

The proposals for Phase 3B have been developed and informed in response to a series of community and stakeholder engagement events as well as presentations to design review panels.

5.2 Stakeholder and Community Engagement

The Stakeholder and Community Engagement Report which accompanies this Planning Application sets out the process of community engagement that has closely informed the design development of Phase 3B.

The initial concept proposals were discussed with the local community, stakeholders and interested parties at an early stage to establish their key priorities and interests, and to ensure that the masterplan was founded on a generally agreed concept.

Three stakeholder engagement events have been undertaken in July 2018, November 2018, and September 2019. These engagement events comprised the following:

- A Council member session
- An interactive workshop attended by a range of stakeholders; and
- Two public drop-in sessions

Online questionnaires were made available for any stakeholder or interested individual to complete following the sessions.

Following the Outline Planning Application submission in Spring 2020, formal consultation has been undertaken (during the Spring/Summer 2020 period) which has further informed the production of this DAS.

July 2018

The first engagement event took place in July 2018, to introduce stakeholders, Northstowe residents and the wider community to the development of the emerging masterplan. The first was held on July 7th 2018 at Pathfinder School, Northstowe and the second in Crossways Communita Café, Oakington on 30th July 2018.

Boards explaining the site analysis process and presenting the initial concept ideas and access strategies for the masterplan were displayed at the events, with the opportunity for attendees to comment on these either via post-it notes stuck onto the boards or via a questionnaire which was handed out. There was a further opportunity for people to comment online via a surveymonkey questionnaire which was posted on the Northstowe website.

The key topics raised at the engagement events (by stakeholders and the public) were:

- Desire to retain the existing tree copse and woodland on the site;
- Keen to promote the sense of a healthy town;
- Establishing the opportunity to integrate Phase 3B with the rest of Northstowe; and
- Sustainable travel was raised as a key interest and ensuring that footpaths and cycle paths are provided where possible.

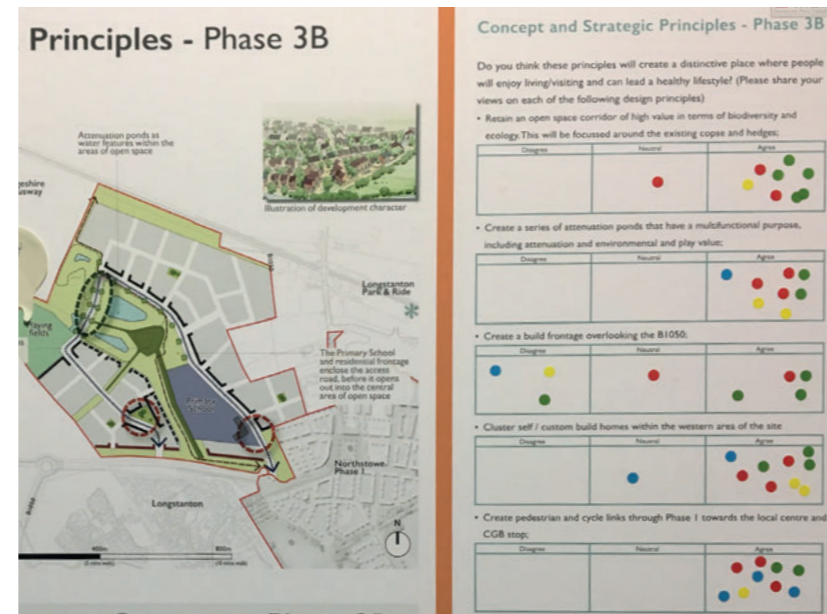


Figure 5.5 (above two images) : Attendees were invited to comment on the site analysis and concept proposals. These comments then helped shape the further development of the masterplan.



Figure 5.6 (above two images): The initial masterplan proposals were discussed with stakeholders and the local community.

November 2018

Following the structure of the engagement events held in July 2018, the two events held in November were located in the Pathfinder School and Crossways Community Café, Oakington, with the opportunity to comment on the proposals online after the engagement had been held. The engagement sessions presented the initial masterplan and access proposals to stakeholders, Northstowe residents and the local community, demonstrating how the design process had evolved in response to the previous comments received.

The responses to the initial proposals included:

- Multiple references to prioritising sustainable transport in the movement and access strategy over cars; and
- Desire to ensure cycle and footpaths are integrated into those around Phase 3.

September 2019

The engagement event in September 2019 was held at Homes England's offices in Northstowe. This event comprised two public drop in sessions. A council members session was held at SCDC offices.

The responses received to the pre-application proposals for design and access included:

- A desire to see cycle paths to encourage cycling as a mode of transport.
- Desire to see play facilities for youth / teenagers.

An additional update session was held in Oakington in November 2019.

5.3 Design Council (December 2018)

In December 2018 the emerging masterplan for Phase 3B was presented to the Design Council Review Panel. Some of the key points raised included:

- The Phase 3 masterplan has the potential to embody Homes England's vision for ensuring community health and wellbeing, placemaking and sustainability in the delivery of housing, and set a benchmark for future developments.
- Ensure that the development in design at Phase 3B focusses on integrating the development with Phases 1, 2 and the surrounding area.
- Encouragement to challenge current ways of thinking and develop a flexible parking strategy; one that can gradually reduce car-use over time.

5.4 Cambridge Quality Panel (May 2019)

In May 2019 Cambridgeshire Quality Panel reviewed the proposals and conducted a site visit. Their points included:

- Ensure design strategy addresses potential future trends and aims with the capability for self-sustaining healthy communities, landscape quality and recreation at the heart of the future town.
- Aspiration to make Northstowe a low carbon development that is able to accommodate the impacts of climate change.
- Promote walking and cycling as part of ethos.
- Potential to challenge level of car parking and provide creative solutions to parking, appropriate to ensure the public realm isn't car dominated.

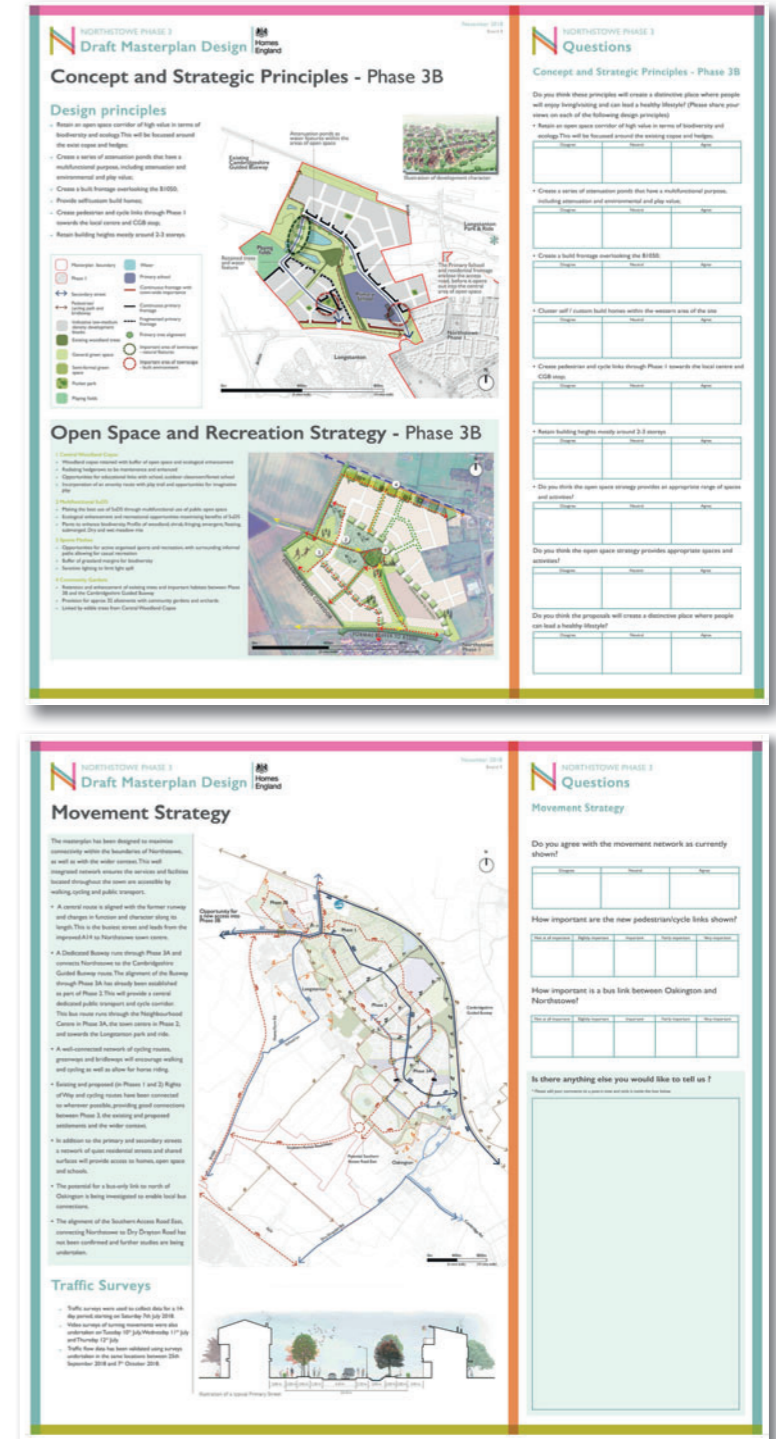


Figure 5.8: Stakeholders and the public have been invited to comment on the proposals at various stages of the design process.



Figure 5.7: Engagement Timeline



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The Masterplan

6 The Masterplan

The key driving principles and concepts behind the proposals are explained within this chapter. These have influenced the masterplan, Parameter Plans and Urban Design Principles. Illustrative drawings and descriptions further explain the masterplan vision and opportunities to create a high quality neighbourhood.

