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### Introduction



Figure 1.1: Site Wide Master Plan.



Figure 1.2: Phase 1 Master Plan.

### Introduction

This Statement is submitted in support of the Approval of Reserved Matters Application for Parcels H5 & H6 Northstowe and seeks to illustrate compliance with the Outline Parameter Plans and Design Code.

#### Purpose.

- 1.1. The Outline Planning Permission (ref. S/0388/12/OL) has the benefit of an approved Mater Plan, approved Parameter Plans and an approved Design Code.
- 1.2. This statement seeks to illustrate compliance with the Parameter Plans and Design Code and is set up in a similar way as the latter in terms of sections and headings for ease of comparison.

#### Structure.

- 1.3. Therefore, this document is set up as follows and seeks to confirm the following;
- Structuring Elements; Landscape; Streetscape; Primary Infrastructure Coding; Street Hierarchy; Squares Site Wide Coding; Block Structure; Parking Cycles; Car Parking; Refuse Collection; Service & Emergency Vehicles. Identity Area Specific Coding; Area Specific Coding; Parameter Plan Compliance; Parameter Plans; Storey Height Parameter Plan; Density Parameter Plan; Summary.
- 1.4. This Statement should be read in conjunction with the submitted Housing Statement.



# **Structuring Elements**



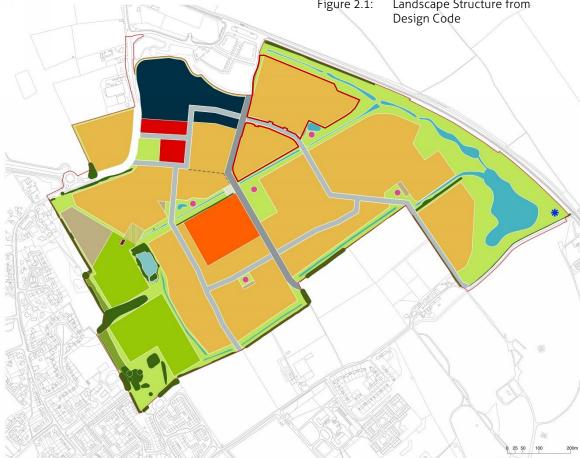


Figure 2.2: Core Area, Land Use, Open Space and landscape Parameter Plan (rev B) as approved S/0932/14/NM.

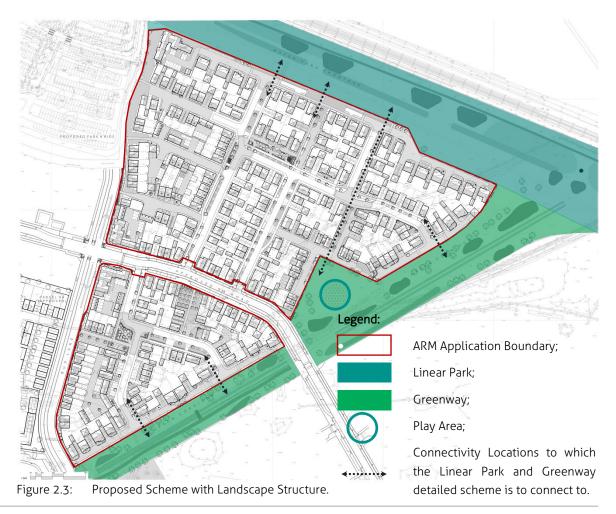
### Structuring Elements.

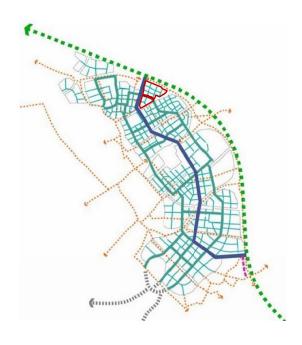
This section illustrates how the scheme proposes to accommodate and respond to the surrounding Structuring Elements as defined within the Design Code and Parameter Plans.

