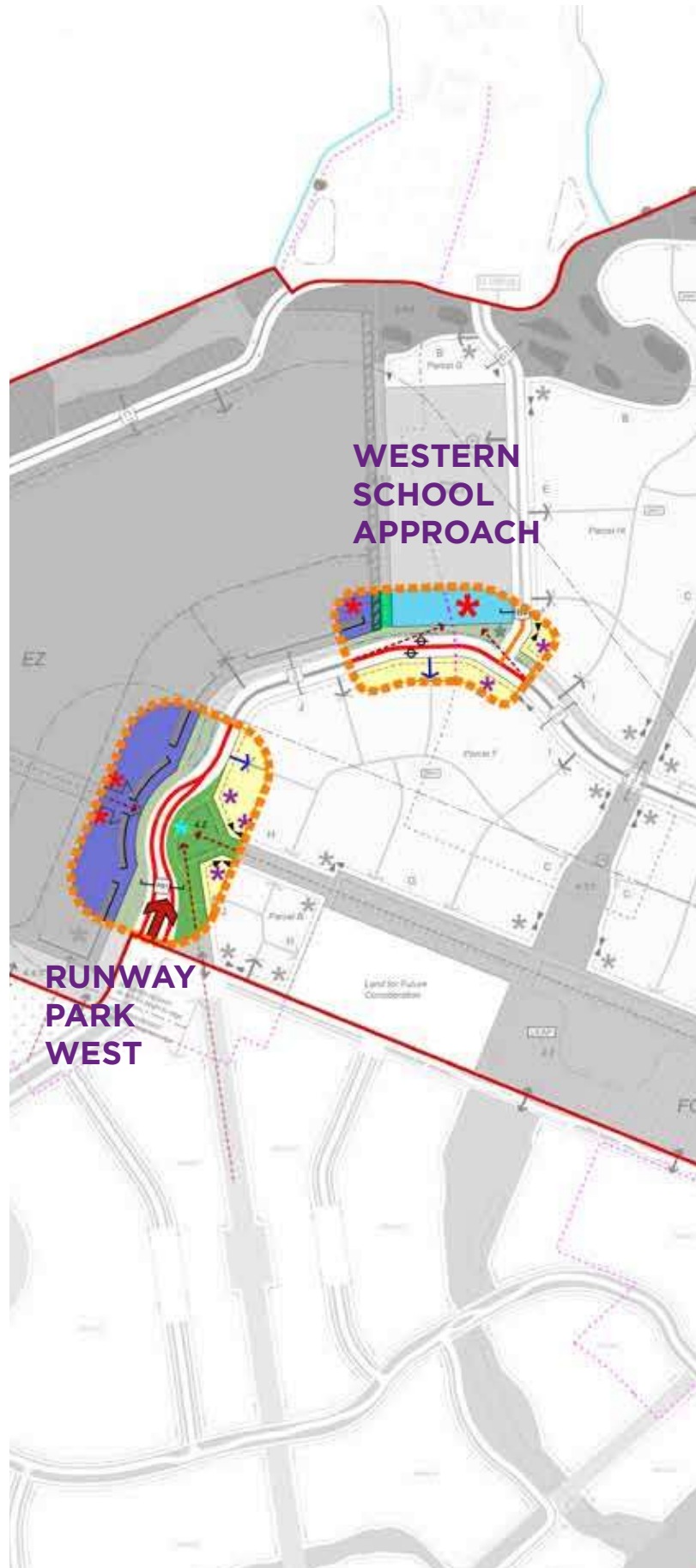


Figure 3.1: Illustrative plan extract showing location of identified Key Groupings



PART 3: Key Groupings

3.2 Runway Park West

Runway Park West defines the first arrival space into KP3 when approached from the boulevard established in KP1. It marks an important transition in character for the main street as it transitions from a wide formal boulevard into a residential scale street. This key grouping also marks the terminus point where the historical runways converge. This therefore, provides an opportunity to celebrate and respond to the heritage of this historic meeting point through the design of the landscape and the built form.



Figure 3.2: Key Plan of Runway Park West Key Grouping

Key Design Principles

Landscape	Access & Movement	Built Form
<ul style="list-style-type: none"> → A landmark feature must be provided at the confluence of key views and movement routes. → The landmark feature must encapsulate key themes woven through Alconbury Weald and KP3, including heritage, biodiversity etc. It must also provide a vertical feature within the landscape, visible from distance. → The landscape setting for the confluence of routes and views must encapsulate the key landscape themes of water, woodland, meadows whilst emphasising biodiversity. → Opportunities for informal all-ages play and activity should be woven into the landscape gateway area. → Any water feature must have a SuDS function, but be designed to complement the overall aesthetic and avoid an overly engineered treatment. → Planting along The Boulevard and primary street must be coordinated with the wider layout, notably to create a transition from KP1 to KP3, whilst also framing and structuring the facing arc of the Enterprise Zone development parcel. 	<ul style="list-style-type: none"> → The Boulevard must transition and converge from a dual carriageway route established in KP1 into a single carriageway residential route into KP3. → The geometry of the road must respond to the geometry of the landmark water feature. → A network of footpaths and cycleways will permeate through this space. The alignment of these must respond to the shape and geometry established by the SuDs and landmark feature. → The alignment of pathways must be focused upon the landmark feature. → Pathways should pull away from the highway edge and be set within the wider available landscape. → Key pedestrian and/or cycle crossing points should be established at key intersections to support pedestrian/cyclist desire lines. → Parking must be provided to the rear of buildings in enclosed, well-landscaped parking courtyards. → Parking courtyards must adhere to the design principles for parking courts in Section 6.15. → Proposals must ensure those who are less mobile are accounted for. Refer to Section 5.3 on Access for All. 	<ul style="list-style-type: none"> → Marker buildings of increased height (3-4 storeys) must frame and respond to the geometry of the landmark feature. → Marker buildings must terminate long range views, with well articulated elevations and architectural detailing. Proposals should explore elements such as distinct architectural form, roofscapes, glazing, materiality and the use of additional external structures and/or features. → Built form must have a formal, consistent building line, with the main elevation and entrance addressing the landscaped public realm. → The employment building terminating the long range view from Runway Park must respond to the bowing geometry of the boulevard transition into the primary street. → Built form emphasis must be provided to respond and terminate the long range view from the former runway centreline. Elements which pay homage to the heritage of the former Runway are encouraged. → Refer to the Frontage Character Outer Interfaces (Enterprise Zone and Hub) Section 6.3 for further information on permitted typologies within this Key Grouping. → Refer to the Regulatory Plan and Building Heights Parameter Plan for details on height restrictions.