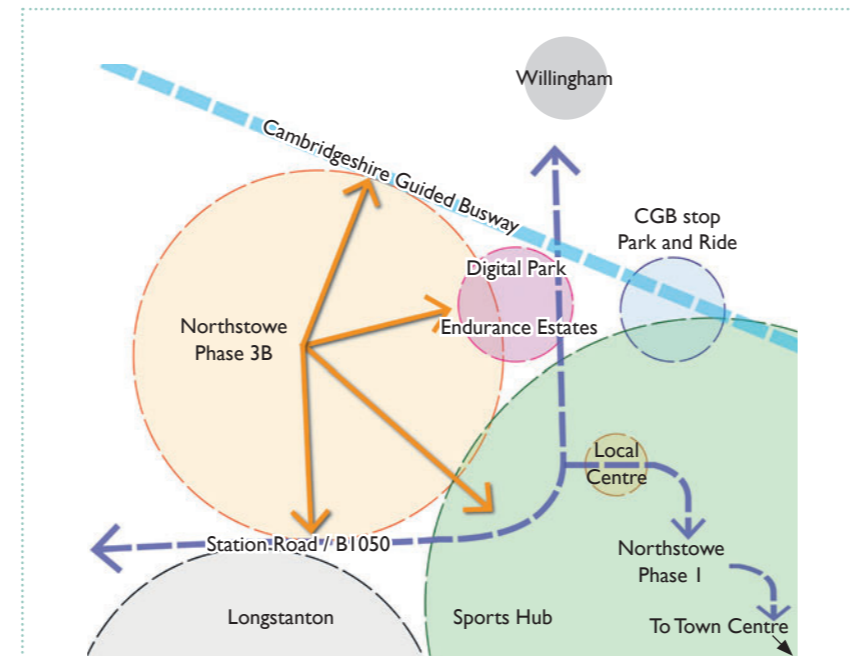
The purpose of this chapter is to explain the rationale behind the proposals for Phase 3B. The diagrams and illustrations set out in this chapter are illustrative only and do not establish any further fixed elements of the development beyond those set out in the parameter plans. Where diagrams and illustrations in this DAS include extracts from the parameter plans, they may also include additional illustrative materials. For the fixed parameters, please refer to the 'Movement and Access', 'Building Heights' and 'Open Space and Land Use' Parameter Plans submitted as part of this planning application. All other plans and diagrams, including the illustrative masterplan, are for illustrative purposes only to demonstrate how the proposed mix of uses and character areas could be accommodated within the site.

This chapter sets out the key Urban Design Principles for Phase 3B. These principles have been extracted into the Design Principles Document (Appendix A) which forms one of the approved documents supporting this application. The Design Principles Document also contains an Urban Design Framework Plan, which draws together the Parameter Plans set out in this chapter, and illustrates how the different elements of green space, land use and movement interact with each other.

6.1 Concept and Strategic Principles: Phase 3B

A number of key influences have shaped the development of the masterplan. This section explains these design influences and how they have helped form the emerging masterplan. These have been drawn directly from the community and stakeholder feedback and the site analysis undertaken.

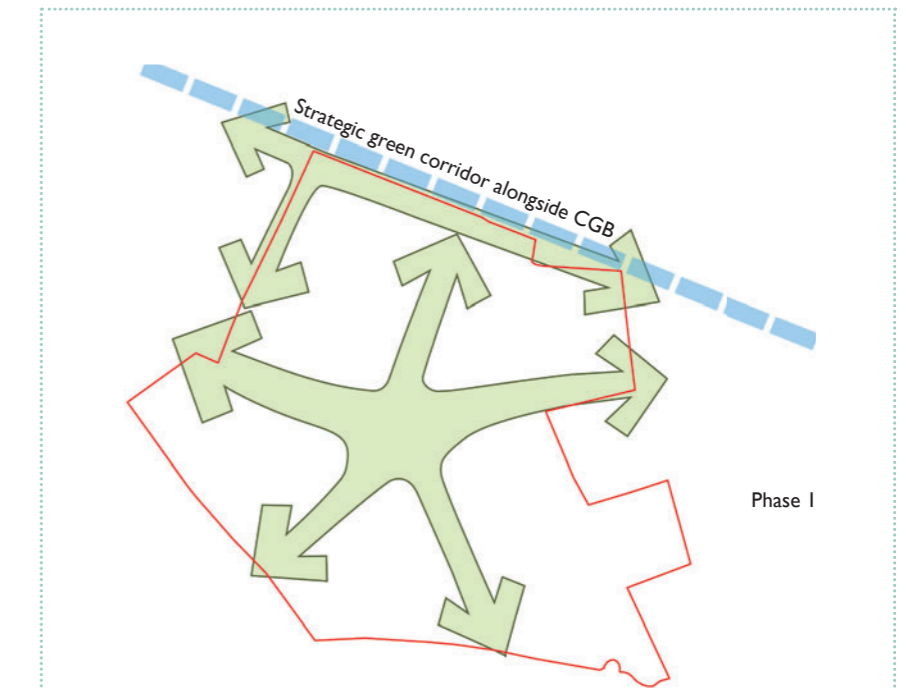
Figure 6.1: Design Principle 1



1: A connected neighbourhood that is integrated into Northstowe and the wider context

The masterplan incorporates potential pedestrian, cycle and emergency links that connect directly into Northstowe Phase I and the remaining allocation area to the east promoted by others. The connections proposed have been designed to provide convenient access to the local facilities including the Local Centre within Phase I and Longstanton Park and Ride, as well as ensuring the open space and primary school provided within Phase 3B are easily accessible to the wider community.

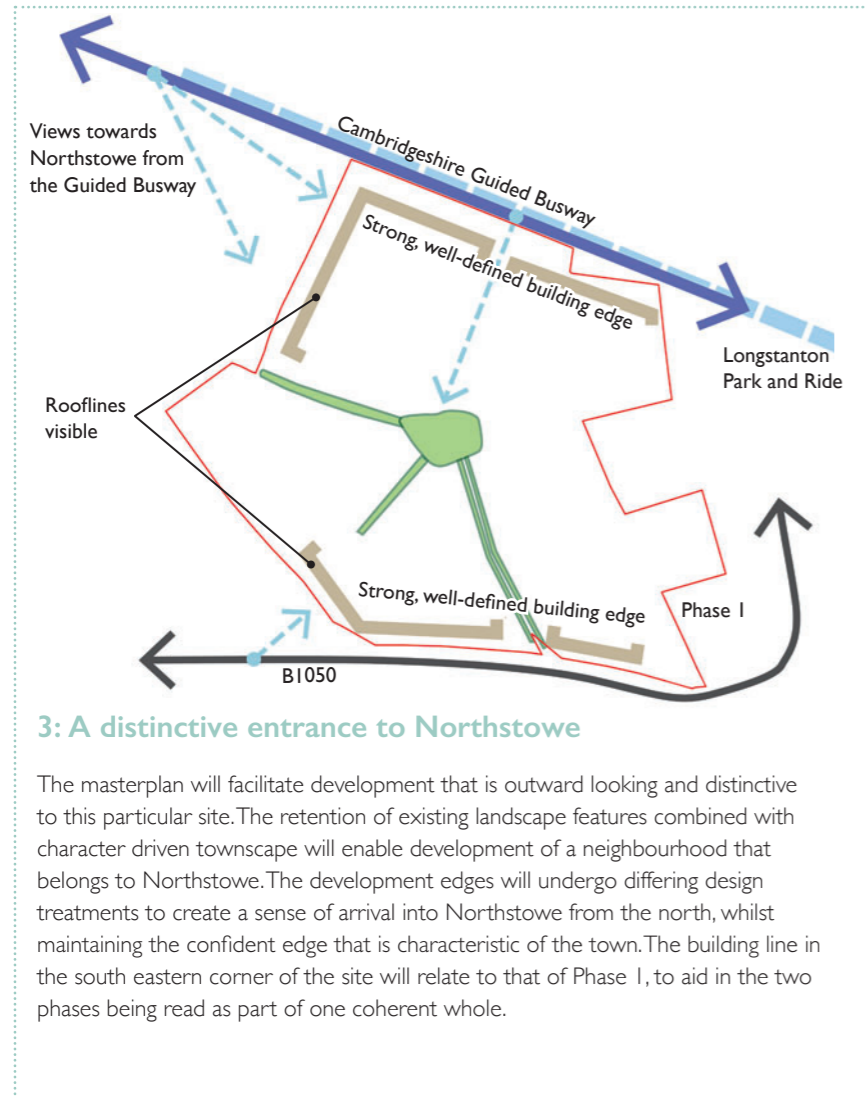
Figure 6.2: Design Principle 2



2: Integrated green infrastructure network

A network of 'blue and green' interlinked spaces brings nature right into the heart of the neighbourhood and provides accessible green space for the new and existing residents. The central focal point for the site is the retained copse of trees with radiating hedgerows, including the alignment of the former Fishpond Road. This natural 'centrepiece' will be framed and overlooked by the new development. These green corridors will create a connected network that permeates through the body of the development and provide linkages into the surrounding context.

Figure 6.3: Design Principle 3



4: Sustainability

Sustainability in its widest sense is a key principle for the development of Phase 3B. As Northstowe is a new town, future-proofing the development is important. The masterplan, movement network and built form will have the capacity to stand the test of time.

6.2 Vision

Phase 3B will provide an array of recreational and community opportunities in a safe and attractive setting that facilitate healthy lifestyles and wellbeing. Distinctive character areas and a connected network of landscapes will create a series of streets and spaces with defined identities. The following two pages set out some of the key design principles and aspirations for Phase 3B.



Streets that ensure safe pedestrian and cycle movement as well as social interaction



Community facilities encouraging interaction with nature



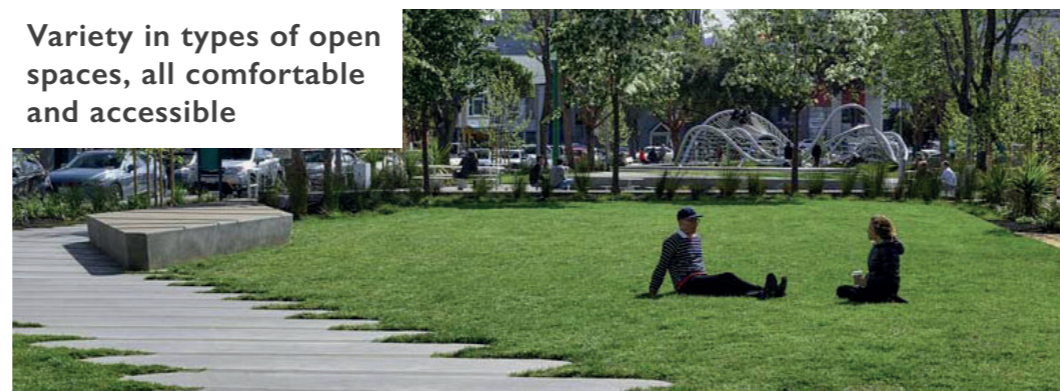
Landscaping carefully integrated into the streetscene



