

6.2 Vision

Phase 3A will build on Northstowe's legacy as a Healthy New Town, providing an array of employment, 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 neighbourhoods with defined identities. This page sets out some of the key design principles and aspirations for the Phase.



Provide a range of services and facilities within the Local Centre and at key nodes



Ensure all spaces are overlooked



Streets that ensure safe pedestrian and cycle movement



Community facilities encouraging interaction with nature

Streets and spaces as places of social interaction



Streets and spaces as places of social interaction.

Variety in types of open spaces



Extensive green network.



Landscaping carefully integrated into the streetscene

Safe, pedestrian and cycle friendly streets.

Figure 6.6: Indicative images illustrating the key design principles and aspirations for the phase.



Contemporary waterfront development



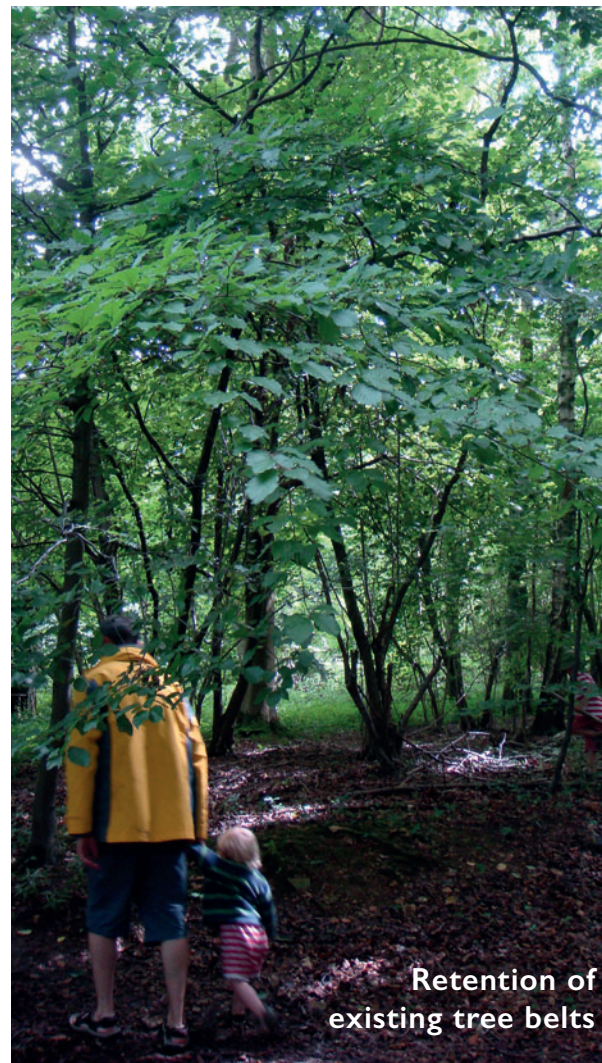
Areas of distinct character



Neighbourhoods that encourage and accommodate cycling



Building form that overlooks and relates to the street



Retention of existing tree belts



Informal and natural play incorporated into open spaces



Multi-functional spaces for outdoor events

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 for Phase 2, 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 Masterplan Framework brings together the character generators, existing and retained landscape features, open space and movement network. Together these will create rich and varied neighbourhoods.

The articulation 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 6.7. 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 co-location of services for ease of access. In the case of Phase 3A, the services have been clustered within the Local Centre and secondary areas for mixed use. The sports facilities have also been clustered to create eastern, western and northern hubs.

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

- Create a legible movement network that creates a gateway entrance to Northstowe, passing key points of interest within Phase 3A before leading into the Phase 2, where the Town Centre is located.
- Ensuring the potential block structure is robust, creating clearly defined streets and spaces and the movement network is well integrated with Phase 2, ensuring that the town will be seen as a comprehensive whole.
- Incorporate the busway (approved as part of Phase 2 and currently under construction) into the structure of the development, ensuring key facilities and services are located within close proximity of the route. Creating the potential for views towards key points of interest within Phase 3A before the route moves north into Phase 2.
- Reflecting the strong development edge adopted in Phases 1 and 2 in the eastern development edge of Phase 3A.
- Ensure the approach to Northstowe from the south through Phase 3A is unique and distinctive in character.



















