

3.5 LANDSCAPE STRATEGY

The Design Code identifies a landscape and tree strategy for the site in section 3.1. This includes:

- The creation of public open spaces for all abilities;
- The use of native species, including fruit tree species and areas for local food production that will promote sustainable and healthy living;
- Accommodation of street furniture;
- Provision of natural play areas that will encourage child's physical development;
- Public art integration that will enhance the Northstowe landscape;
- The use of tree planting within street scene;
- The PRow and squares are considered as an opportunity to deliver a high quality public realm spaces.

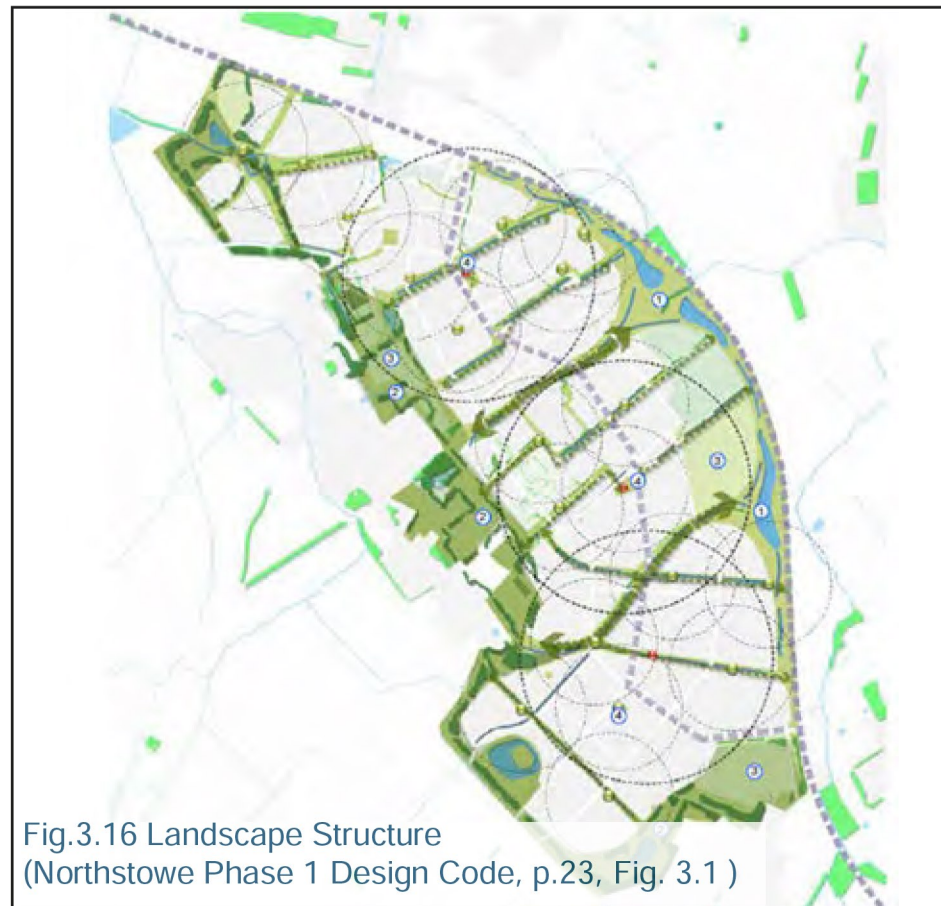


Fig.3.16 Landscape Structure
(Northstowe Phase 1 Design Code, p.23, Fig. 3.1)



Fig.3.17 Landscape Strategy Diagram provided by Golby & Luck

3.6 STREET STRUCTURE

The street hierarchy has been derived from the parameters detailed in the Northstowe Design Guide - Phase I and the Development Control Policies DPD (Adopted July 2007).

PRIMARY STREET

This is the highest order highway type within Parcel H2 in Northstowe. It is comprising: 1no. 6.1m carriageway, 2no. 2.1m dedicated cycleway on both sides of carriageway; 2no. 2m footway, 1no. 2.4m on-street parking and tree planting, together with bus stops design maximum speed of 20mph.

SECONDARY STREET

This type provides a secondary level of movement around the site, used mostly for local and plot access, providing connections from the Primary Street. They will be formed from a 1no. 5.5m carriageway with 2no. 2m footways with a design speed of 20mph. The materials carriageway and on-street parking will be different in order to reduce the scale of the carriage way and create a more domestic feel.