Informal landscape character



Ensure all spaces are overlooked and feel safe



Variety in types of open spaces, all comfortable and accessible

Figure 6.4: Key design principles and aspirations for Phase 3B



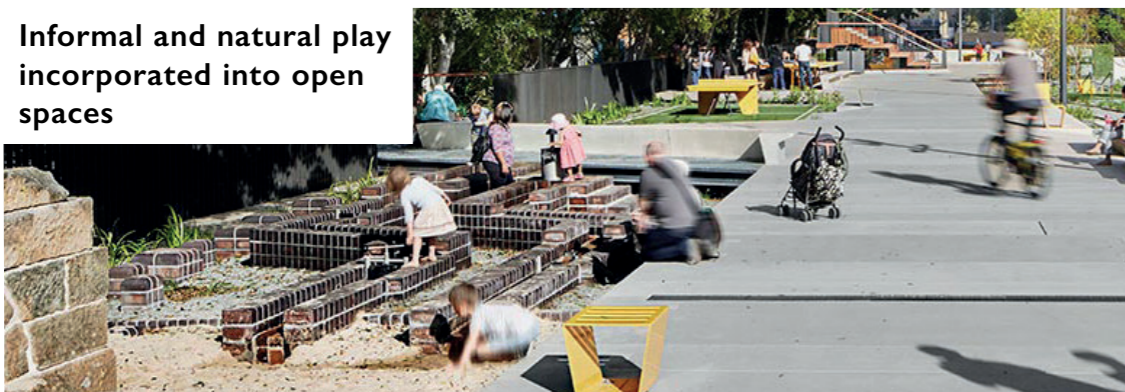
Strong degree of enclosure to proposed green corridors



Building form that overlooks the open spaces and streets



Neighbourhoods that encourage and accommodate cycling



Informal and natural play incorporated into open spaces



Retention of distinctive landscape features



Spaces that are exciting, fun and engaging

6.3 Character

The masterplan is driven by the aim to create a distinctive character and an urban form that is memorable. Building on the urban design approach of the wider town, the masterplan is formed around a series of distinct townscape features - or character generators. These draw together the design concepts developed with the community, heritage influences and existing landscape and site features. Together, these form neighbourhoods of varied and distinctive identities driving the structure of the development.

6.3.1 Masterplan Framework

The arrangement of open space and development plots has been informed through an iterative process of design and engagement, with the proposed structure shown in the Masterplan Framework in Figure 6.5.

The structure of the framework has been designed to maximise accessibility of the site, taking into account the access principles described in Northstowe Development Framework Document (2012), including the need for schooling to be within 600m and co-located to any services within the site, in the case of Phase 3B these services comprise a secondary mixed-use zone.

A series of key principles have informed the development of the Masterplan Framework on a town-wide scale. These are:

- Creating a legible movement network that is well integrated into Northstowe and the wider context. The movement network must promote sustainable travel options, with direct and accessible pedestrian and cycle links.
- Ensuring the potential block structure is robust, creating clearly defined streets and spaces and the movement network connects to the surrounding street pattern within Phase 1, ensuring that the town will be seen as a comprehensive whole.
- Reflecting the strong development edge adopted in Phases 1 and 2 where the site boundary meets the CGB and fronting onto the B1050 Station Road.
- Ensure the approach to Northstowe from the north via the CGB and the B1050 is distinctive in character.
- Integration of generous green spaces.

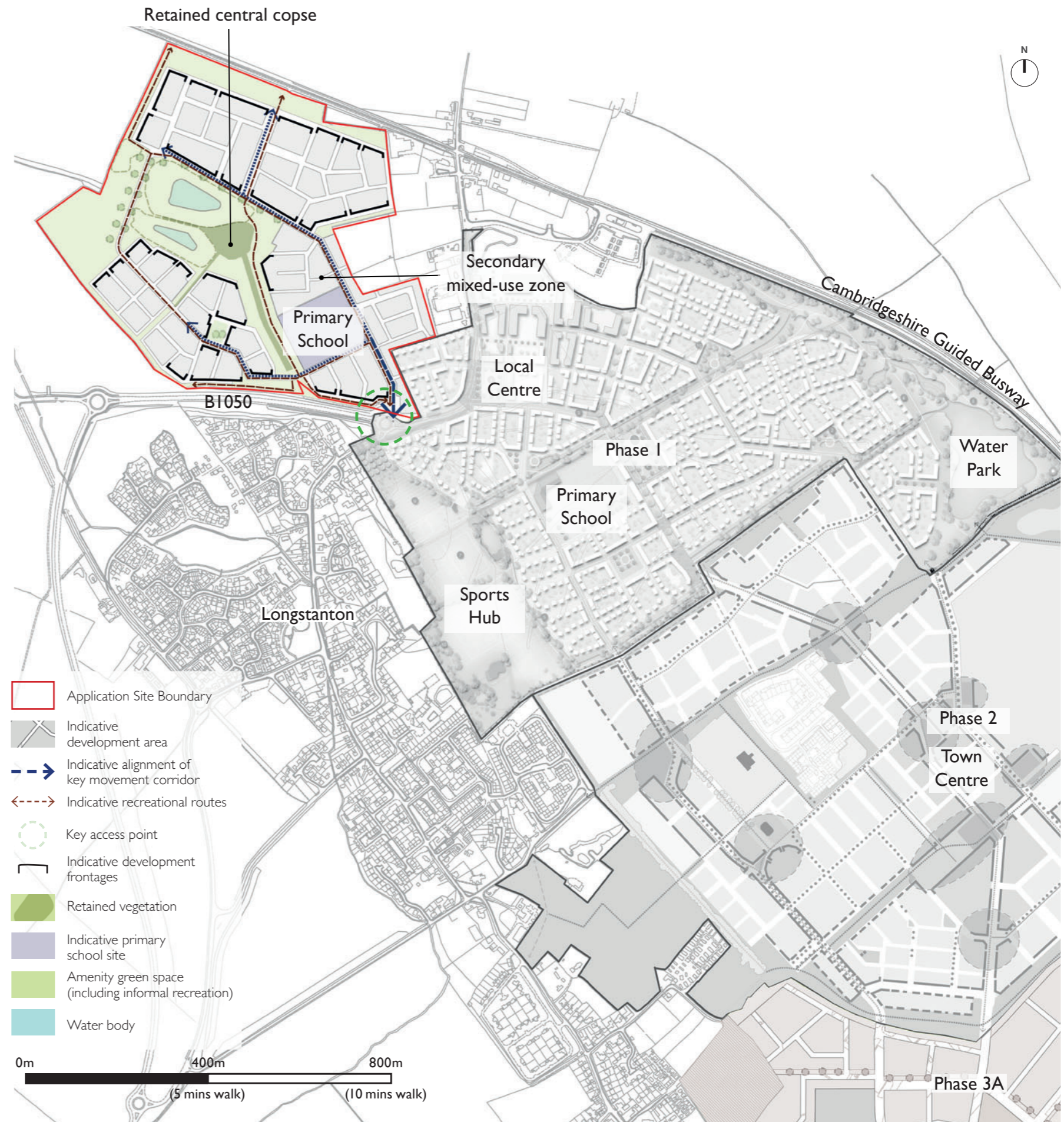


Figure 6.5: Masterplan Framework - Northstowe

6.3.2 Phase 3B Urban Design Principles

The key character generators, made up of a combination of spaces and development frontages are:

- The existing tree copse.
- Existing hedgerows that radiate from this central copse.
- Reflecting the grid alignment of wider Northstowe and the former British Romano settlement.
- The different edges of the development which will perform different townscape functions to create a sense of arrival into Northstowe from the north.

In addition to the character generators the masterplan is underpinned by the following Urban Design Principles. These have been extracted into the Design Principles Document (Appendix A) which forms one of the approved documents supporting this application.

These principles have been developed in response to the site context and design influences discussed in Chapter 5, the community and stakeholder engagement events and feedback from The Design Council and Quality Panel (as set out in Chapter 5).

Character

- Create development edges that achieve a clear distinction between countryside and town and establish a sense of arrival into Northstowe from the north.
- Create a legible structure of development that is reinforced by well researched and locally appropriate building characters, planting and clear forms of development that are recognisable from the local context.
- Arrange housing into streets to support strong and characterful frontages. This ensures that all streets and open spaces are well overlooked by development frontages.
- Create a development block pattern that creates short, medium and longer distance views to the retained tree copse.
- The majority of the buildings are between 2-3 storeys, with localized high points of 4 storeys. As well as creating interest in the townscape, the building heights will respond to the secondary mixed-use zone, which is located along a key corridor within the development. The design code will provide further detail and refinements to this broad brushed height strategy to secure legibility.
- Retain and frame the existing copse of trees as a central focal point for the development.
- Retain the existing hedgerows and integrate these into street scenes and new public spaces. Enhance the landscape to compliment the architecture and create a desirable setting for new homes.
- Use a number of strategies to create distinctive public realm and arrangements of buildings around open space, squares and play. These include incidental spaces, retention of existing trees, street tree planting, reinforcing of existing tree belts and vegetation.
- Use simple, well designed buildings that are contemporary in style but informed by the local architectural context.



Figure 6.6: Masterplan Framework: Phase 3B

6.3.3 Illustrative Masterplan

The Masterplan Framework has been developed into an Illustrative Masterplan (Figure 6.7) to illustrate the key character generators and concepts for the site. The Illustrative Masterplan demonstrates:

- How 1000 homes could be accommodated on the site, with variety in terms of density and character;
- How the secondary mixed use zone could be located in an easily accessible location within the development;
- How the potential pedestrian, cycle and emergency access points between Phase 3B and Phase I could be accommodated;
- The structure of the key movement corridors that run through the site and enable possible future connections into Phase I and land to the east;
- The articulation of the urban blocks across the site, and how they have been structured to encourage walking and cycling and enhance legibility;
- How the green network permeates the main body of development, radiating from the central tree copse with a series of key green routes incorporating existing hedgerows and connecting the peripheral open space to the central focal point;
- The location of the Primary School to ensure it is easily accessible by new and existing residents, and via sustainable modes of transport;
- How different urban design principles could be applied to create variety and interest as part of the townscape;
- How the development could utilise the natural flood plain to accommodate flooding whilst also providing open space;
- The natural screening afforded by the existing hedgerows around the perimeter of the site; and
- How the new development edges could be designed to visually signal an entrance into Northstowe from the north; a transition from countryside to town.

Key	
1	2FE Primary School
2	Retained tree copse
3	Retained hedgerows
4	Greenway
5	Potential pedestrian/cycle link to Cambridgeshire Guided Busway
6	Secondary zone for mixed-use
7	Potential pedestrian, cycle and emergency access
➡	Framed view towards central copse



Figure 6.7: Phase 3B Illustrative Masterplan.