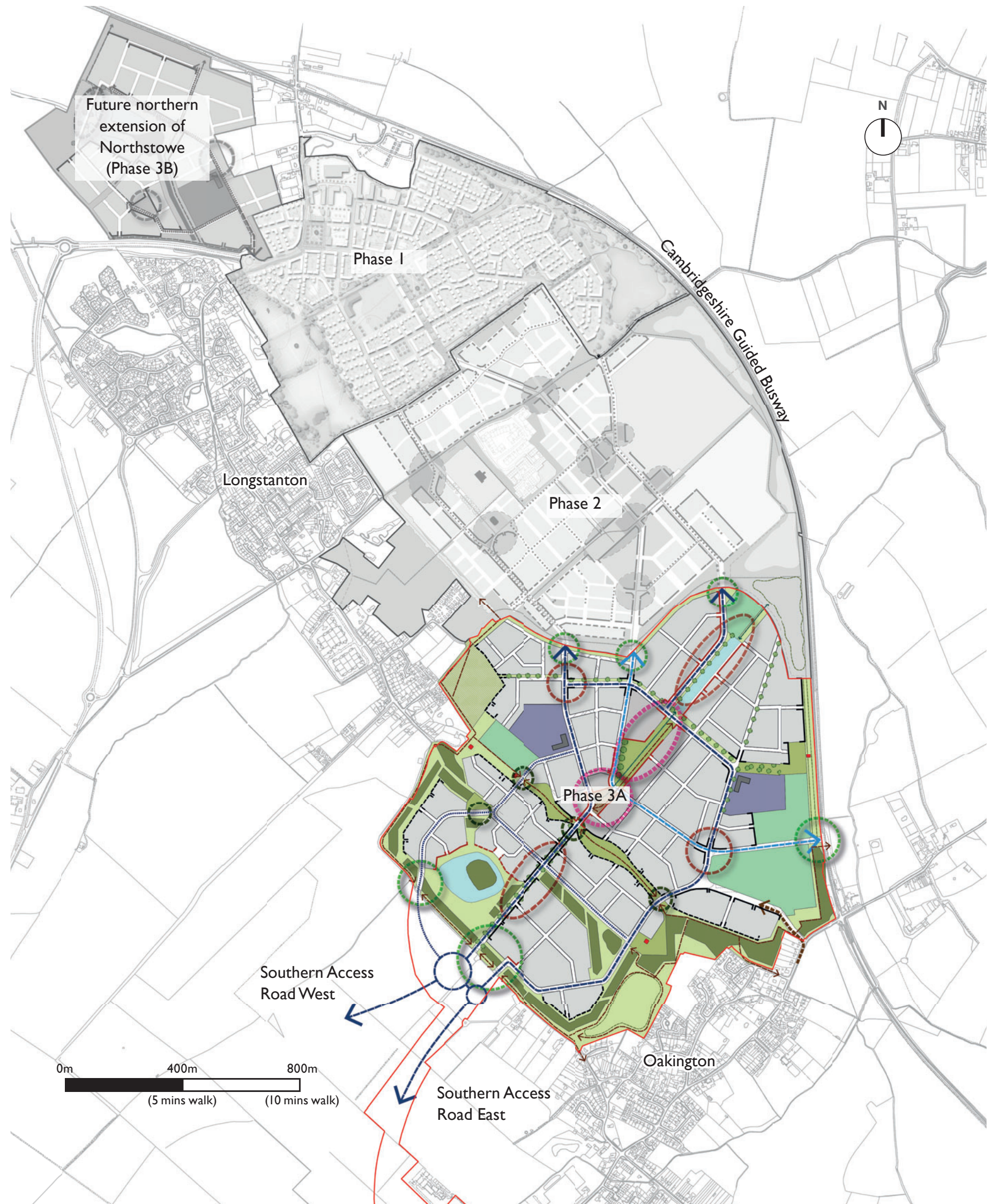
-  Application Site Boundary
-  Indicative development area
-  Indicative alignment of key movement corridor
-  Alignment of Busway
-  Potential bus-only link
-  Key point of interest
-  Key movement node
-  Key access point
-  Key landscape node
-  Indicative development frontages
-  Retained vegetation
-  Formal sports provision
-  Indicative primary school site
-  Amenity green space (including informal recreation)
-  Water body
-  Ridge and Furrow
-  Retained Grade II Listed pillbox
-  Indicative recreational routes

Figure 6.7: Masterplan Framework - Northstowe

January 2021



6.3.2 Phase 3A Urban Design Principles

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

- The former Runway, including the Central Avenue, Neighbourhood Square, Neighbourhood Park and Runway Lake
- Retained Military Lake
- Mill Road Linear Park

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 CQP (as set out in Chapter 5).