Key Design Principles

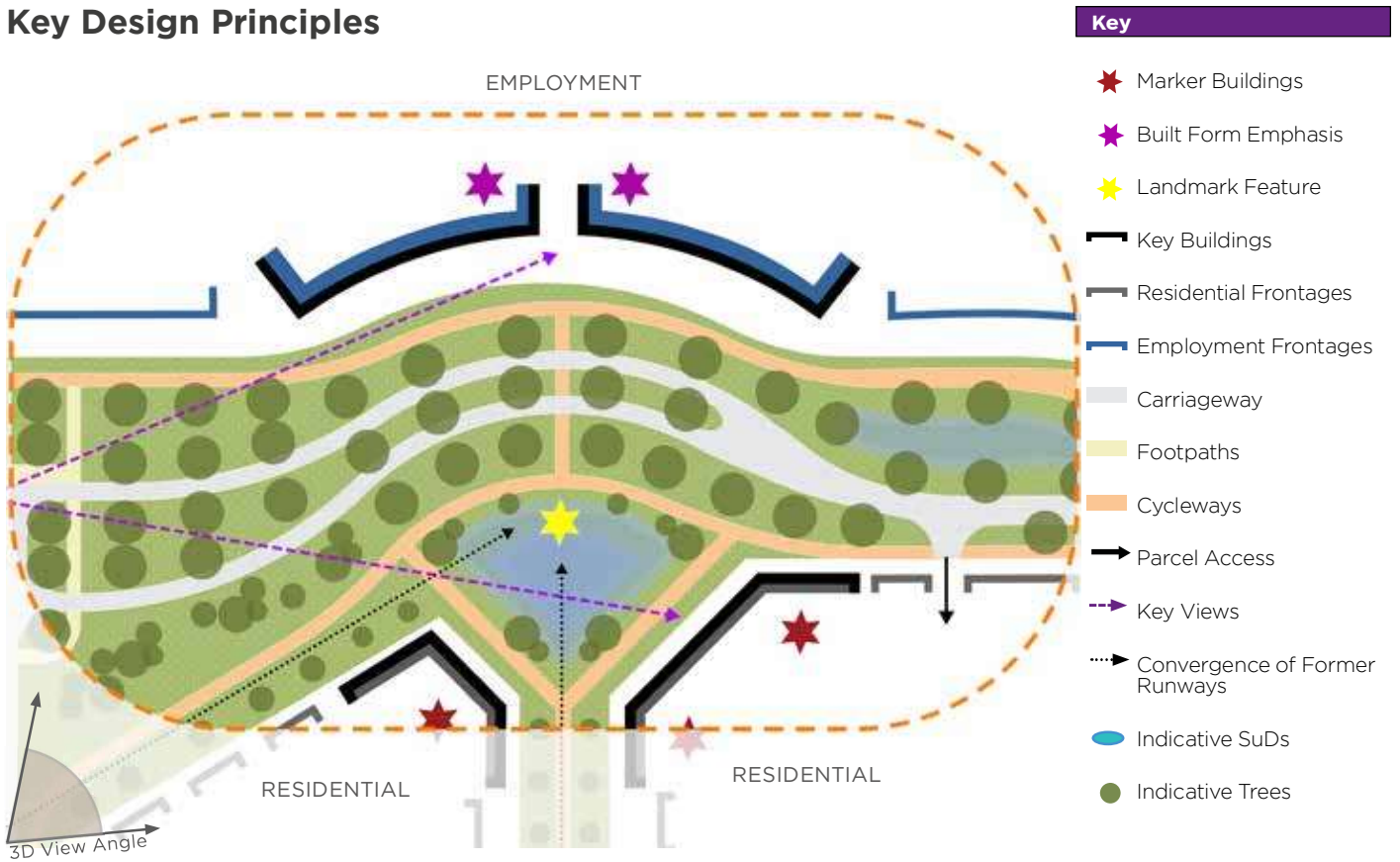


Figure 3.3: Runway Park Design Principles Plan

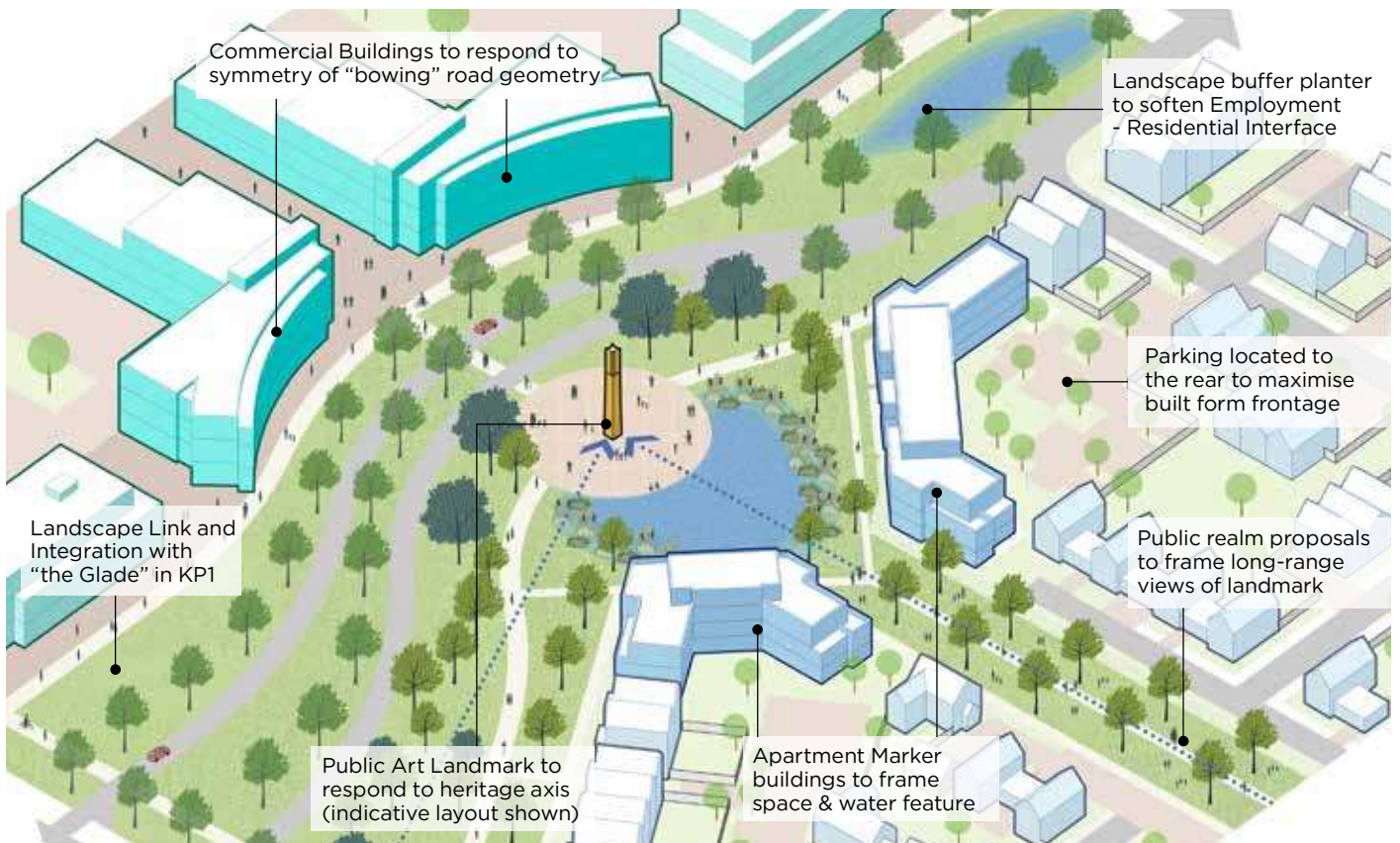
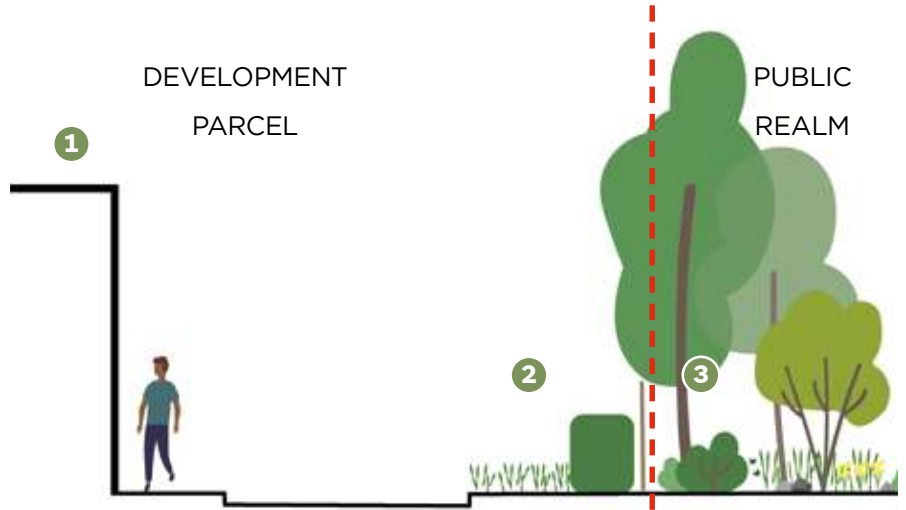


Figure 3.4: Runway Park West Illustrative 3D view



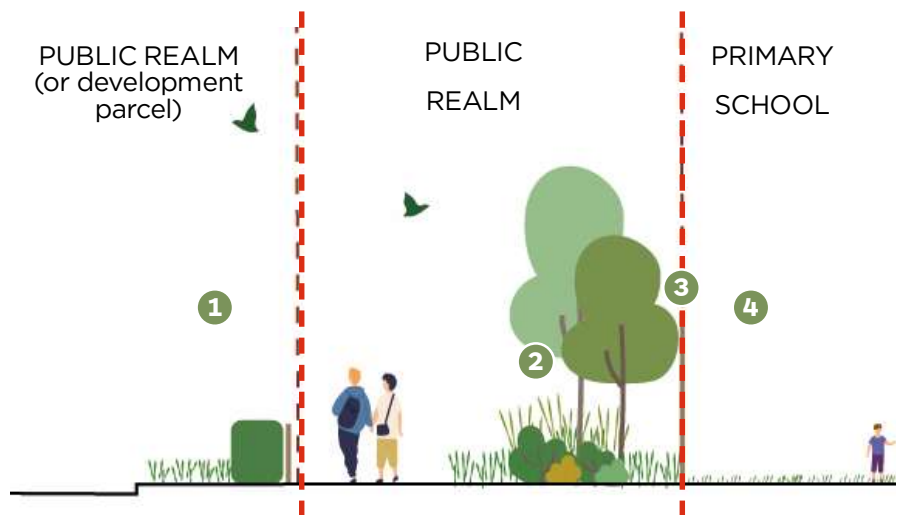
TYPICAL EDGE CONDITION A : DEVELOPMENT PARCEL AND PUBLIC REALM

- 1 Indicative adjacent parcel (varies depending on location).
- 2 'On-plot' edge condition planting zone. Extent of development parcel defined by timber post and rail fence (to be installed by parcel developer).
- 3 Min. 2m wide linear planting zone to define outer edge of runway corridor. Typically hedgerow, with tree and shrub planting where appropriate.