#### Landscape

- 2.1. The Application Site fronts onto the structuring landscape elements know as the;
  - Linear Park;
  - Greenway/Ecological Habitat Corridor, and;
  - Play Area.

2.2. These structuring landscape elements are outside of this ARM Application but have been responded to by the proposed Application in terms of connectivity, building orientation and overlooking.





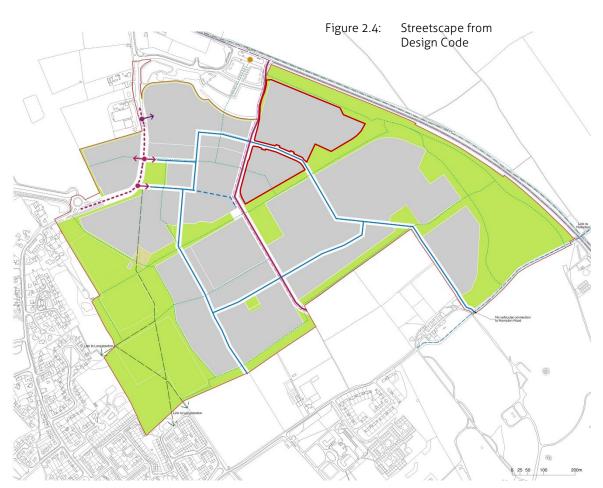
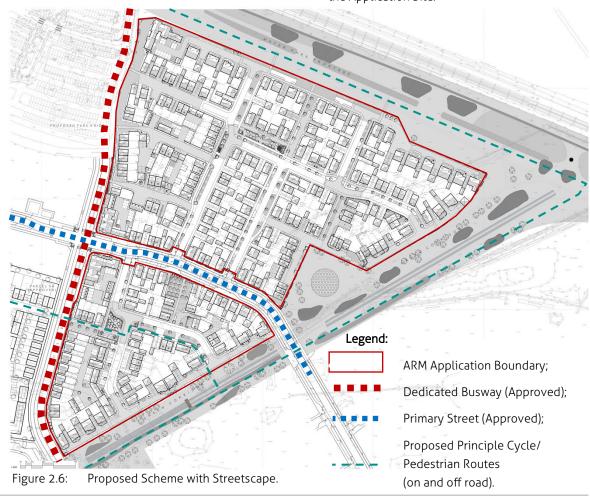


Figure 2.5: Movement Parameter Plan as approved S/0932/14/NM.

#### Streetscape.

- 2.3. The Application Site is bounded in part by approved structuring elements known as;
  - Dedicated Busway;
  - Primary Streets, along with;
  - Indicative alignments for Proposed Principle Cycle/Pedestrian Routes (on and off road).

2.4. Save for the incorporation of the principle cycle/pedestrian route through the application site, these structuring landscape elements are outside of this ARM Application but have been responded to by the proposed Application in terms of connectivity, building orientation and overlooking. The cycle/pedestrian route has been incorporated through the Application Site.





# **Primary Infrastructure Coding**



Figure 3.1: Street Hierarchy Diagram from Design Code.

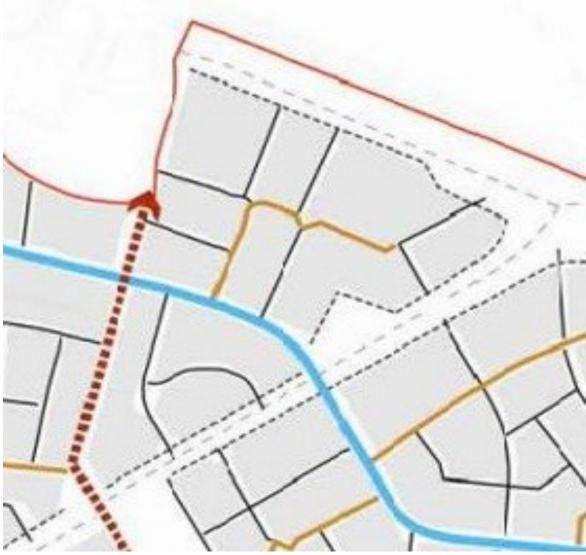


Figure 3.2: Enlarged extract of Street Hierarchy Diagram from Design Code focusing on Parcels H5 & H6.