Character

- Mark Phase 3A with a key 'gateway' and open space on approach from the south, creating a strong sense of transition and arrival.
- Create confident development edges that achieve a clear distinction between countryside and town.
- 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.
- Create a clear distinction between character areas and a logical transition from the higher density areas to the looser, lower density development in the south.
- Arrange housing into streets to support strong and characterful frontages. This ensures that all streets and open spaces are well overlooked by development frontages.
- The areas identified for 4 and 5 storey buildings are drawn broadly on the Heights Parameter Plan to allow for local landmark buildings and variations in height. It is anticipated that the majority of the buildings are between 3-4 storeys, with localized high points of 5 storeys. The design code will provide further detail and refinements to this broad brushed height strategy to secure legibility.
- Provide pavilion blocks in the area of exceptional height identified on the Heights Parameter Plan which overlook the open space. These blocks should compliment the landscape, with varied orientations reflecting the organic shape of the retained lake and allowing the landscape to be drawn through into the development block.
- Retain existing landscape features where possible, in particular existing trees, and integrate these into street scenes, new public spaces and front and back gardens. 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.

Connectivity



















- Create a clear and legible street hierarchy that accommodates direct routes for pedestrians and cyclists.
- 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; 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 bus provision and changes in travel behaviour.
- Public transport routes will be integrated into the movement network to ensure that at least 80% of homes are within easy walking distance (400m) of at least one public transport stop.
- Provide pedestrian/cycle connections that connect to the existing and proposed (Northstowe Phase 2) footpath and bridleway network and the historic Public Rights of Way.
- Create a connected cycle network that provides safe cycle routes every 250m. These 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).
- Ensure future streets adhering to the Healthy Street principles (ref: <https://healthystreets.com/home/healthy-streets-in-policy/>).
- 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.

Community

- Ensure that green links and open space are well overlooked by development frontages to encourage passive surveillance and improved real and perceived sense of safety.
- Ensure each home will be within a short walk of public open space. Provide 'doorstep play' to further improve accessibility to play.
- Conveniently locate community and social infrastructure facilities along safe walking and cycling routes and served by public modes of transport where possible.
- Provide safe, comfortable and accessible space that promotes social interaction.
- Provide for a mixed and balanced community through a series of different types of open space.
- Design open space as multifunctional space, incorporating recreation, formal and informal play, drainage and ecological functions.
- Create an integrated network of green infrastructure. Connect the open spaces through the provision of safe routes and green links.
- Ensure open spaces are integrated into the Northstowe movement network as well as being highly accessible to neighbouring communities.
- Provide access to nature and water for wellbeing.
- Provision of Outdoor Playing Space (including children's play space and formal outdoor sports facilities), Informal Open Space, allotments and community orchards to meet the need generated by the development.

Climate

- Sustainable construction methods will be adopted, using low-carbon materials; attracting green businesses; and creating demand for more sustainable products and services across the town. A fabric first approach to building design will improve energy efficiency and reduce carbon emissions.
- Widespread use of Sustainable Drainage Systems (SuDS) will provide sustainable storm water management and maximise available water resource from rainfall, as well as the creation of new wildlife corridors and spaces whilst incorporating existing wetlands and ponds, with a variety of flora and fauna, creating valuable open amenity areas.
- Enabling and promoting low carbon transport within, to and from Northstowe by ensuring easy access to public transport and cycle routes to reduce carbon emissions and encourage health and wellbeing.
- Incorporating low and zero carbon technologies into all buildings to provide energy, financial and carbon savings, therefore supporting the transition to net zero carbon.
- Protecting and enhancing biodiversity and habitat connectivity via a strong network of Greenways and interconnected green and blue spaces to achieve a biodiversity net gain.