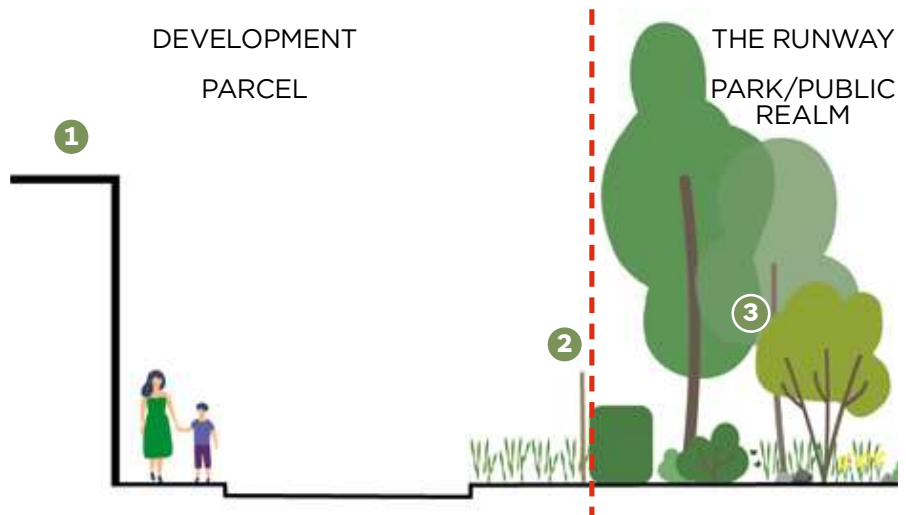
TYPICAL EDGE CONDITION B : SCHOOL PARCEL AND PUBLIC REALM

- 1 Indicative adjacent parcel (varies depending on location).
- 2 2-5m wide linear planting zone to define outer edge of public realm. Typically hedgerow, with tree and shrub planting where appropriate.
- 3 Secure School boundary fence.
- 4 School site (may include coordinated areas of planting if possible).



TYPICAL EDGE CONDITION C : RUNWAY PARK AND PUBLIC REALM

- 1 Indicative adjacent parcel (varies depending on location).
- 2 Min. 2m wide linear planting zone to define outer edge of development parcel. Typically hedgerow, with tree and shrub planting where appropriate. Extent of development parcel defined by timber post and rail fence (to be installed by parcel developer).
- 3 Runway Park/Public Realm.



PART 4: Landscape & Public Realm

4.3 Greenways & Linear Parks

4.3.1 Informal Greenways: Overview

The Informal Greenways are a key part of the sustainable movement strategy and **must** offer a mix of multi-user routes and designated Public Rights of Way (PRoW's).

Additionally, the Informal Greenways **must** provide significant, high quality amenity space including diverse planting that encourages biodiversity whilst incorporating opportunities for play, recreation etc.

The general character is informal and nature focused. The meandering layout of the greenway means that widths will vary throughout, which will create a sequence of landscape 'rooms' that provide social spaces and are connected by narrower linear parks.

Variation is to be encouraged to help create a sense of place but the Informal Greenways **must** always incorporate the following:

- Each Informal Greenway **must** be no less than 10m wide and enclosed by a minimum 2m wide planted edge. Points of access **must** be clearly defined and coordinated with adjacent parcels.
- Greenway 'ends' **should** maintain a defined point of access/egress but ensure an open character with clear visual connectivity to the next section.
- A single, continuous pathway route **must** be provided along the full length of the Informal Greenways, generally in the middle of the route.
- At least 1 connective route **must** be provided between facing development parcels across each 'run' of greenway.
- Pathways **must** be 3m wide, surfaced in a suitable bound finish. Where the pathways are designated as Bridleways, a continuous, unobstructed 3m grass zone **must** also be maintained next to the path.
- Where SuDS storage is situated within Informal Greenways there **must** be a minimum 2m wide clear and level zone between the edge of footpaths and the top of any SuDS pond slopes. Where space allows, planting **should** form an additional buffer between SuDS, amenity areas and footways.
- **Must** include a mix of species rich and amenity grasslands to provide variation in setting and use.
- **Must** ensure that a variety of tree and shrub planting is specified to provide a range of habitats and all-year interest.
- **Must** provide opportunities for informal active recreation and play.



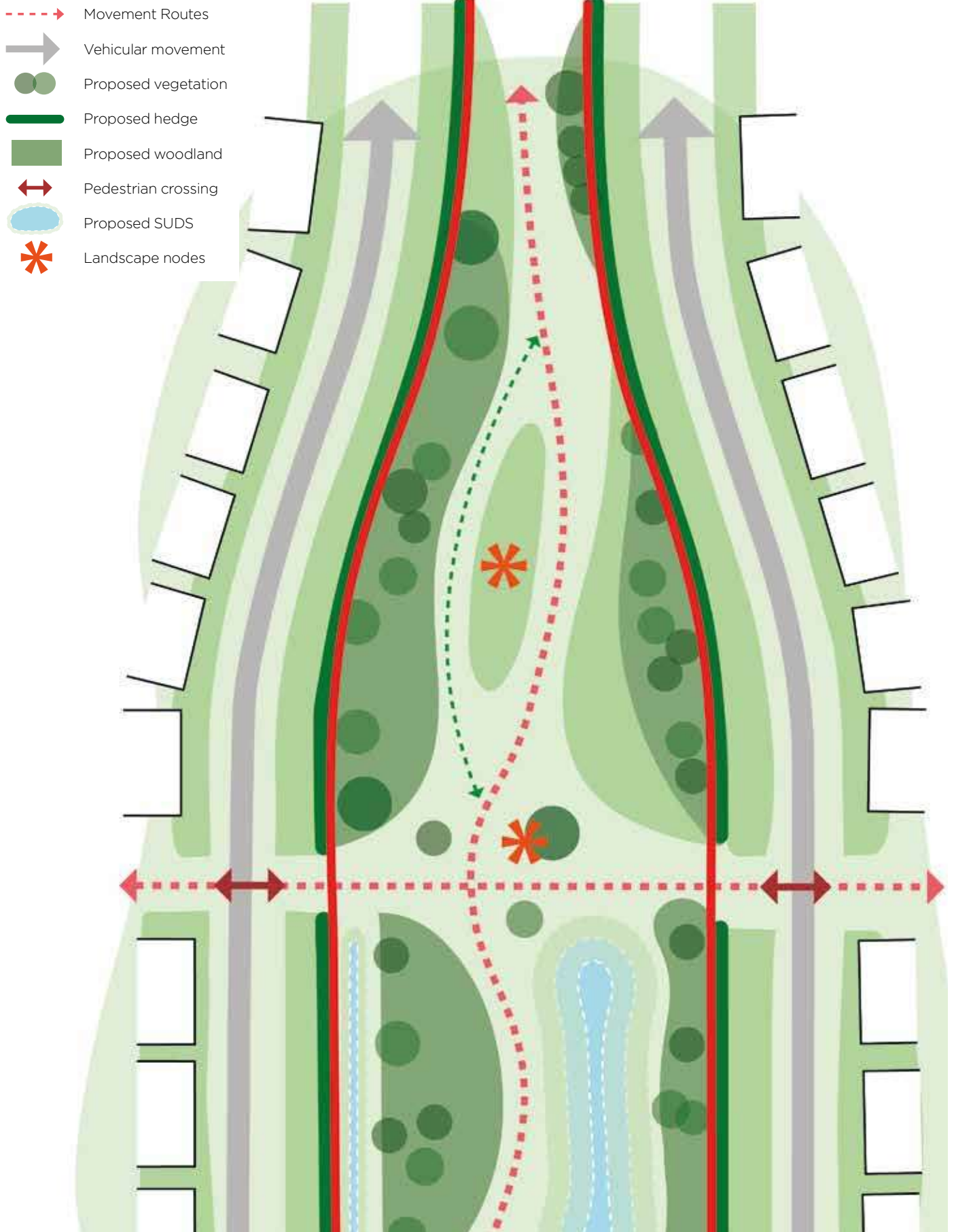


Figure 4.16: Informal Greenway - Typical Illustrative Layout

PART 5: Movement & Access

5.1 Movement Network

5.1.1 Introduction

In providing design guidance for movement and access the following elements are covered:

- Active Travel Routes;
- Access for All;
- Public Transport: Bus Network;
- Electric Vehicle Charging;
- Streets and Junctions;
- Tertiary Streets as Spaces;
- Car Parking Standards for Public Realm;
- Lighting Strategy
- Utilities

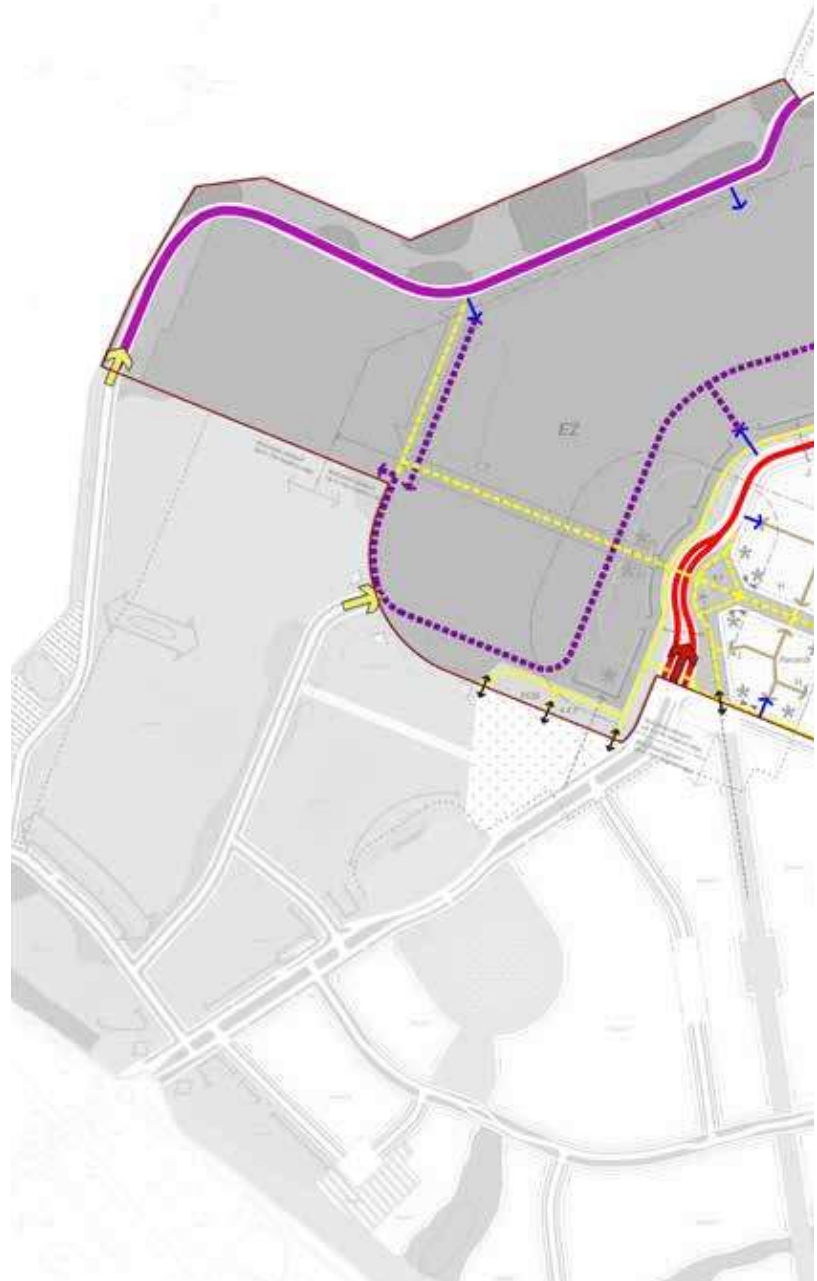
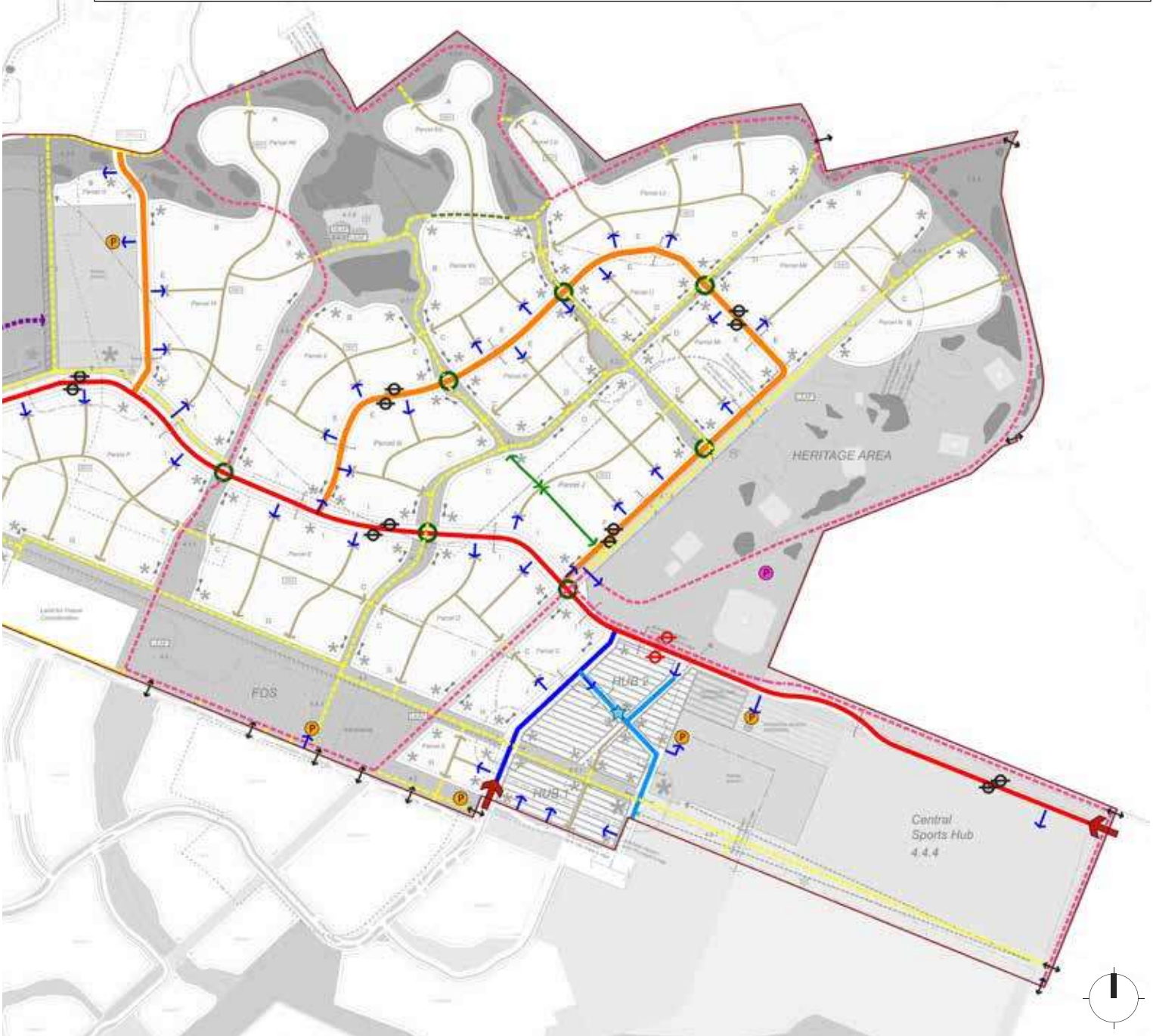