6.3.4 Retention of the existing landscape features

The existing tree copse and hedgerows have driven the structure of the development for Phase 3B. The retained tree copse forms a natural focal point, with the hedgerows that radiate from the copse retained and enhanced within green corridors. The following principles have been applied to the retention, enhancement and integration of this existing vegetation:

- Retain the tree copse in an area of semi-natural open space.
- Ensure the green corridors are connected to form an integrated network of green infrastructure that accommodates sustainable movement corridors.
- Safeguard potential connections into the sites to the east which may be bought forward by others, via the network of green corridors.
- Ensure all areas of open space are overlooked by the new homes.
- The inclusion of low rise pavilion blocks in the illustrative masterplan allows the green corridor potentially connecting into Endurance Estates land to run continuously towards the central copse, penetrating the body of development with landscaping woven through these housing blocks. This creates visual continuation along the green corridors and allows the landscape to lead the character of this area.
- Provision of an orchard alongside the former Fishpond Road, enhancing this natural landscape asset and respecting the heritage of the site.
- Retaining and enhancing the grassland along the boundary with the CGB, originally thought to be provided as part of the mitigation strategy for the Busway. This open space will function as an ecological mitigation strip as well as incorporating allotments to serve the new and existing residents.
- Ensure the green corridors incorporating the existing hedgerows are usable and serve differing purposes, allowing the open space to be used for a variety of different recreational purposes.
- Create multi-functional greenspace to provide flood capacity as well as contribute to open space and green setting.

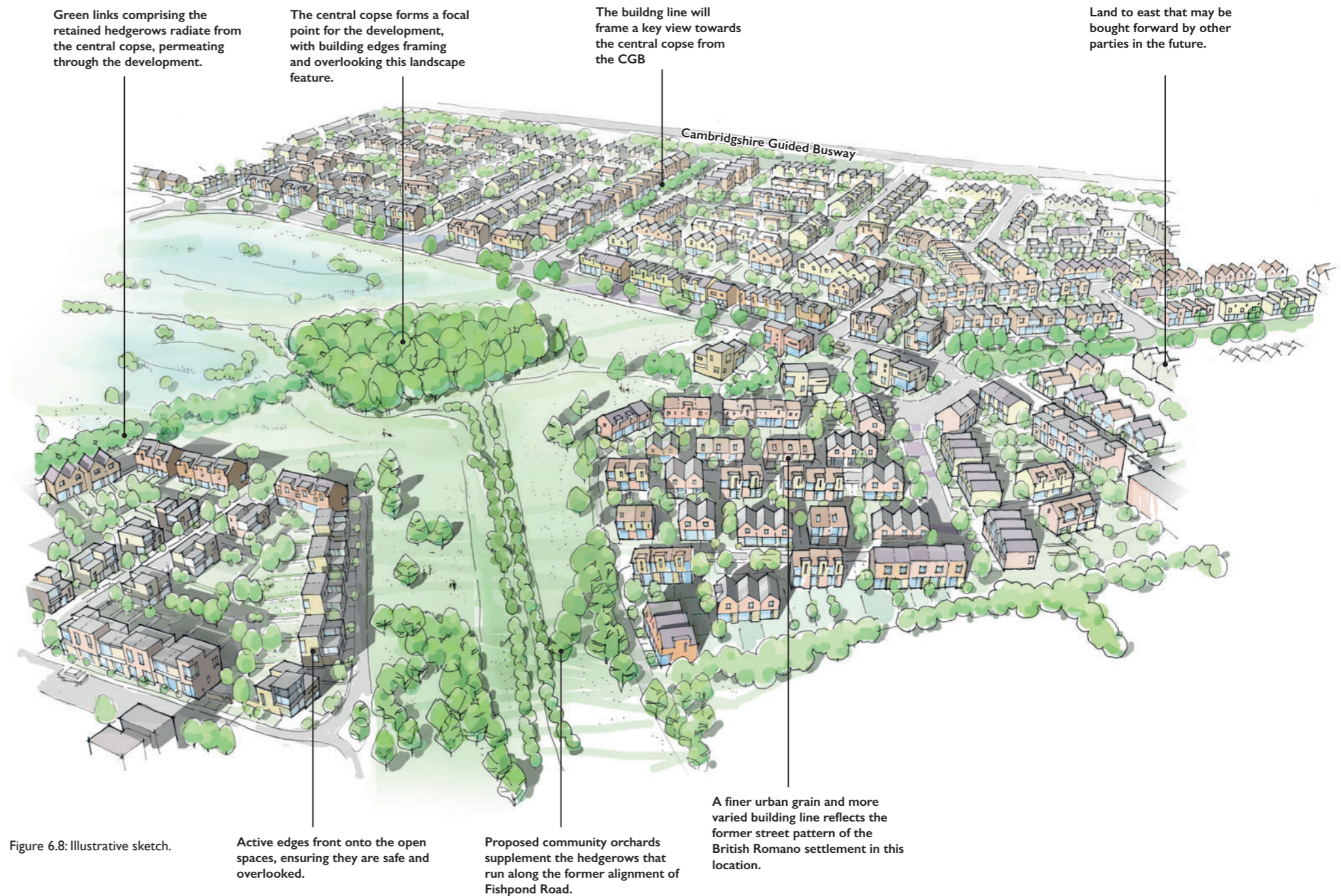


Figure 6.8: Illustrative sketch.

Active edges front onto the open spaces, ensuring they are safe and overlooked.

Proposed community orchards supplement the hedgerows that run along the former alignment of Fishpond Road.

A finer urban grain and more varied building line reflects the former street pattern of the British Romano settlement in this location.

6.3.5 Edge Treatments and Character Areas

This sub-section describes the design of the townscape in relation to edge treatments and character areas.

The different design treatments applied to the edges of the development respond to the varying context of the site boundaries. The following principles have been adopted for the masterplan:

Northern development edge

The northern development edge is an important area of townscape as it overlooks the CGB, with the sparse hedgerow/tree cover creating relatively uninterrupted views between the busway and the development. This edge therefore must fulfil the role of signalling the approach to Northstowe, channelling the key design characteristics of the town whilst reflecting Phase 3B's role as a predominantly residential phase.

The approach to the design of this edge in the Illustrative Masterplan comprises a varied but confident building line, with a framed view towards the central tree copse, giving the phase a distinctive identity. The building line varies, allowing space for additional planting. Towards the east it steps forward, leading into the proposed development at Digital Park. These proposals step up building heights to 4 storeys at the intersection of the CGB and Station Road, marking the entrance to Northstowe.

Western development edge

The western edges will be visible predominantly as a roof-line behind the existing perimeter hedgerows on approach to Northstowe from the north (along the CGB or B1050). The filtered views of these buildings will signal the approach to the town, whilst also respecting the existing views of the surrounding countryside. Both of these edges are set back from the boundary to allow the hedgerows to be enhanced. The building line along the western edge will be looser and more varied as its location on the countryside edge defines it from the more linear, continuous and urban as you move further into the town.

Southern development edge

Much like the northern development edge, the southern development edge plays an important townscape role in signalling the approach to the new town. This has been responded to in the Illustrative Masterplan by the building line stepping forward as the B1050 moves further east. This increases the urbanising influence, ultimately resulting in the building line in the south eastern corner of the site being in line with that of Phase 1, ensuring that Phase 3B and Phase 1 are read as two parts of a coherent whole.

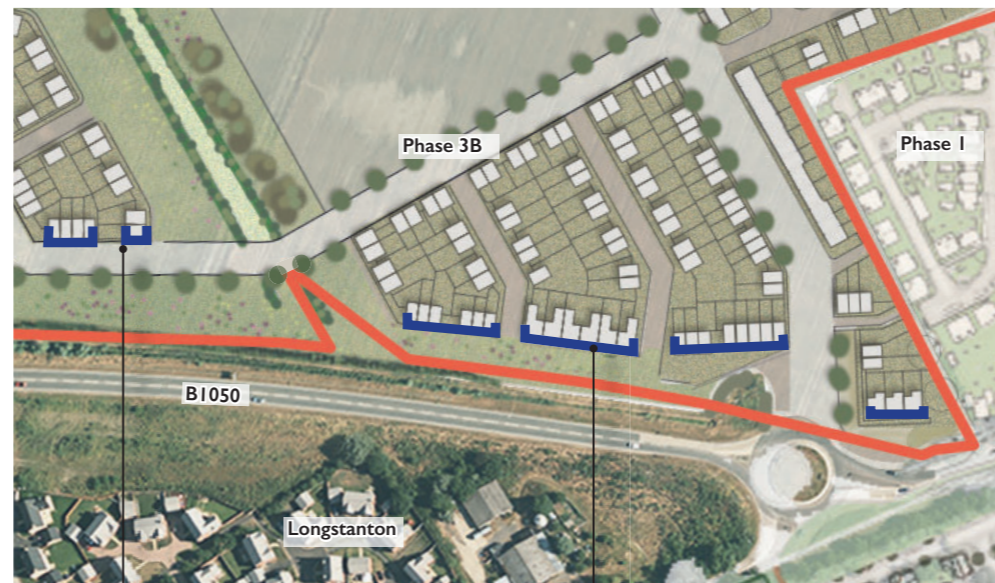
Further information on this edge is set out on page 64, where the landscape treatment along this edge is described in more detail.

Romano British Village

One overarching design principle of Northstowe is its orthogonal street layout and straight streets. Similarities can be found within the former Romano British settlement, although of a finer grain. There is an opportunity for new streets to reflect the alignment of this ancient street grid. This would create a distinctive character area that marks the previous settlement pattern.



Figure 6.9: Treatment along the Northern development edge, comprising a varied but confident building line



Looser development, with a greater set back from the carriageway

More continuous development creating a strong relationship with the carriageway edge

Figure 6.10: The building line steps towards the B1050 and becomes more urban in character on approach to Phase I.



Figure 6.11: Opportunity to reflect the alignment of ancient Romano British Village street pattern

6.3.6 Density Plan

A key desire from stakeholders and the local communities has been to avoid homogeneous 'everywhere' development. One way of ensuring variety in character is allowing densities to vary. Cambridgeshire market towns and villages comprise highly compact urban cores and lower density development at the edges, where garden sizes get larger.

Figure 6.12 shows how densities could be varied across Phase 3B to create variety in urban form.

Phase 3B contains areas of higher density than Phase I, which enables the large amounts of open space set aside for people and the natural environment.