-  Application Site Boundary
-  Indicative development area
-  Indicative alignment of key movement corridor
-  Alignment of busway
-  Potential bus-only link
-  Key point of interest
-  Key movement node
-  Key access point
-  Key landscape node
-  Indicative development frontages
-  Retained vegetation
-  Formal sports provision
-  Indicative primary school site
-  Amenity green space (including informal recreation)
-  Water body
-  Ridge and Furrow
-  Retained Listed pillbox
-  Indicative recreational routes

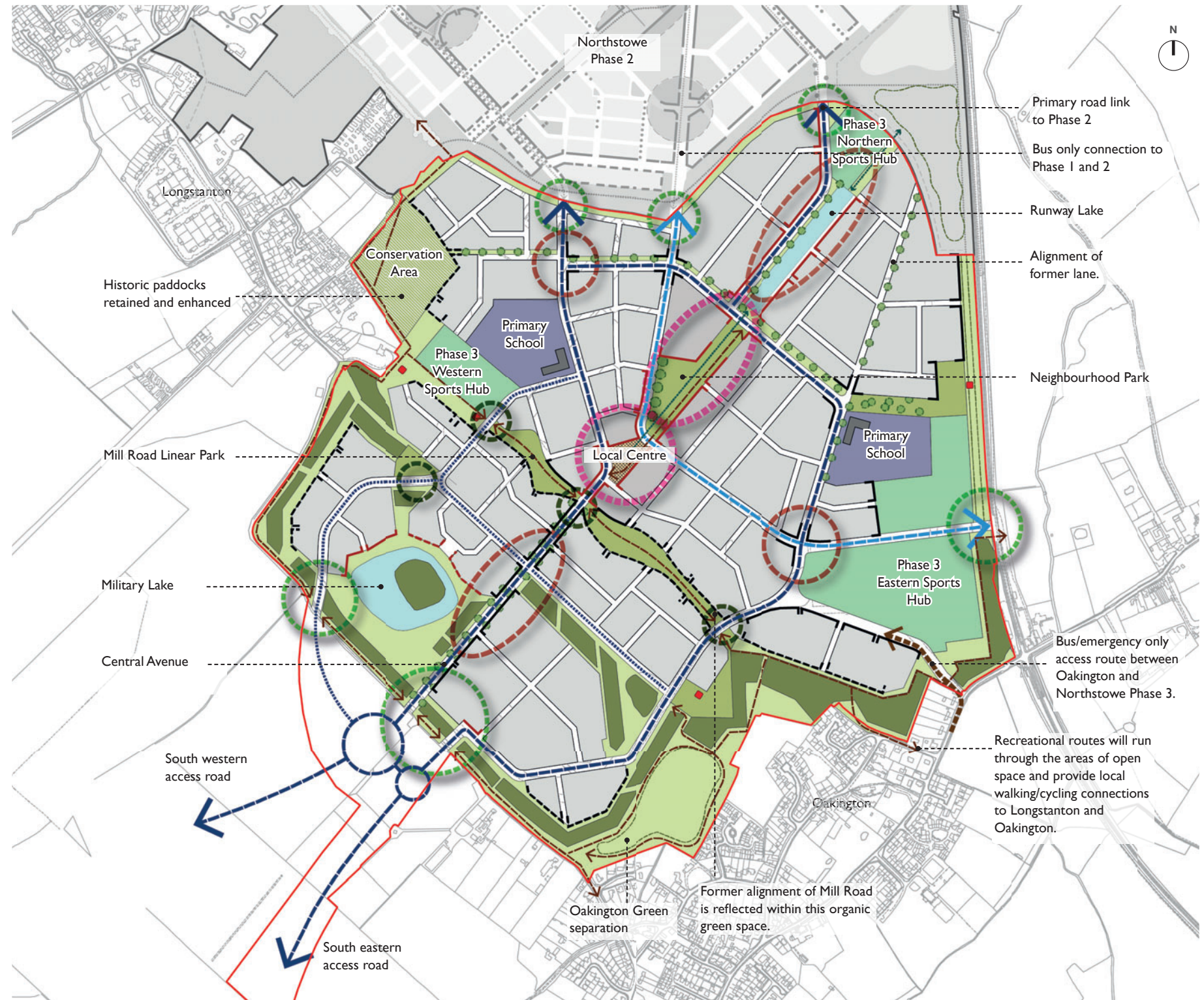


Figure 6.8: Masterplan Framework: Phase 3A.