### Primary Infrastructure Coding.

This sections illustrates how the scheme proposes to accommodate the Primary Infrastructure Coding as defined within the Design Code and Parameter Plans.

#### Street Hierarchy.

- The access locations off the Primary Street, highlighted below by the red circles, are approved and fix the centre line location, radii, footpath width, verge/layby width carriageway width.
- 3.2. The carriageway width defined by these approved junctions is 5.5m, which makes the road a Secondary Street, which is a slight deviation from the Design Code as the Eastern most (red circled) junction is proposed as an access to a Secondary Street also.
- 3.3. That aside, the location of the Secondary Streets and Tertiary Streets and Mews follow the Design Code and have only evolved slightly with the Local Authority.



Proposed Scheme with Street Hierarchy.. Figure 3.3:



Figure 3.4: Public Square Location Diagram from Design Code.

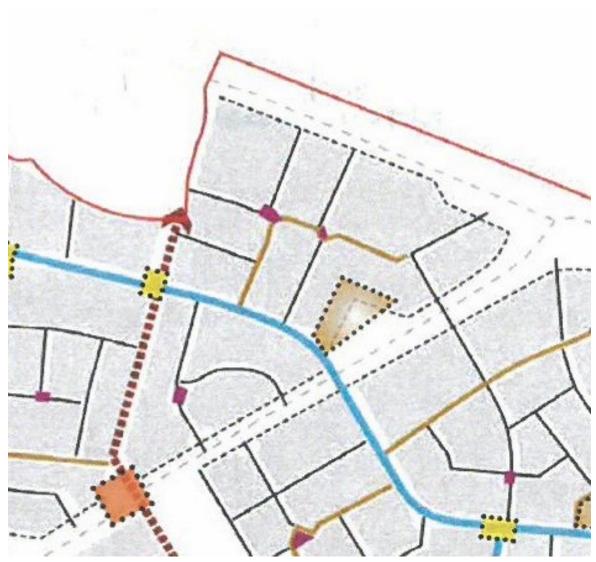


Figure 3.5: Enlarged extract of Public Square Location Diagram from Design Code focusing on Parcels H5 & H6.

#### Squares.

- 3.4. The Tertiary Squares act as important *nodes* on Secondary Streets. These spaces are small informal spaces within the movement network. Squares are overlooked by residential properties and served also as traffic calming when incorporated within the vehicular movement network.
- 3.5. The Design Code requires two tertiary nodes with Parcel H6 which the application, in conjunction with the pre-application process, proposes to merge into one single larger tertiary nodal point.
- 3.6. The Design Code requires one tertiary node in Parcel H5, whereas the scheme, in conjunction with the pre-application process, proposes two tertiary nodal points.

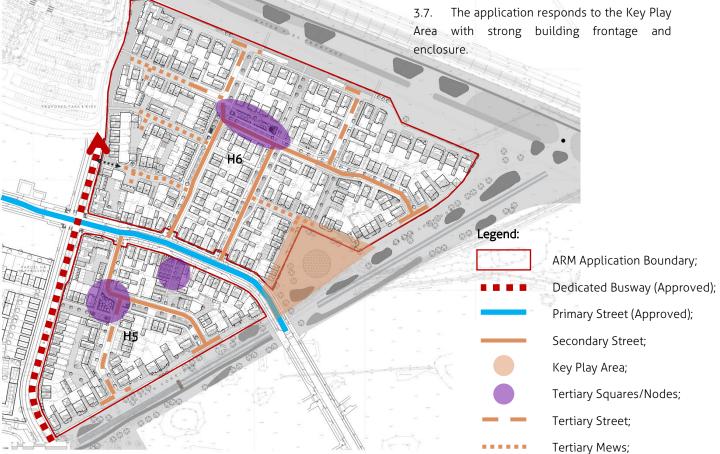


Figure 3.6: Proposed Scheme with Squares/Nodes..