Figure 5.1: Key Phase Movement Network Movement Plan



Movement and Access Key		
	Alconbury Weald KP3 Site Boundary	
	Site Access Points	
	Employment Site Access Point	
	Indicative Pedestrian / Cycle Site Access Points	
	Indicative Car Park Location	
	Existing Car Park for Avionics Building to be reused	
Street Hierarchy		
	Primary Street	
	Street Type A - Senliz Road Extension	
	Street Type A - Service Route Extension (Indicative Commercial Cross Parcel Permeability)	
	Street Type B - ECA Extension	
	Street Type B - Village Street	
	Street Type C - Western Commercial Service Route	
	Street Type D - Tertiary Street & Cross Parcel Permeability	
	Street Type D - Tertiary Homezone	
Active Travel Network		
	Indicative Multi User Route	
	Indicative Multi User Route (Through Parcel)	
	Proposed Bridleway Route	
Bus Network		
	Indicative bus stop	
	Indicative bus stops shelters	
	Micromobility Hub Transport Interchange	
Access to minor routes & plots		
	Access point: Indicative Location	
	Traffic Calming intervention	



PART 5: Movement & Access

Primary Street

Location of Primary Street



- Primary Street Type 1
- Primary Street Type 2
- Primary Street Type 3
- Primary Street Type 4
- Primary Street Type 5
- Primary Street Type 6
- Primary Street Type 7
- Primary Street Type 8
- Primary Street Type 9

GENERAL INFORMATION	
Street Type	Primary Street (Adoptable only)
Location	See inset plan.
Character	The Primary Street is a transition from the boulevard and provides strategic access to the residential areas connecting into internal secondary and tertiary streets.
STREET DESIGN	
Total Corridor Width	Up to 21.5m for typical Primary Street Type A For Primary Street Type A variant scenarios refer to street sections.
Footpaths	3m shared use footway / cycleway on both sides of the carriageway.
Cycle tracks	3m shared use footway / cycleway on both sides of the carriageway.
Carriageway	6.5m.
Public Transport Route	Yes - Bus route accommodated by carriageway width including busway and local services.
Traffic Calming	<ul style="list-style-type: none"> → Traffic calming intervention 50m to 70m; → Semi mature tree planting provided along each side of the carriageway. This will offer what is known as 'tree friction' that helps reduce traffic speeds; → Side accesses to serve development parcels; → Landscaped refuge islands; → Raised tables at selected junctions; → Pedestrian crossing points; → Use of wide top kerbs with channel blocks; → Junction radii designed to encourage lower speeds; → Appropriate road markings; → All in accordance with the principles and philosophies as detailed within Manual for Streets.
Utilities corridor	Under shared use footway / cycleway where practicable. Strategic foul water and surface water sewers to be located within the carriageway.

Surface Finishes	Refer to Public Realm Palette, Section 4.7.1
Kerbs	Refer to Public Realm Palette, Section 4.7.1
Street Furniture	<ul style="list-style-type: none"> → Traffic Signs; → Bus stop shelters at suitable locations along the road (400m approx. in either direction).
Street Lighting	<ul style="list-style-type: none"> → Formal street lighting appropriate for residential area; → 8 - 10m lighting columns; → Regular placing of lighting columns.
On street parking	None

TECHNICAL DETAILS	
Target Speed	25mph (30mph posted speed limit)
Road markings	Primarily to demarcate priority at junctions and centreline of carriageway where necessary.
Junction Spacing (centreline-centreline)	50m for access to Street Types B, C, D and E; 30m for access to Shared Private Driveways.
Junction radii	<ul style="list-style-type: none"> → 3m to 8m for Residential Street Types → 10m to 15m for Commercial Street Types (subject to vehicle swept path)
Forward visibility	43m (Manual for Streets 1 & 2).
Visibility Splays	'x' = 2.4m, 'y' = 43m (Manual for Streets 1 & 2).
Centreline radii	R100m.

STREET LANDSCAPING	
Verge width	Varies Refer to street sections for variant scenarios.
Street Trees	Planted within verges.
Planting Palette	Refer to Planting Strategy, Section 4.6

INTERACTION WITH HOMES	
Direct Access to homes?	No.



Primary Street

Figure 5.16: Primary Street Type 1 (Transition from dual carriageway to single carriageway)

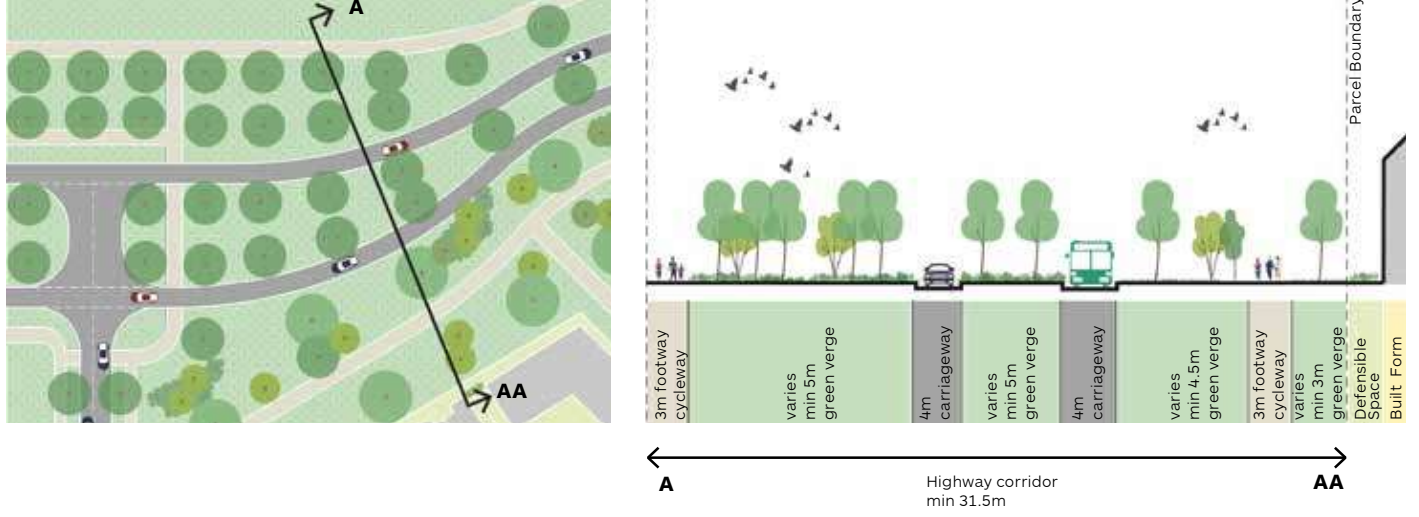


Figure 5.17: Primary Street Type 2 (Interface with Employment and Primary School)
(See Key Grouping 3.3 for Primary Street Type 2 frontage with Primary School)