TERTIARY STREET/MEWS

These are typically streets of lower order. They will be formed as a shared surface in block paving, with an 8m wide surface and a designed speed of 10-15mph.

PRIVATE DRIVES

Private drives for parcel H2 serves only local properties. They form a number of single sided routes within the site.

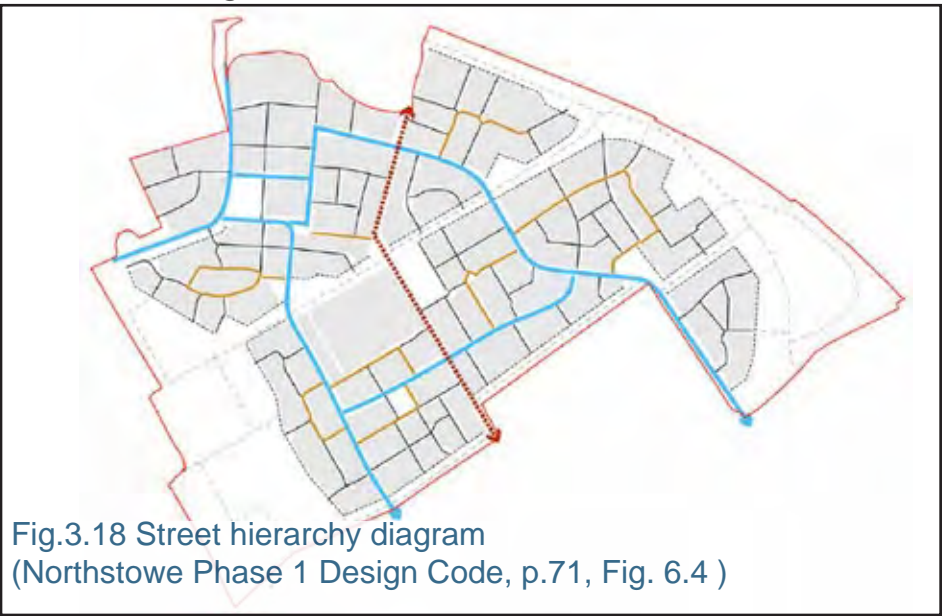


Fig.3.18 Street hierarchy diagram
(Northstowe Phase 1 Design Code, p.71, Fig. 6.4)



Fig.3.19 Street Structure

3.7 PARKING

Parking has been designed in response to the standards prescribed in the Chapter 08, Site Wide Coding, 8.4 Parking in The Northstowe Phase-1 Design Code, April 2014.

Parking is accommodated in the following ways

- 1. Largely on-plot behind building line
- 2. Often with garaging
- 3. Front courtyard parking to the front of dwellings
- 4. Courtyard car parking, generally used to serve dwellings where side parking is not permitted for streetscape and limited access reasons,
- 5. 'Flat over garage' carport parking.
- 6. On street 'unallocated' visitor parking spaces.

Many of the dwellings have parking to the immediate side of the dwelling, making it convenient and secure for residents. This will discourage on-street parking. The on plot spaces will often be accompanied by garaging. The size of the garages are to comply with the approved garage dimensions. In a few instances parking is also provided in 'Front Court' arrangements, where the space is located conveniently to the front of the dwellings. These are broken down into smaller groups with landscaping to mitigate the visual impact. As these arrangements are convenient and avoid tandem parking, they are considered to minimise on-street parking demand.

Parking is also provided in 'Rear Courtyards', only for the apartments and terraces facing onto the Primary street, where direct access is limited by coding. Together with units in the south-east edge of the site, to minimise impact of cars on important public realm/greenway. The proposal complies with the minimum parking requirements as prescribed below in Chapter 08, Site Wide Coding, 8.4 Parking in The Northstowe Phase-1 Design Code, April 2014:

An average of two car parking spaces per dwelling
All residential properties shall be provided with at least one allocated parking space.
All properties with four or more beds shall have at least two car parking spaces
Visitor Car parking provision in this scheme complies with the general guidance described in Appendix 1, Standards for Car Parking Provision in the Development Control Policies DPD, adopted July 2007, of South Cambridgeshire District Council

- a minimum of 0.25 spaces per dwelling provided with 2 parking spaces.



Fig.3.20 Parking Diagram