Northstowe

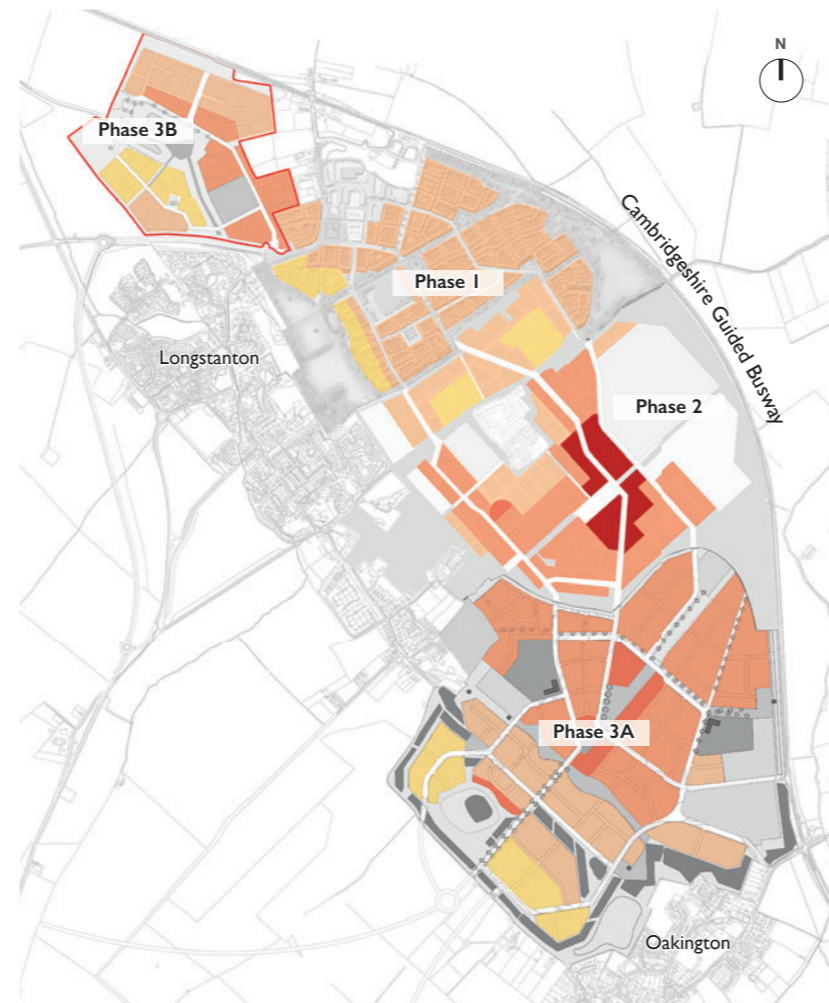
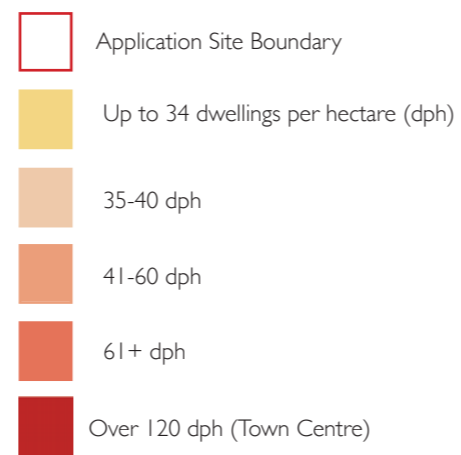


Figure 6.12: Broad density ranges at Northstowe



Phase 3B

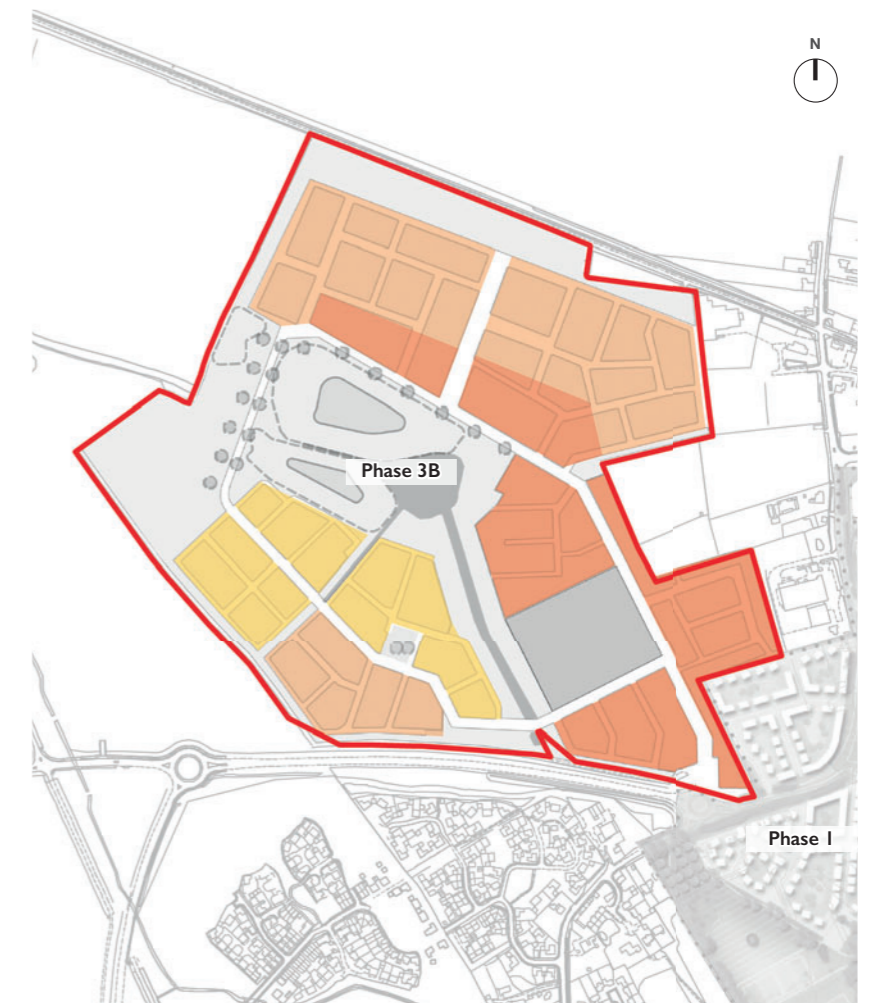
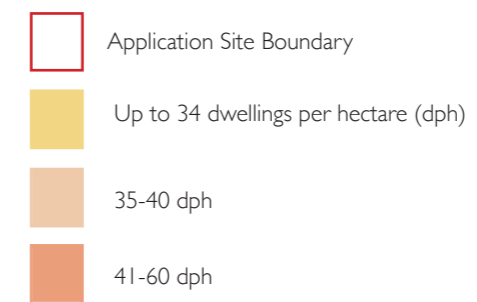


Figure 6.13: Illustrative Densities Phase 3B



6.3.7 Building Heights

Northstowe: Design Principles

Figure 6.14 shows how the heights proposed within Phase 3B relate to wider Northstowe. This diagram has been produced based on the Heights Parameter Plans for Phase 3A and Phase 3B, together with the approved Parameter Plans for Phases 1 and 2.

The plans shown at Figure 6.14 and Figure 6.15 set out the maximum development envelope for the visual impact analysis of the site. It is not intended that the storey heights set out are blanket heights to be applied across the site, instead they allow for variation in height up to and including the height set out on the plan.

The key principles that can be drawn from this diagram are:

- Phase 3B will predominately consist of buildings 2-3 storeys in height;
- A 2 storey zone along the 'Phase 1 edge' marks this particularly sensitive edge and respects the height of the existing homes;
- Key nodes within the development are marked with building zones of up to 4 storeys in height, includes a 'set-piece' green space and a potential area for mixed use development close to the school.

Northstowe

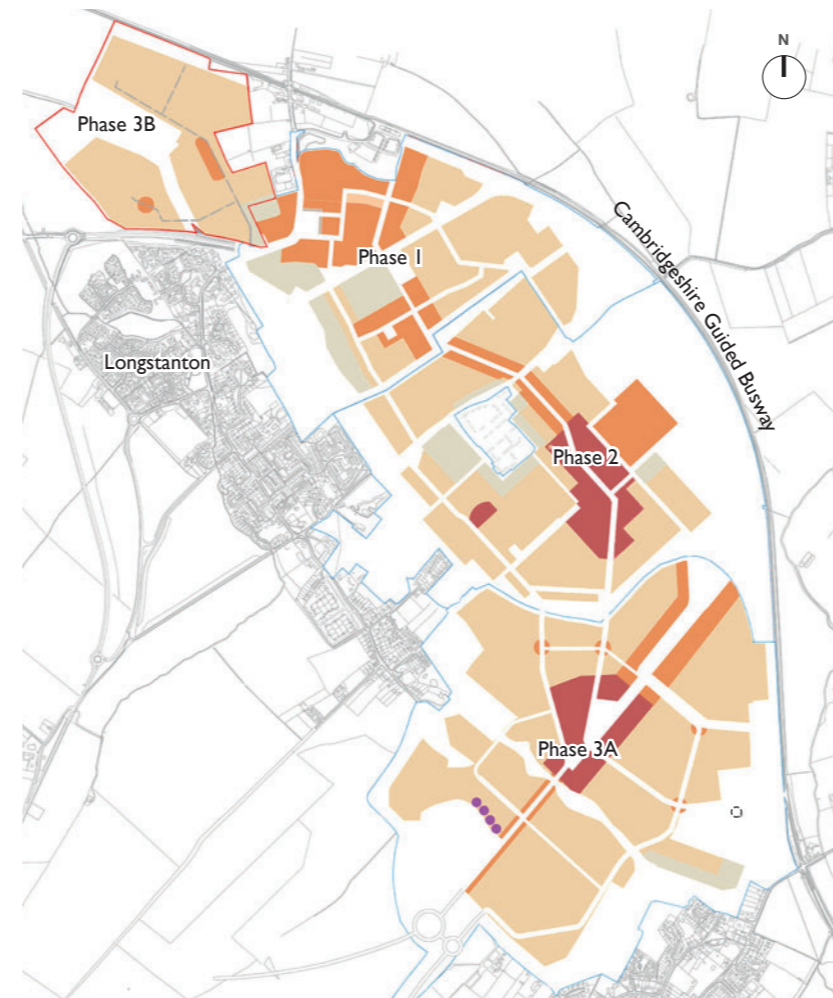


Figure 6.14: Building Heights across Northstowe.