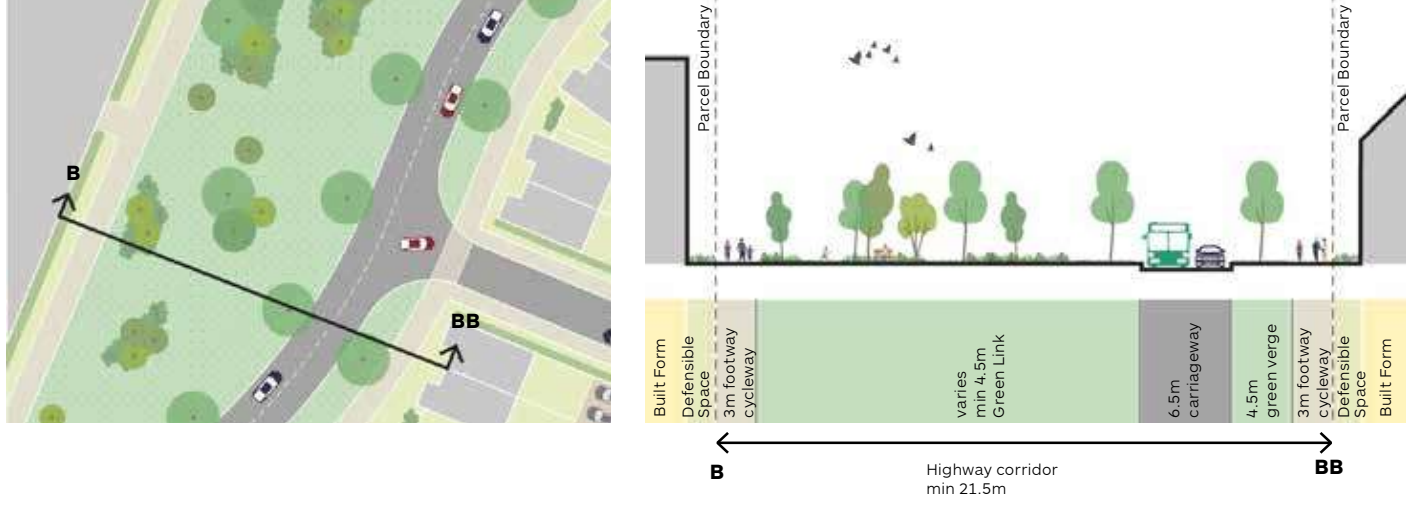
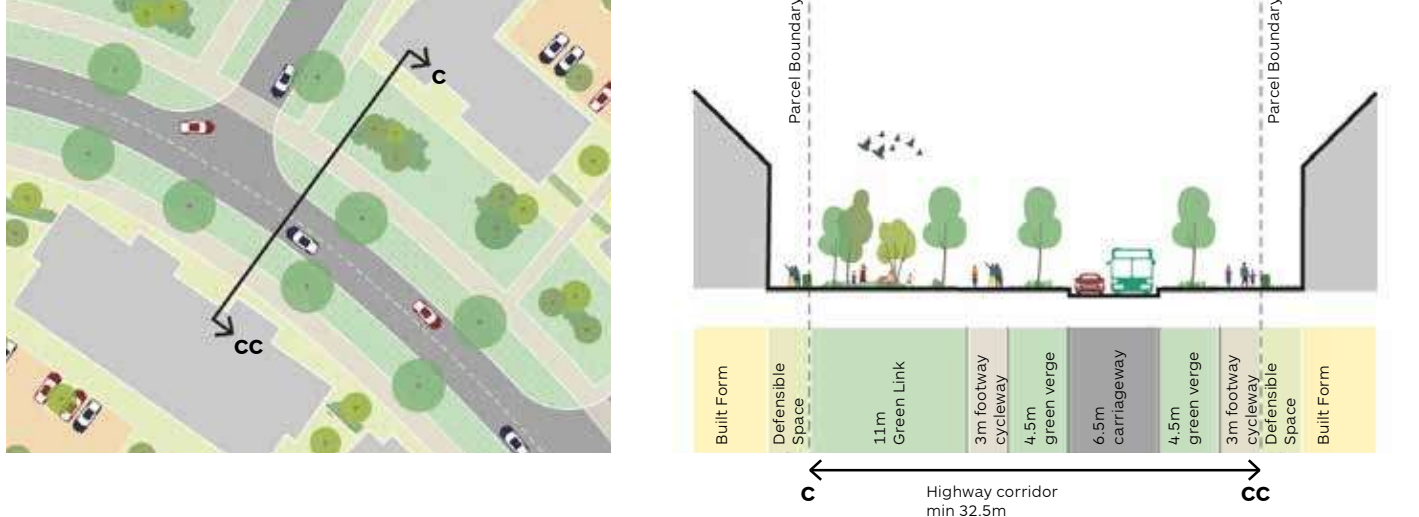


Figure 5.18: Primary Street Type 3 (Residential Gateway)



PART 6: Built Form

6.3 Parcel Edge Frontage Characters

6.3.12 Inner Primary Street

Street frontages along the main movement corridor **should** be characterised by largely terraced and semi-detached houses with a consistent, nearly continuous formal building line. A limited range of typologies **should** be used to create a sense of rhythm along a tree-lined street. Stepped frontages used in limited instances where access is via a shared driveway. Shared driveway access **should not** occur on both sides of the streets at any one time to maintain an intimate built form enclosure on the street scene. No direct frontage plot access is permitted.



Figure 6.20 Location Plan of Inner Primary Street Frontages

Key Principles

- Built frontages **must** provide a high degree of enclosure along the Inner Primary Street with short setbacks. Frontages **should** largely be consistent with limited steps permitted where vehicular access is via a shared driveway.
- Buildings **should** be arranged so as to act as vista stoppers at the end of access routes.
- Landscaped verges along the Inner Primary Street **must** be evenly split on both sides.
- No direct access permitted. Shared driveways parallel to the street **must** be used.
- There **must** be 1.5m minimum verge with hedge to separate the shared driveway and back of footpath/cycleway. Occasional tree planting could also be included within the verge separation.
- Parking **should** be provided from the rear except where a shared private drive is present.
- The frontages comprising Heritage Park Corner (see above key plan) **must** adopt the material palette established in the Heritage Park Interface Frontage Character earlier in this chapter.



Figure 6.21: Illustrative Example of Frontage Character i - Inner Primary Street



Street Component	Permitted Types	Notes
Building Line	1A. Linear 1B. Stepped	→ Setbacks to all dwellings must be consistent except for when access is via a shared driveway, in which case end buildings to groupings can step forward.
Spacing between buildings	2A. Consistent	→ The spacing between buildings must be at least 2.1m. → Dwellings and garages must be connected with solid walls.
Building alignment/ orientation	3A. Parallel to street	
Edge Planting	4C. Neighbourhood Street Planting	→ Only applicable when vehicular access to plots is via a shared driveway, whereby a 1.5m verge with hedge must be provided to separate the edge of the highways corridor (i.e. back of footpath/cycleway) and the shared driveway.

Component	Illustration				Notes
Dwelling Typologies	D4 	SD1 	SD5 	T1 	(For library of dwelling typologies refer to Section 6.13).
	U3 	U4 	U5 	F2 	
Parking Arrangements	P2 	P3 	P4 	P11 	→ Where P3 type is used, parking spaces must be set behind the building line. (For library of parking typologies refer to Section 6.15).
Boundary Treatments	B4 		B7 		→ B6 must be used where homes front directly on to the Village Street. → B7 must be used only when homes setback and accessed from private drive. (For library of boundary typologies refer to Section 6.14).
Setback	1.5 - 2m				
Materials	Walls Primary Buff Buff - multi Walls - Accent Timber - Grey/Black Dark grey/blue brick Render - White/Ochre		Roofs Clay tiles - Grey Windows Dark Grey/black Grey - Green Bronze Balconies/balustrades Metal with Glass Powder coated/painted steel		→ Palette must be limited to 1x primary wall and 1x accent along any given frontage. Marker buildings can use contrasting accent material on entire façade. → Where a building is part of a key grouping it must demonstrate a cohesive material application with the rest of the homes within the grouping. → Frontages comprising Heritage Park Corner (see adjacent key plan) must adopt the material palette of the "Heritage Park Interface" Frontage Character. (For library of building materials refer to Section 6.7)

PART 6: Built Form

6.4 Parcel Interior Character

6.4.4 Runway Park Neighbourhood

Parcels within the Runway Park Neighbourhood character areas will be of medium density, typically characterised by a higher proportion of terraces, semi-detached and linked-detached houses that address the internal streets and spaces. Internal parcel layouts in these areas **should** exhibit semi-urban residential characteristics with consistent dwelling setbacks and more urban parking solutions introduced to address the medium density mix of dwelling typologies.

The table below presents guidance on the design approach for the character area described. Whilst there is expected to be a predominance of the items outlined in the table, it is not exhaustive and therefore there is the allowance for design flexibility and well-considered design variety. However, where an alternative approach is proposed there **must** be strong justification and design rationale.



Figure 6.31 Location Plan of Runway Park Neighbourhood Residential Characters



Figure 6.32 The Avenue, Saffron Walden. Representative example of a medium density layout arranged around courtyard blocks and streets



Figure 6.33 Hardriding Farm, Pease Pottage. Representative example of approach to materiality.

Design feature	Character Area Approach
Density	Up to 50dph
Uses	Residential
Height	Typically 2 -3 storeys
Urban Grain	Semi-formal
Building typology	Terraces, semi-detached, linked-detached
Building setback	1.5 - 2m* *Setbacks which are less than 1.5m are not permitted except for shared surface and mews streets where B7 Planted Zone boundary treatment is proposed.
Roof form	Pitched. Mix of gable & eaves frontage
Parking	Parking court, mews, on-plot
Materials	Materials must respond to adjacent frontage characters
Front Boundaries	Boundary Treatments must respond to adjacent frontage characters. The following typologies are permitted: B1 - No Boundary B2 - Urban Style Railing B4 - Railing & Hedge



Feature squares and mews streets **should** be used to visually break up linear streets. This can be used to create staggers in the street pattern, add landscape visual interest to the street scene and act as a traffic calming feature.