6.3.2 Illustrative Masterplan

The Masterplan Framework has been developed into an Illustrative Masterplan (Figure 6.9) to illustrate the key character generators and concepts for the site. The Illustrative Masterplan demonstrates:

- How 4000 homes could be accommodated on the site, with definition between the neighbourhoods in terms of density and character;
- The series of spaces that follow the alignment of the former runway, with the Local Centre sitting at the heart of the development;
- The articulation of the urban blocks that enclose the busway, and how the Local Centre and Neighbourhood Park have been centred on this key, sustainable transport thoroughfare;
- The green network permeates the main body of development, with a series of key green routes connecting the peripheral open space to the central focal points;
- The retention of a large number of existing trees within the site, which have been used to create character particularly in the lower density neighbourhoods towards the south of the development;
- The structure of the key movement corridors that run through the site and connect into Phase 2 and other neighbouring areas;
- The location of the two Primary Schools within extensive areas of open space and integrated into the network of linked landscapes. Also, where accessible, with potential to act as nodes of community activity;
- The natural screening afforded by the existing tree belts between the Oakington edge and the new development;
- Potential for pedestrian/cycling/bridleway routes within and into Northstowe from surrounding communities;
- How the new development addresses the retained area of ridge and furrow that sits within Longstanton Conservation Area, providing 'breathing space' between Northstowe and Longstanton; and
- The scale of the retained Military Lake, which will form a focal point and key asset within the development.

- Key**
- ① Local Centre and Neighbourhood Square
 - ② Neighbourhood Park
 - ③ Runway Lake
 - ④ Phase 3 Northern Sports Hub
 - ⑤ Primary School
 - ⑥ Phase 3 Eastern Sports Hub
 - ⑦ Mill Road Linear Park
 - ⑧ Retained tree belts
 - ⑨ Military Lake (within Military Park)
 - ⑩ Phase 3 Western Sports Hub
 - ⑪ Primary School



Figure 6.9: Phase 3A Illustrative Masterplan.

6.3.4 Reflecting the Former Runway

The former runway alignment has been reflected in the masterplan as a series of key spaces of varying form, function and character. The sequence of key character generators located along this corridor are explained in this section, in the order that would be experienced when entering Northstowe from the south, along the Central Avenue. These key spaces are as follows:

- Central Avenue
- Mill Road Linear Park
- Local Centre and Park
- Runway Lake

Figure 6.10 shows an illustrative plan view of the different character generators and their location along the route of the central corridor, with an annotated overview of the different form and function of the spaces. Each of the key spaces is explained in terms of its character over the following pages.

The Runway Lake is envisaged to offer watersport opportunities such as open water swimming, and kayaking as well as providing visual amenity and a unique character for buildings to front onto.

The Neighbourhood Park will form a central green focal point for the development, incorporating opportunities for play and recreation and becoming the centre for community activity, including outdoor events.

Prominently located between the Central Avenue and busway, the shared surface within the Local Centre has no through routes for vehicles, instead prioritising pedestrians and cyclists. This provides space for markets, cafés, restaurants and business activity.

The central route crosses the Mill Road Linear Park which provides a vital connection between Longstanton, Oakington and the new settlement.