## Site Wide Coding

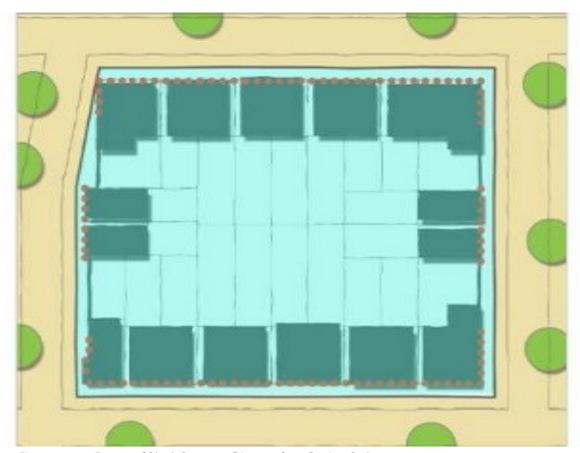


Figure 4.1: Extract of Block Structure Diagram from Design Code.

### Site Wide Coding.

This sections illustrates how the scheme proposes to accommodate and respond to the Primary Site Wide Coding as defined within the Design Code and Parameter Plans.

#### Block Structure.

- 4.1. The Design Codes requires development to be in block structures defined by deformed grids and based on the ease of pedestrian movement and connections.
- 4.2. The design of the blocks shall emphasis vernacular character and morphology.
- 4.3. The blocks clearly define the relationship between public and private realm and all facades presenting onto the block perimeter are designed with appropriate fenestration and active frontage.



Figure 4.2: Example of proposed Block Structure.

Legend:

Private Realm

Priv

Private Realm (Adjacent Blocks);

7/M //

Public Realm;

.....

Active Frontage.



#### Parking.

#### Cycles.

- 4.4. The proposed scheme delivers the following;
- 1 cycle space per bedroom up to 3 bedroom dwellings in the form of a shed within the rear garden of the dwelling house;
- 4 cycle spaces per 4 bedroom (and above) in the form of a shed within the rear garden of the dwelling house.
- 1 cycle space per bedroom for the 1 and
  2 bedroom apartments in the form of a secure, covered, communal cycle store;
- 1 cycle space per bedroom for the marionettes in the form of either, a secure, covered communal cycle store or, an anchored, enclosed and covered cycle storage container.



Figure 4.3: Cycle Storage Container.



Figure 4.4: Cycle Storage Rack.



Figure 4.5: Garden Shed.

#### Car Parking.

- 4.5. The proposed scheme complies with the Design Code in the following way;
- The scheme provides an average of two car parking spaces per dwelling.
- All residential properties are provided with at least one allocated car parking space.
- All residential properties with 4 or more bedrooms have at least two car parking spaces.
- Rear parking courts are only used to ensure a better quality public realm and street design.
- Garages are located behind the building line.
- Each garage contains a double pin socket to facilitate on-plot recharging should residents wish to purchase electric vehicles.

## 4.6. The site delivers the following car parking;

H5 Car Parking Strategy (73 Units):					
(i) On Plot Parking:	134				
(ii) Designated Visitor Parking:	15				
(iii) Casual On-Street Parking:	5				
(iv) Garage Parking:	31				
(v) Visitor Parking (ii)+(iii)*:	20				
(vi) On Plot Parking (i)+(vi)**:	165				
* 20 spaces min. equates to 0.27 spaces per					
plot.					
** 165 spaces min. equates to 2.66 spaces per					
plot.					
H5 overall Parking (v)+(vi): 185 spaces min. which is a ration of 2.5spaces per plot.					