Phase 3B

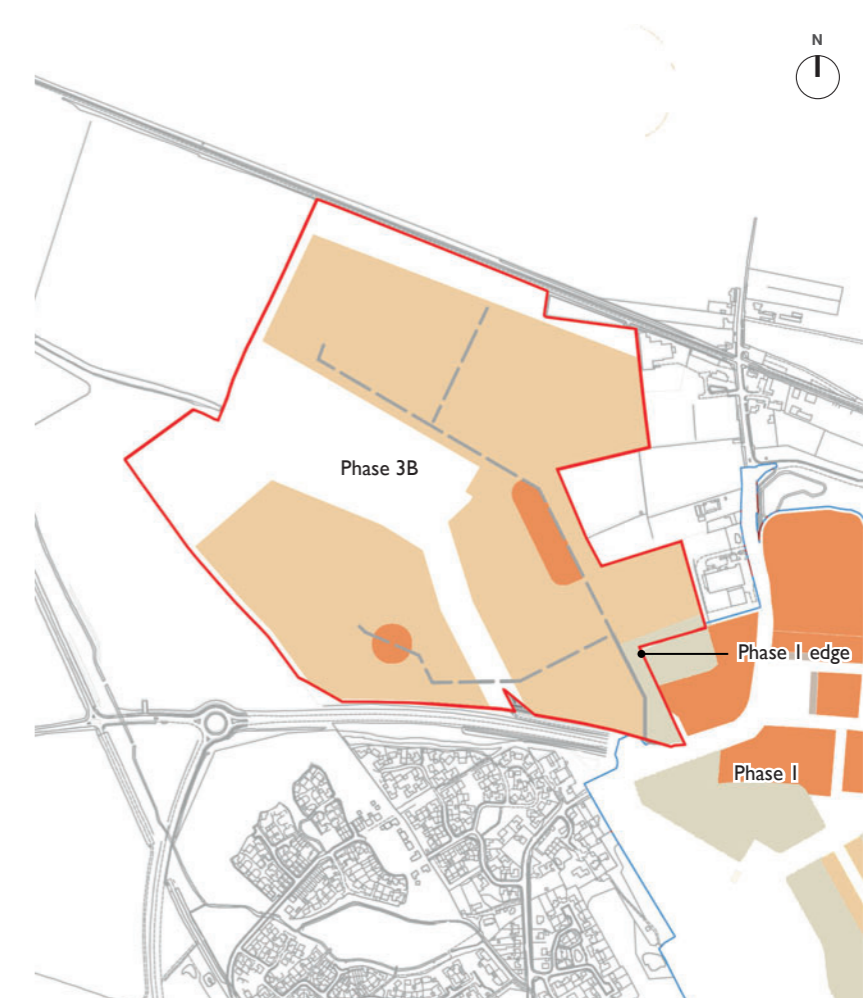
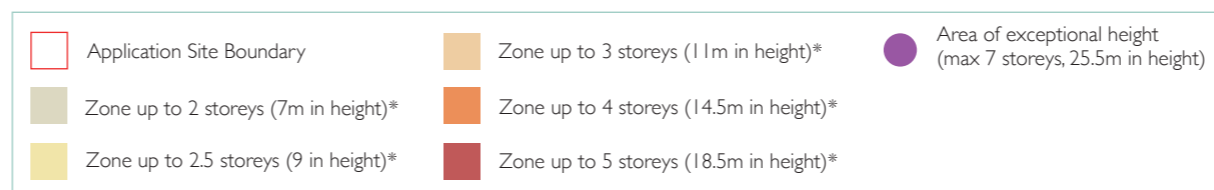


Figure 6.15: Illustrative Building Heights across Phase 3B.



*All references to height refer to the height above the proposed ground level.

Phase 3B: Design Principles

The diagrams and illustrations set out in this chapter are illustrative only and do not establish any further fixed elements of the development beyond those set out in the parameter plans.

The building heights for Phase 3B vary according to three key factors:

- **Character generators;**
- **Relationship to Phase I; and**
- **Key nodes.**

The height strategy will:

- Be refined through the design code and justified by a clear urban design strategy and reflect particular locations, activities, views and vistas; and
- Accommodate variation in building heights, with local high points to mark important nodes of activity, aid way-finding and create character.

Changes in building height are important to avoid a homogeneous development and create variety and interest within the townscape. Building heights inform character, but are not the only aspect. When creating character or focal buildings, it is the combination of the building height, use, street width and sense of enclosure that create a quality townscape. The opportunity should exist to allow, for example, corner buildings to be slightly higher to help people find their way around and create a legible place. Therefore, the building parameter height plan defines relatively wide zones of up to 2 storeys, 3 storeys and 4 storeys, however it is important to emphasise that these are not expected to be blanket heights, instead there will be local variation depending on location and suitability within the proposed streetscape. The areas for 4 storey buildings allow for local landmark buildings.

The 'Phase I Edge' zone marked on Figure 6.15 has been identified as the most sensitive area to height due to the proximity of the existing houses that back onto this boundary. Therefore, building heights up to 2 storeys have been proposed here to respect the privacy and amenity of existing residents, which will be located behind natural buffers afforded by tree belts along this boundary.

The movement network and key nodes have influenced the building heights proposed within Phase 3B. Key nodes have been identified as areas of up to 4 storeys in height, allowing for localised variations in height and the creation of local focal buildings. The two key nodes that have been identified for buildings up to 4 storeys are both within the main body of development. One of the identified nodes is adjacent to the primary school, within the area identified for a secondary mixed use zone and opposite the potential link through to the Endurance Estates site. The second identified key node sits on the proposed secondary road and marks a potential 'set piece' open space within the western body of development.



Figure 6.16: Phase 3B will predominantly consist of 2-3 storey homes, with key locations identified as having the ability to accommodate 4 storey buildings.

Creating a town-wide, comprehensive and integrated movement network is key to promoting active and convenient travel

6.4 Connectivity

The movement strategy for Northstowe is shown on Figure 6.17. The structure of the movement network within Phase 3B has been designed to integrate into the existing routes within Phase 1, and subsequently Phase 2 and the Town Centre. A connected network of pedestrian and cycle routes are provided to ensure that there are a number of safe opportunities for people to choose to travel more sustainably.

The movement strategy for Phase 3B has been influenced in response to the public consultation in the following ways:

- **Desire to promote sustainable travel to/from/within the site:** A dedicated pedestrian and cycleway are proposed along the primary and secondary roads within the site, as well as within the proposed greenways, ensuring easy sustainable access throughout the neighbourhood. The network of pedestrian and cycle routes links into the network established within Phase 1. Furthermore, a pedestrian and cycle connection is provided to connect into the existing bridleway that runs along the CGB.

The following issues relating to access have also been dealt with in the movement strategy:

- Safeguarding potential links to land to the east, which may be bought forward by others.
- Creating potential emergency, pedestrian and cycle access into Phase 1.
- Widening the primary street, which forms the access to the site, to a carriageway width of 7.3m for resilience, to accommodate vehicles if there was a blockage in another location within the development.

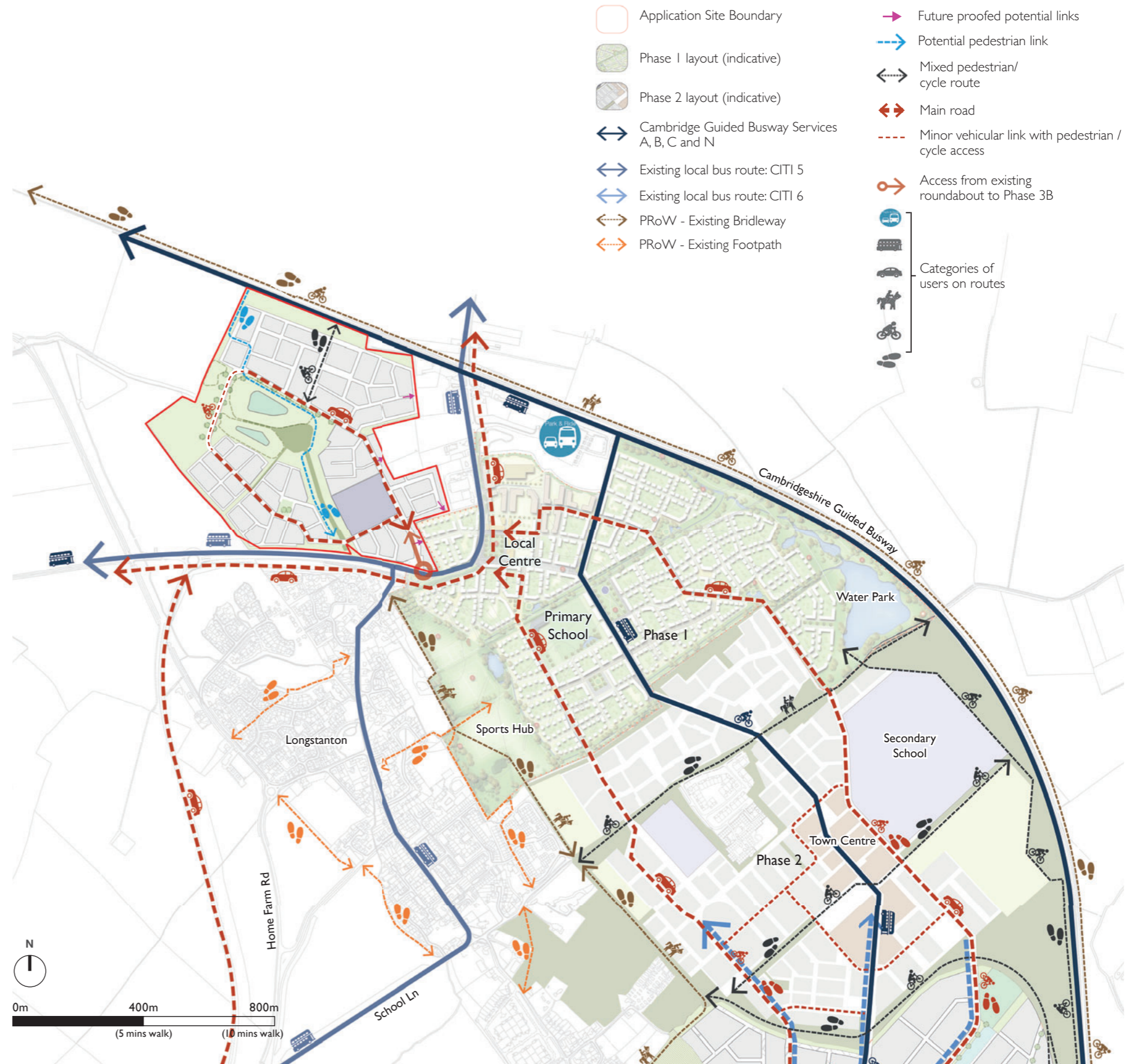


Figure 6.17: Proposed Connectivity

6.4.1 Connectivity: Phase 3B

The masterplan has been designed to maximise connectivity within the boundaries of Northstowe, as well as with the wider context where possible. The masterplan has made provision for future connections to be delivered as part of the development of adjoining allocated land. As such, the framework for the masterplan has been developed to ensure that the neighbourhood is highly permeable and key routes follow natural desire lines to ensure that the public open space and local services and facilities are easily accessible.

Northstowe Phase 3B will be accessible by sustainable modes of transport, with services for the Cambridgeshire Guided Busway serving Longstanton Park and Ride, which is within easy walking and cycling distance of the site. Local bus services that connect to Longstanton and further afield to settlements including Swavesey are also within walking and cycling distance from the site. There is an existing stop at the northern end of Longstanton High Street and following the adoption of the internal roads in Phase I, it is anticipated that a bus service will stop in the square on the western side of the Phase I development.