For design guidance on the parcel edges please refer to the relevant Frontage Character section in the Design Code.

Well-designed and considered residential courtyard clusters **should** be a predominant feature within these characters areas.



Well-designed and considered residential courtyard clusters **should** be a predominant feature within these characters areas.

The pattern of the streets within the Runway Park Neighbourhood **should** be semi-formal in nature with a mixture of sinuous and linear streets.

Incidental areas of open space **must** be used to break up potentially long stretches of built form within this parcel internal character area. This will act as a traffic calming feature and adds landscape visual interest to the street scene. Refer to the Movement Chapter: Tertiary Street type D3.

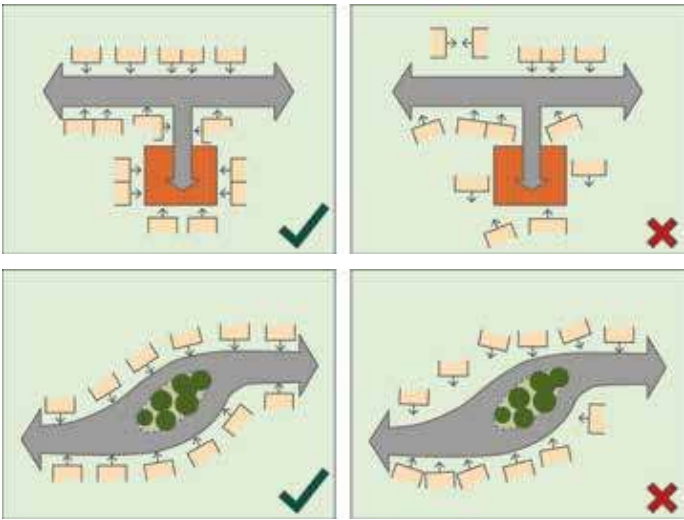
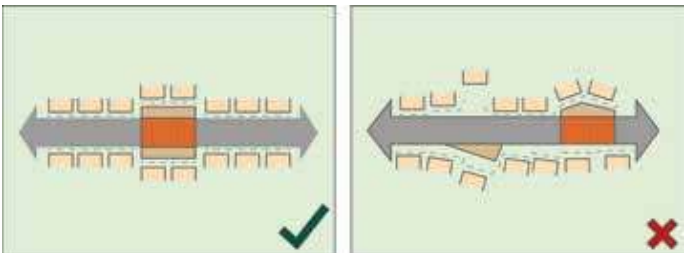
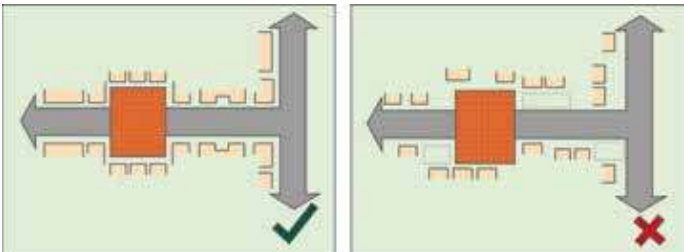
Building typologies **should** predominantly be terraced, semi-detached and linked detached dwellings to establish a medium density characterised by a relatively consistent building line and high degree of enclosure on the street

PART 6: Built Form

6.5 Urban Design Principles

6.5.1 Residential Parcel Layout Principles

The principles set out on the following pages **must** be adhered to in all Reserved Matters Applications. These principles ensure designs provide a coherent framework of well-designed streets and spaces, defined by appropriate building typologies.

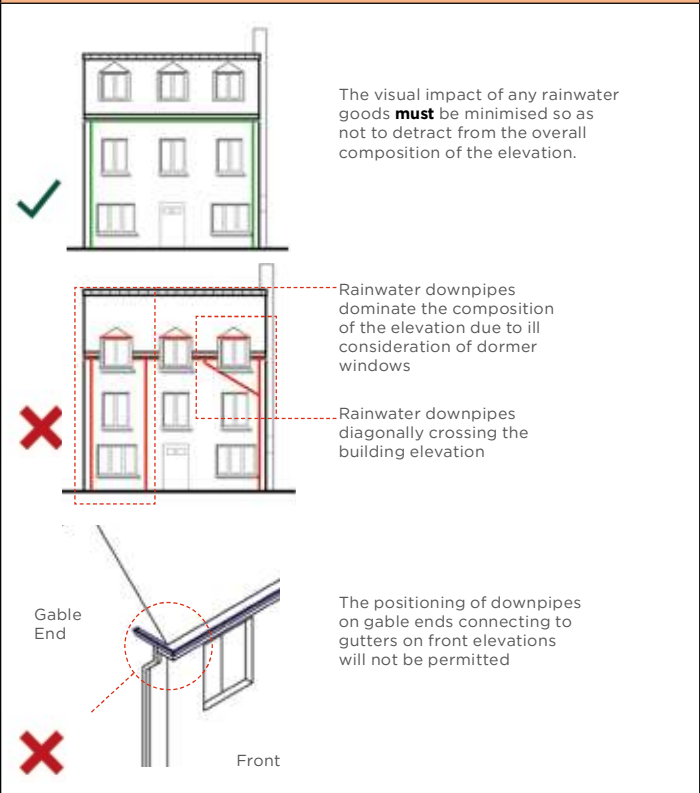

1. A BUILDING ORIENTATION WILL RELATE TO ROUTE AND SPACES	Description
	<ul style="list-style-type: none"> → Buildings must directly face routes and spaces such that their primary frontage is parallel to the edge of that route or space. → Buildings should not be positioned at an angle to the back-of-footpath line, or to the defined edge of a shared surface. → For informal arrangements the dwelling must still align to the immediate edge of the route or space it faces. → Primary entrances to buildings, or to entrance courtyards serving buildings, must be visible from the public realm.
2. BUILDING ALIGNMENT WILL BE COHERENT	Description
	<ul style="list-style-type: none"> → Building frontages must establish a common building line where they face routes or linear spaces (except in areas of lowest density with informal frontages), where some departure from this principle is permitted). → Setbacks from an established building line must be in accordance with the permitted dimensions stated in the Frontage Characters (see Section 6.3). → Rear and flank walls of garages and outbuildings should be considered components in establishing a common building line. → Except in instances where a fundamentally different design approach is specified in the Frontage Characters section or otherwise proposed and justified, the distance between building frontage and back of footpath should be minimised (but a buffer privacy strip of minimum 1m, including landscaping, maintained).
3. CONTINUITY AND ENCLOSURE WILL BE ACHIEVED	Description
	<ul style="list-style-type: none"> → All frontages along streets and spaces must be designed to create clear definition through legible continuity of building form, linkage and positioning. → Public and private space must be clearly distinguished through continuity of frontage. → 'Semi-public' space arising from lack of continuity or enclosure must be avoided. → Detached dwellings must nonetheless be clearly detached, with a minimum of 2.1m clear between flank walls.

PART 6: Built Form

6.6 Building Details

6.6.1 Principles for Building Features

The following principles relating to building features within residential built form **must** be adhered to.

1. WALLS	Description
<ul style="list-style-type: none"> → A maximum of two materials can be chosen for exterior walls of any given building. A single material is preferable. → Generally only one brick colour/type must be used on any building (except where a contrasting blue/grey brick is used as a plinth level, up to a maximum of eight brick courses). → When using render, only one render colour must be used on a single dwelling/apartment building. → Brick detailing must be simple and match the main brick colour. → Copings to parapet walls must be detailed to prevent staining of façades by water flow from the top of that parapet. 	
2. RAINWATER GOODS	Description
 <p>The visual impact of any rainwater goods must be minimised so as not to detract from the overall composition of the elevation.</p> <p>Rainwater downpipes dominate the composition of the elevation due to ill consideration of dormer windows</p> <p>Rainwater downpipes diagonally crossing the building elevation</p> <p>The positioning of downpipes on gable ends connecting to gutters on front elevations will not be permitted</p>	<ul style="list-style-type: none"> → Rainwater goods must not detract from the overall composition of the building elevation or street elevation. → Rainwater goods including guttering and rainwater pipes should be black in colour or a brushed metal finish. White rainwater goods must not be permitted.
3. BALCONIES	Description
 <p>Balcony design must be integral to the composition of elevations</p> <p>Appropriately sized inset balconies are also acceptable.</p> <p>Cantilevered balconies for multi-storey buildings are acceptable.</p>	<ul style="list-style-type: none"> → Balconies must be integral to the composition of the main facade in terms of design, positioning and materiality. → Balconies must be appropriately sized as usable outdoor space. → External load bearing structures for the support of balconies are only permitted in the case of 2-storey dwellings. Their selection must demonstrate a clear design rationale so as to ensure that they complement the elevation's composition.