H6 Car Parking Strategy (167 Units):					
(i) On Plot Parking:	309				
(ii) Designated Visitor Parking:	35				
(iii) Casual On-Street Parking:	44				
(iv) Garage Parking:	95				
(v) Visitor Parking (ii)+(iii)*:	79				
(vi) On Plot Parking (i)+(vi)**:	404				
* 79 spaces min. equates to 0.47 space plot.	es per				
** 404 spaces min. equates to 2.42 spaces per plot.					
H6 overall Parking (v)+(vi): 483 spaces min. which is a ration of 2.9spaces per plot.					



#### Refuse Collection.

4.7. The layout has been traced with the appropriate refuse vehicle to ensure the whole site can be accessed and serviced as required.

#### Refuse Storage and Collection.

- 4.8. Houses and Maisonettes with private rear gardens will be suffice for the storage of refuse bins within the private amenity space and taken by the occupier to either the back edge of highway or to a collection point on bin collection day.
- 4.9. Maisonettes and Apartments with communal refuse stores, which are secure and covered, will be accessed by the refuse operatives and the bins emptied and returned.

#### Service & Emergency Vehicles.

- 4.10. The scheme has been designed to ensure that all dwellings are serviceable by both servicing, delivery and emergency vehicles.
- 4.11. The road layout, both private and adopted, has been design to ensure that the all properties are in close proximity to turning areas, tracked to accommodate the largest service and emergency vehicle, a Fire Appliance.



## **Identity Area Specific Coding**

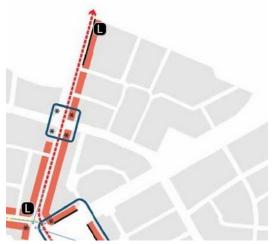


Figure 5.1: Extract of T1 Spine Coding.

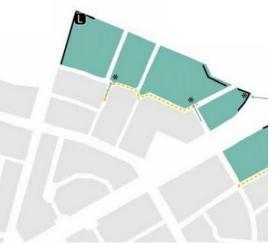


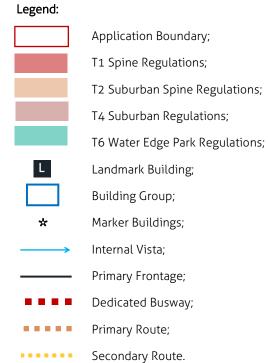
Figure 5.4: Extract of T6 Water Park edge Coding.



Figure 5.2: Extract of T2 Suburban Spine Coding.



Figure 5.3: Extract of T4 Suburban Coding.



### Identity Area Specific Coding.

This sections illustrates how the scheme proposes to accommodate and respond to the Identity Area Specific Coding as defined within the Design Code and Parameter Plans.

#### Area Specific Coding.

- 5.1. This Application Site is subject to four differing Area Codes;
- T1 Spine;
- T2 Suburban Spine;
- T4 Suburban;
- T6 Water Edge Park.

- 5.2. Within those Areas there are Codes that need to be delivered that include;
- Landmark Buildings;
- Building Group;
- Marker Buildings;
- Internal Vista;
- Primary Frontage.



Figure 5.6: Planning Layout illustrating compliance with Area Specific Coding.



## Parameter Plan Compliance



Figure 6.1: Building Heights Parameter Plan as Approved S/0932/14/NM.

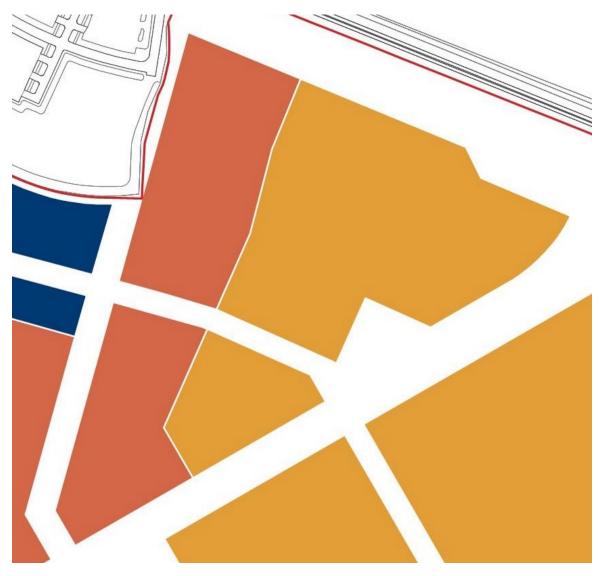


Figure 6.2: Extract of Building Heights Parameter Plan.