Strategic cycle routes will connect Northstowe to St Ives to the west, Bar Hill to the south west, Cambridge North Station and the Science Park and existing local communities. The pedestrian and cycle connection into the existing bridleway that runs along the CGB then links into the wider network which connects into Phase I, 2 and 3A as well as existing Public rights of Way, ensuring convenient routes to the Town Centre, schools, sports facilities and the wider countryside.

The key design principles to supplement the movement Parameter Plan are:

- Create a clear and legible street hierarchy that accommodates direct routes for pedestrians and cyclists.
- Provide potential pedestrian, cycle and emergency access from Phase I.
- Create Primary and Secondary Streets (aiming for a design speed of 20mph) that are: positive places to walk and cycle along; designed appropriately for the traffic volume; and to be accessible, fronted by development; and create a sense of place. Clear, obvious and safe crossing points should be incorporated into the design of the Primary and Secondary Streets.
- Provide a connected movement network that is adaptable, in terms of accommodating future changes in travel behaviour.
- Future proof connections to allocated land to the east that may be brought forward by others.
- Provide pedestrian/cycle connections that connect to the existing bridleway that runs along the Cambridgeshire Guided Busway.
- Aim to design streets that align with the Healthy Street principles (ref: <https://healthystreets.com/home/healthy-streets-in-policy/>).
- Create a connected cycle network. These cycle routes will be either segregated routes alongside primary and secondary streets, car free routes through greenways or routes on-street through quiet residential streets. (e.g. shared surface home zones).
- Different parking strategies should be integrated into the design so that parking does not dominate the streetscape and encourages sustainable modes of travel.
- Convenient private, communal and public bike parking as well as electric charging points for vehicles and bikes should be integrated into the design.

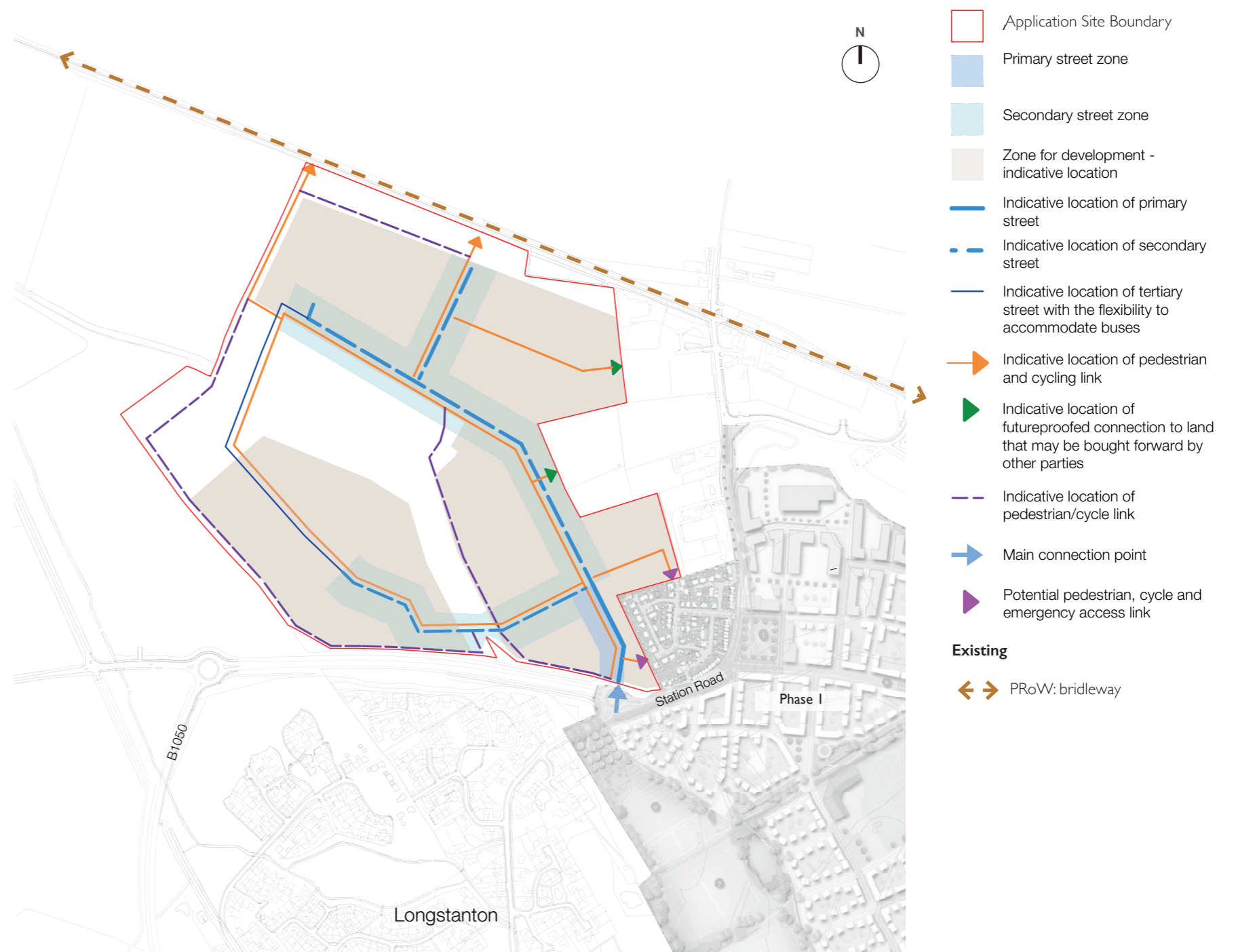


Figure 6.18: Movement Plan

6.4.2 Street Hierarchy

The street hierarchy for Phase 3B has been informed by design principles and learning from Phases 1 and 2.

The main street typologies utilised in Northstowe are:

- **Primary Streets:** Main vehicular routes through Northstowe with segregated cycle lanes. The indicative alignment of the section of Primary Street within Phase 3B is shown on Figure 6.19.
- **Secondary Streets:** Vehicular routes that provide local access and connections between primary streets. These are designed to allow buses and have segregated cycle lanes in most places. The indicative alignments of the secondary streets are shown on Figure 6.21.
- **Tertiary Streets:** Local roads that provide access to homes and generally designed to discourage through traffic, keeping these streets quiet and with limited traffic. The illustrative locations of the tertiary streets can be seen within the residential blocks shown on the Illustrative Masterplan, Figure 6.7. (page 46).

On this and the following pages, illustrative cross sections are used to explain the proposed street typologies. Whilst these street sections are illustrative, they will be used for the basis of future coding. All streets will vary in character along their length and further detail will need to be defined within the design code.

Healthy Street principles should be referred to during the detailed design of the streets to create attractive, safe and welcoming streets for all users.

6.4.3 Primary Street

The vehicular access point into Phase 3B from Station Road is a Primary Street, extending north west to the junction with the school site where it downgrades to a Secondary Street. This short section of Primary streets ensures a level of resilience within the movement network and allows for a more visible entrance to 3B, connecting it visually with the rest of the town.

The sections and dimensions on this page are for illustrative purposes only, showing the general arrangement of the different components within the streetscape.

The following design principle applies to this section of Primary Street within Phase 3B:

- Create positive development frontages alongside the street. Buildings should overlook the street and be accessed from it. Buildings may be set back to provide positive and landscaped separation between habitable rooms and the carriageway; and
- Incorporate segregated cycle routes.

Design Requirements for a Typical Primary Street:

The following design requirements are relevant:

- Provide tree planting alongside the street. This may vary in character and intensity, depending on the specific location;
- Allow space for on-street parking;
- Provide SuDS/ vegetated swale corridor;
- Treat the ground-cover below the trees with wild-flower, native and ornamental shrubs, grasses and bulbs; and
- Provide segregated cycleways.



Figure 6.19: Primary street.

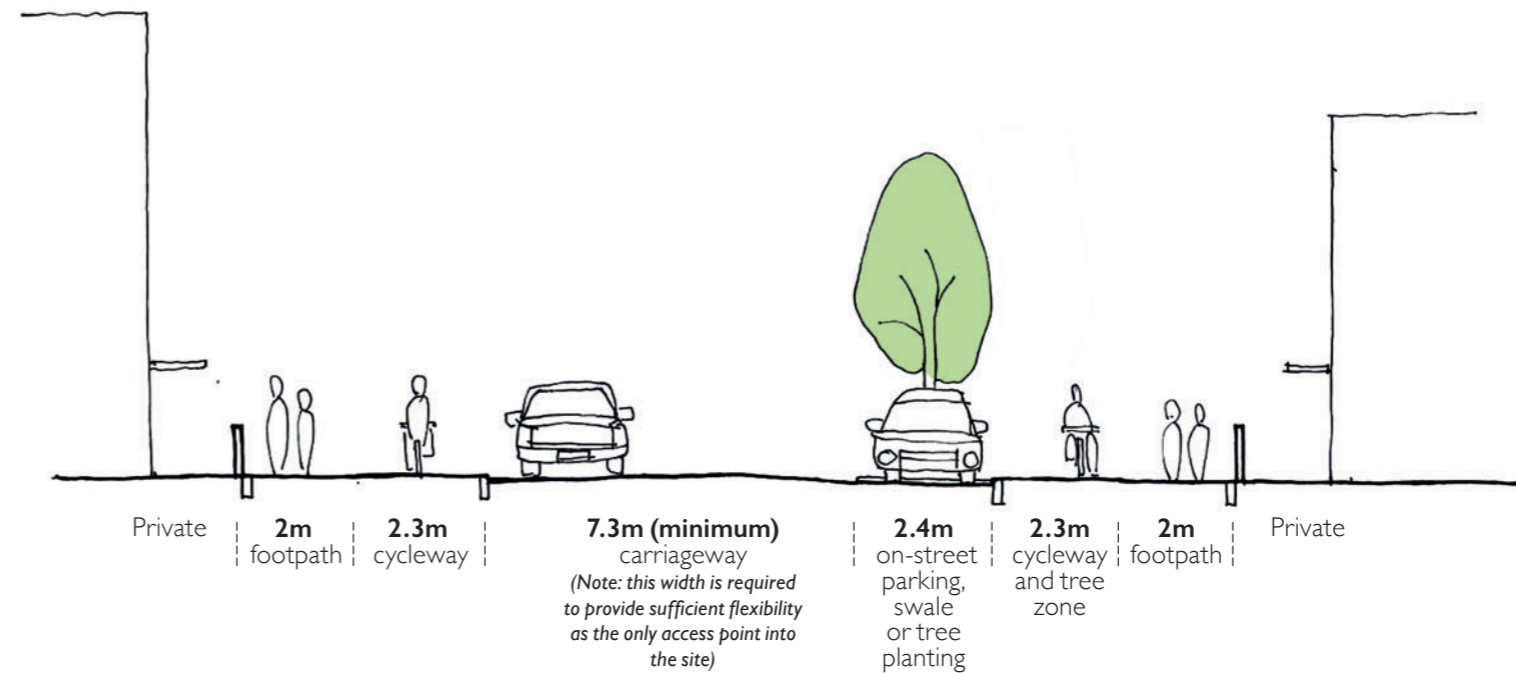


Figure 6.20: Illustrative Primary Street section A-A.