PART 7: Commercial Built Form

7.5 Employment Typologies

7.5.2 Reinforcing the Glade

<p>General Character</p>	<p>Following the change in context for the KP3 Commercial Area and the relocation of the Hub to the centre of Alconbury Weald, the former 'Reinforcing Hubs' employment typology has evolved to 'Reinforcing the Glade', given the new relationship with the Glade Local Centre directly south of the KP3 boundary.</p> <p>This new typology is focussed on the important role that employment buildings will play in creating a positive sense of place around the Glade informal open space and local centre uses (including Nursery, Coop and smaller plot B1 uses). This mixed use centre for community needs to be appropriately fronted by the KP3 Commercial Area, with lower density, smaller plot office uses to front onto the green space which will form the intersection between the EZ occupiers and the local centre.</p>
<p>Location</p>	<p>→ Focused on the relationship between the Commercial Area and the Glade Local Centre, this area must present high quality frontage of buildings and plots addressing the local centre and open space.</p>
<p>Streets</p>	<p>→ Type A + C routes providing access to and through.</p>
<p>Landscape Design Character</p>	<p>→ Emphasis on high quality public realm to provide through routes from the Commercial Area to the Glade Local Centre and open space</p> <p>→ Formal landscape planting to front of plot where frontage depth exists between building and Glade edge.</p> <p>→ Richly landscaped car parks.</p> <p>→ Soft landscaping to address Type A + C routes.</p>
<p>Strategic Landscape Features</p>	<p>→ The Glade interface: informal open space with leisure routes through for pedestrians and cyclists</p> <p>→ SuDS water management, with streams and swales.</p>
<p>Building Heights</p>	<p>→ Across point of transition of building heights boundaries informed by OPP Parameter Plan.</p> <p>→ Up to 15m height to ridge for western section, up to 18m height to ridge for eastern section onto boulevard.</p>
<p>Building Types</p>	<p>→ Bias towards B1 Business uses including:</p> <ul style="list-style-type: none"> → Offices; and → Research and development premises
<p>Building Design</p>	<p>→ Buildings to be located and designed to activate the Glade, with direct access encouraged into open space</p> <p>→ Entrances to directly address the Glade and / or Type A + C routes</p> <p>→ Dual-aspect buildings to front both the Type A + C routes and the Glade</p> <p>→ Corner turner unit / marker building to be located on the south-eastern corner of the KP3 Commercial Area</p>
<p>Frontage Amenity Depth</p>	<p>→ A consistent depth of frontage between street and building frontage will be kept within plots.</p> <p>→ Opportunity for some variation between plots. Some building frontages to edge of street, other buildings to accommodate short depth of landscaping between street edge and front building elevation.</p>
<p>Boundary Treatment</p>	<p>→ Soft permeable landscaped edges to the Glade</p> <p>→ Formal boundary treatments to Type A + C Streets including:</p> <ul style="list-style-type: none"> → Clipped evergreen hedging → Low brick walls
<p>Parking Arrangements / form</p>	<p>→ Car parking to be provide to the side or adjacent to the street to ensure building directly address the boulevard and the Glade open space</p>



Figure 7.6: Reinforcing the Glade Employment Typology precedent images



- Avionics Building
- Runway Park Hub
- Pedestrian / Cycle Priority Route Only
- Public Transport Route Only
- Spillover forecourt
- Potential Zone for Larger Buildings Fronting Primary Road (e.g. Foodstore & Fitness Centre)
- Potential Area for Hub Expansion
- Marker Buildings
- Built Form Emphasis
- Community Area
- Active Frontages
- Primary School Frontage
- Landscape Boundary Screening
- 5-10m wide 'Super-Hedge' along the primary school southern boundary
- Framed Views to Heritage Area via Landscape / Built Form
- Primary Street
- Senliz Road Extension
- ECA Extension
- Public Transport Loop
- Resident's Ped / Cycle Access Points
- Parking within Perimeter Blocks
- Parking for Primary School
- Indicative Location for Potential Overflow Parking
- Indicative Parking for Large Retail Unit (if required in future)
- Indicative Vehicular Access Points
- Indicative Bus Stop Locations
- Indicative Bus Stop Shelter Locations
- Indicative Micro-mobility Transport Interchange
- Indicative Built Form Entrances



Figure 8.3: Hub Urban Design Principles Framework Plan

PART 8: The Hub

8.4 The Hub - Illustrative Views



Figure 8.7: Street Level View 2 looking west towards through the Runway Park component of the Hub



Figure 8.8: Street Level View 3 looking South-east from the western hub parcel access point towards the Primary School

PART 8: The Hub

8.7 Parcel Internal Area: Mixed-use

Mixed-use parcels within the Alconbury Hub character area will be of high density, typically characterised by mixed-used flat blocks and maisonettes with active ground floor commercial/retail uses and upper floor residential units. Internal layouts in these areas **should** exhibit urban characteristics with consistent building line setbacks and positively designed rear parking courts / mews streets with integrated hard and soft landscaping elements to address the public realm, facilitate spillout spaces and encourage lively street activity.

The table below presents guidance on the design approach for the character area described. Whilst there is expected to be a predominance of the items outlined in the table, it is not exhaustive and therefore there is the allowance for design flexibility and well-considered design variety. However, where an alternative approach is proposed there **must** be strong justification and design rationale.

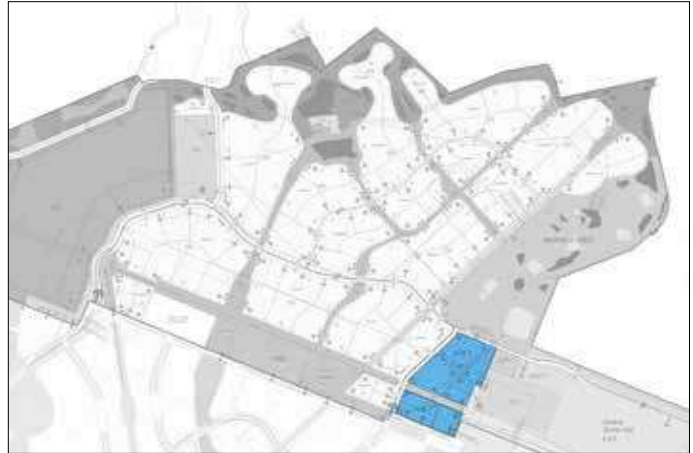


Figure 8.16: Location Plan of The Hub



Figure 8.17: The Arc Shopping Center, Bury St Edmonds. Representative example of Mixed-use maisonette typologies



Figure 8.18: Clay Farm, Cambridge. Representative example of a well designed and enclosed landscaped perimeter parking courts

Design feature	Character Area Approach
Density	N/a
Uses	Mixed use
Height	Typically 3 storeys
Urban Grain	Formal
Building typology	Mixed-use flat blocks, mixed-use maisonettes (Ground floor mixed-uses with upper floor residential)
Building set back	0.5 - 1.5m
Roof form	Flat / Pitch (gable-ended)
Parking	Perimeter Parking Court, On-plot rear, Basement/Semi-basement/Podium/Undercroft
Materials	To be determined at RMA stage
Front Boundaries	B1 - No Boundary B7 - Planted Zone



Mixed-Use blocks with ground floor retail and upper floor residential **must** be dual aspect to overlook both the main street and the rear service yard.

For architectural design guidance on the mixed use typologies please refer to the Mixed Use Design Principles section.

Servicing and storage for the mixed-use retail blocks **should** be resolved through well designed rear courtyards.



3/4 storey mixed-use retail blocks **must** demonstrate strong active frontages addressing the public realm allowing ample opportunities for activity to spillout on the landscape.

The pedestrianised street will be the main retail axis of the Alconbury Hub. The street **must** be a well designed space integrated with hard and soft landscaping features, utilising high quality materials, street furniture, lighting and quality green and blue spaces. The components of the pedestrianised street **must not** be designed in isolation but as a coherent spatial experience that creates a dynamic and vibrant public space.

For design guidance on the landscape component of the Hub please refer to the Runway Park Hub section.