### Parameter Plan Compliance.

The first two Parameter Plans are evidenced as compliant in the earlier section of this Statement. Below, this Statement illustrates compliance with the remaining two Parameter Plans.

#### Parameter Plans.

- 6.1. The Outline Application was supported by a series of Parameter Plans, namely;
- Core Area, Land Use, Open Space and landscape Parameter Plan;
- Movement Parameter Plan;
- Building Heights Parameter Plan;
- Density Parameter Plan.

#### Storey Height Parameter Plan.

- 6.2. The storey heights proposed comply with the Parameter Plan by siting the 3 storey building forms along the designated busway.
- 6.3. The scheme also proposes 2.5-3 storey along the Primary Street with the remainder of the site having a lesser sense of scale with 2-2.5 storey building forms.

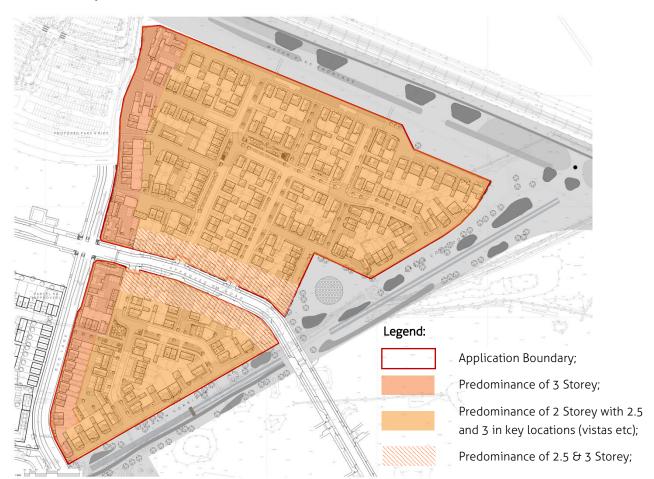


Figure 6.3: Planning Layout illustrating compliance with Area Specific Coding.



Figure 6.4: Density Parameter Plan as Approved S/0932/14/NM.



Figure 6.5: Extract of Density Parameter Plan.

#### Density Parameter Plan.

- 6.4. The density proposed complies with the Parameter Plan by siting the higher density along the guided busway at c.40dph.
- 6.5. The remainder of the scheme is proposed at a lesser density at c.36dph.

#### Summary.

- 6.6. The scheme complies with the various design standards, guidelines, parameters and coding in support of the Outline Planning Permission.
- 6.7. The layout design ad building architecture has been the subject of an extensive pre-application process and been presented to the Design Review Panel with positive feedback.

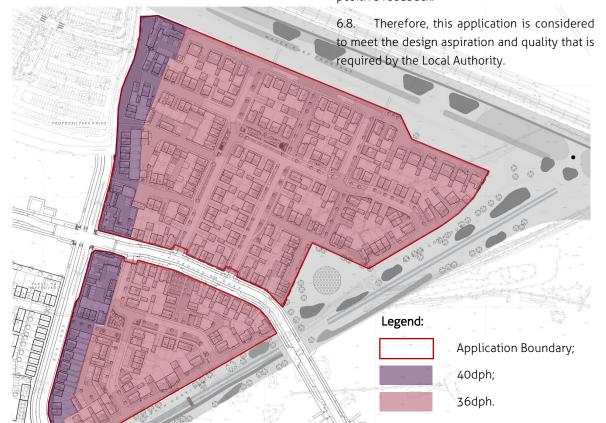


Figure 6.6: Planning Layout illustrating compliance with Area Specific Coding.



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