6.4.4 Secondary Streets

Secondary Streets, will extend from the primary access road into the development parcels, as illustrated on Figure 6.21 below.

Design Requirements for a Typical Secondary Street:

The following design requirements are relevant:

- Provide 'pocket' zones for large tree species in key locations at site entrance and adjacent to secondary mixed-use zone
- Provide SuDS/vegetated swale corridor;
- Treat the ground-cover below the trees with wild-flower; native and ornamental shrubs, grasses and bulbs;
- Provide segregated cycleways; and
- Provide opportunities for on-street parking.

The sections and dimensions on this page are for illustrative purposes only, showing the general arrangement of the different components within the streetscape.

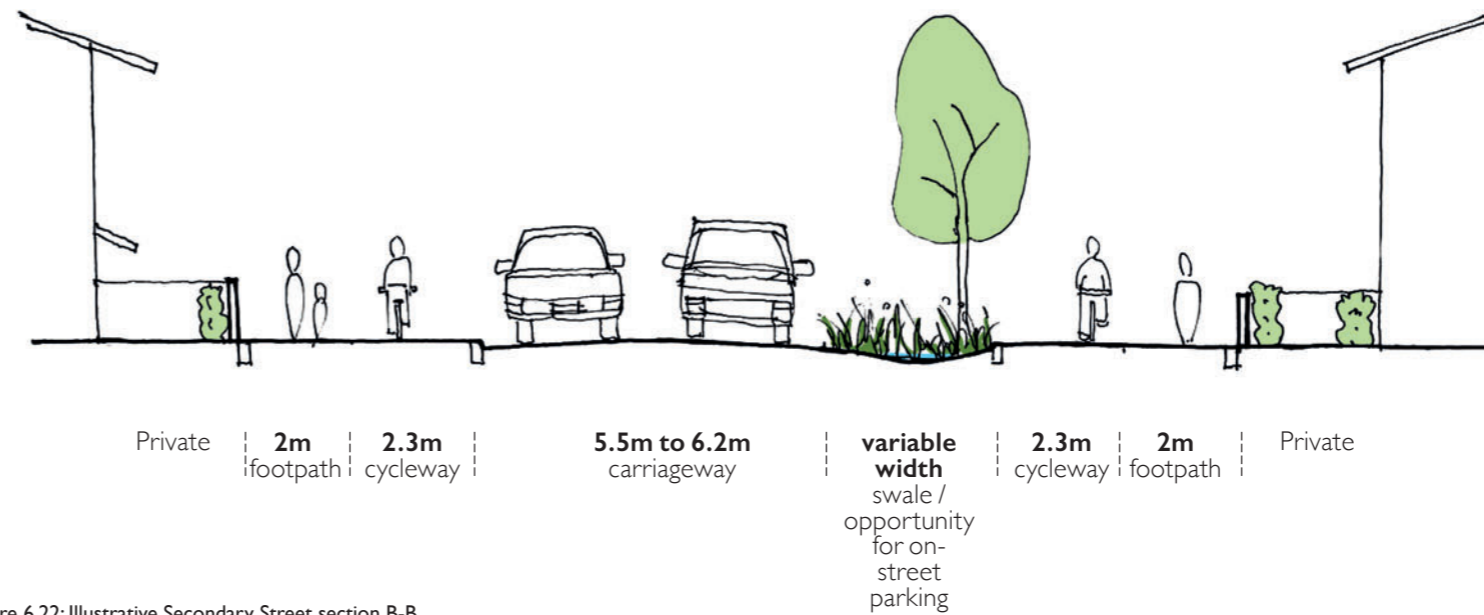


Figure 6.22: Illustrative Secondary Street section B-B

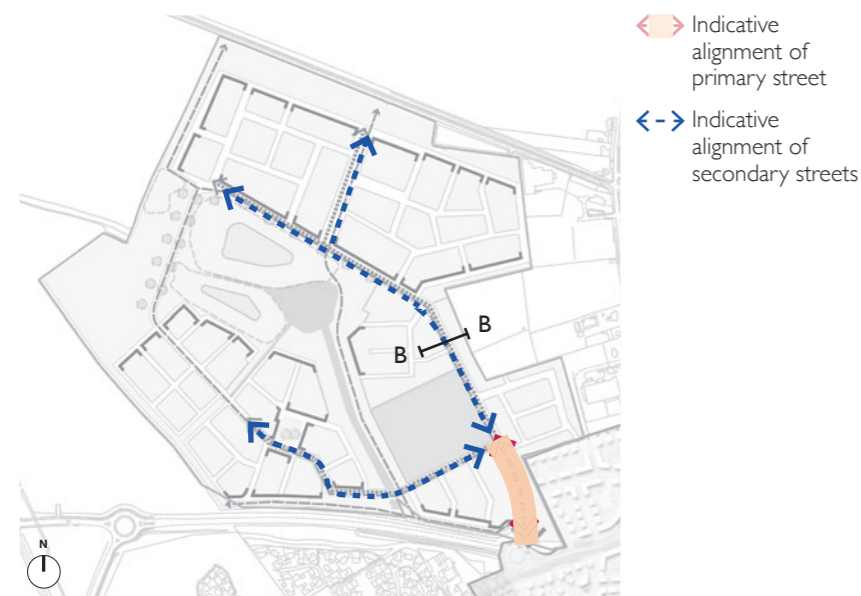


Figure 6.21: Secondary streets.

6.4.5 Tertiary Streets

The alignment of Tertiary Streets is not set within the application and will be determined by future detailed proposals.

Design Requirements for a Typical Tertiary Street:

The following design requirements are relevant:

- Pedestrian priority - safe, comfortable and social streets;
- Identify localised pockets for street tree planting;
- Provide SuDS/vegetated swale corridors in localised clusters where required;
- Treat the ground-cover below the trees with wild-flower, native and ornamental shrubs, grasses and bulbs; and
- Provide opportunities for on-street parking.

The sections and dimensions on this page are for illustrative purposes only, showing the general arrangement of the different components within the streetscape.



Figure 6.23: Illustrative Tertiary Street section linking through flood plain

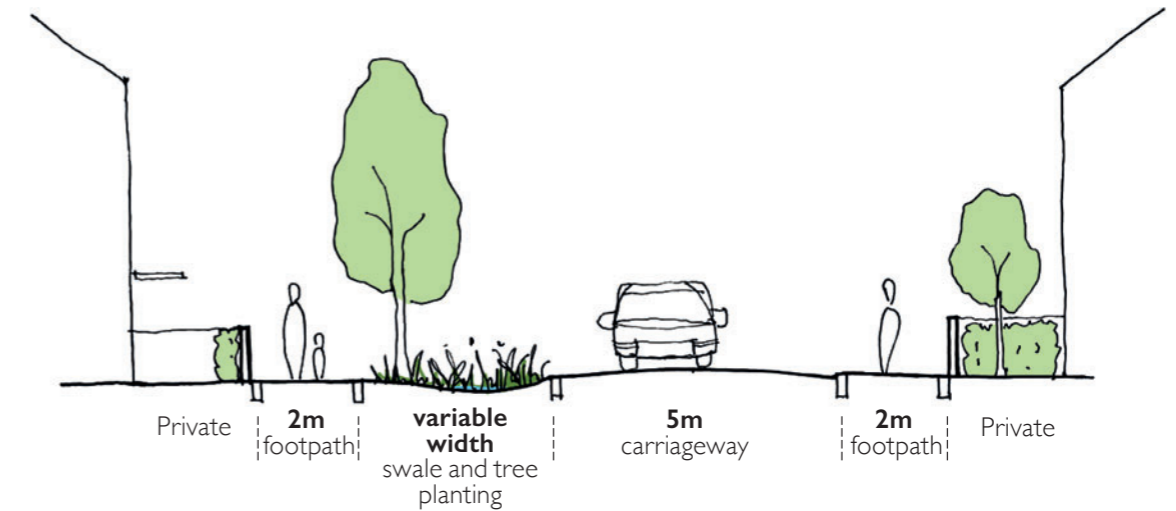


Figure 6.24: Illustrative Tertiary Street section incorporating SuDS

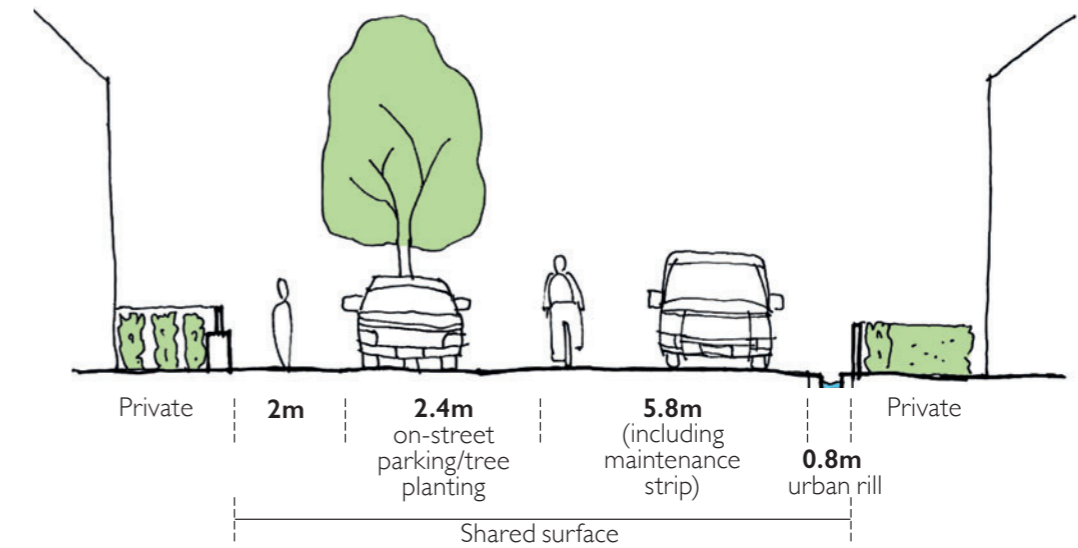


Figure 6.25: Illustrative Tertiary Street (mews) section.