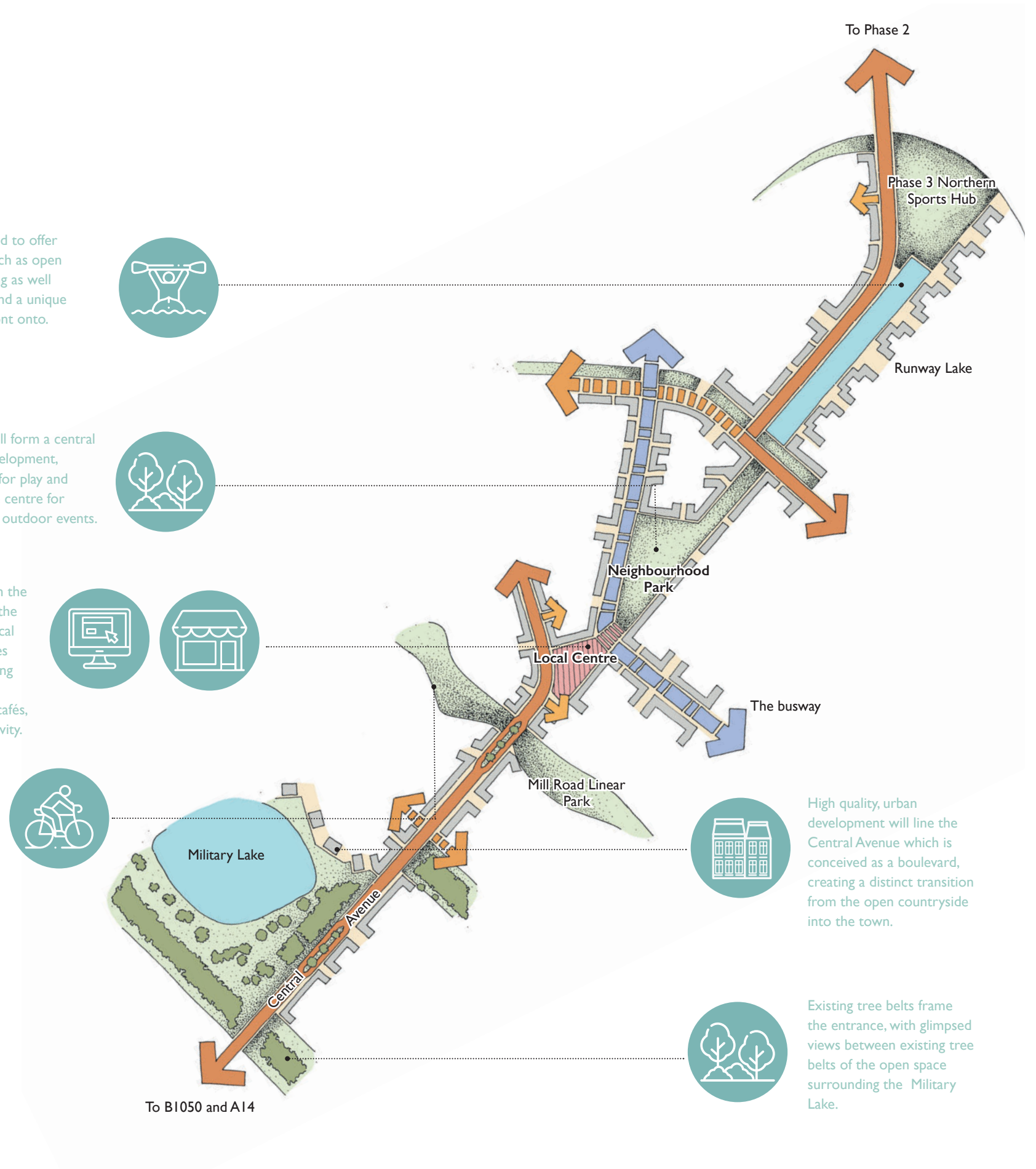


Figure 6.10: Illustrative sequence of spaces along the Central Avenue.

Central Avenue

The Central Avenue will be a formal 'Boulevard' style street with a planted central reservation and formal ornamental planting of significant structured scale upon entrance to Northstowe from the south.

A central reservation, as illustrated in Figure 6.11 will contribute to the 'Avenue' character of the street as well as encouraging speed reduction on entrance to the site from the south.

Wind Design Review

As this central movement corridor and associated sequence of spaces is aligned with the prevailing south westerly winds, a design review of the potential impacts of the proposed development on pedestrian comfort and safety at ground, podium and terrace levels, was undertaken.

RWDI carried out the design review in May 2019. Their conclusion was that overall the low-rise nature of the site and proposed density would be unlikely to result in wide scale windy conditions. Localised instances of windy conditions may be expected in sensitive areas, such as amenity space of outdoor cafe seating, however, these are expected to be readily mitigated with the application of landscaping or boundary treatment common to residential developments.



Figure 6.11: Illustration of the Central Avenue, as it enters Northstowe from the south.

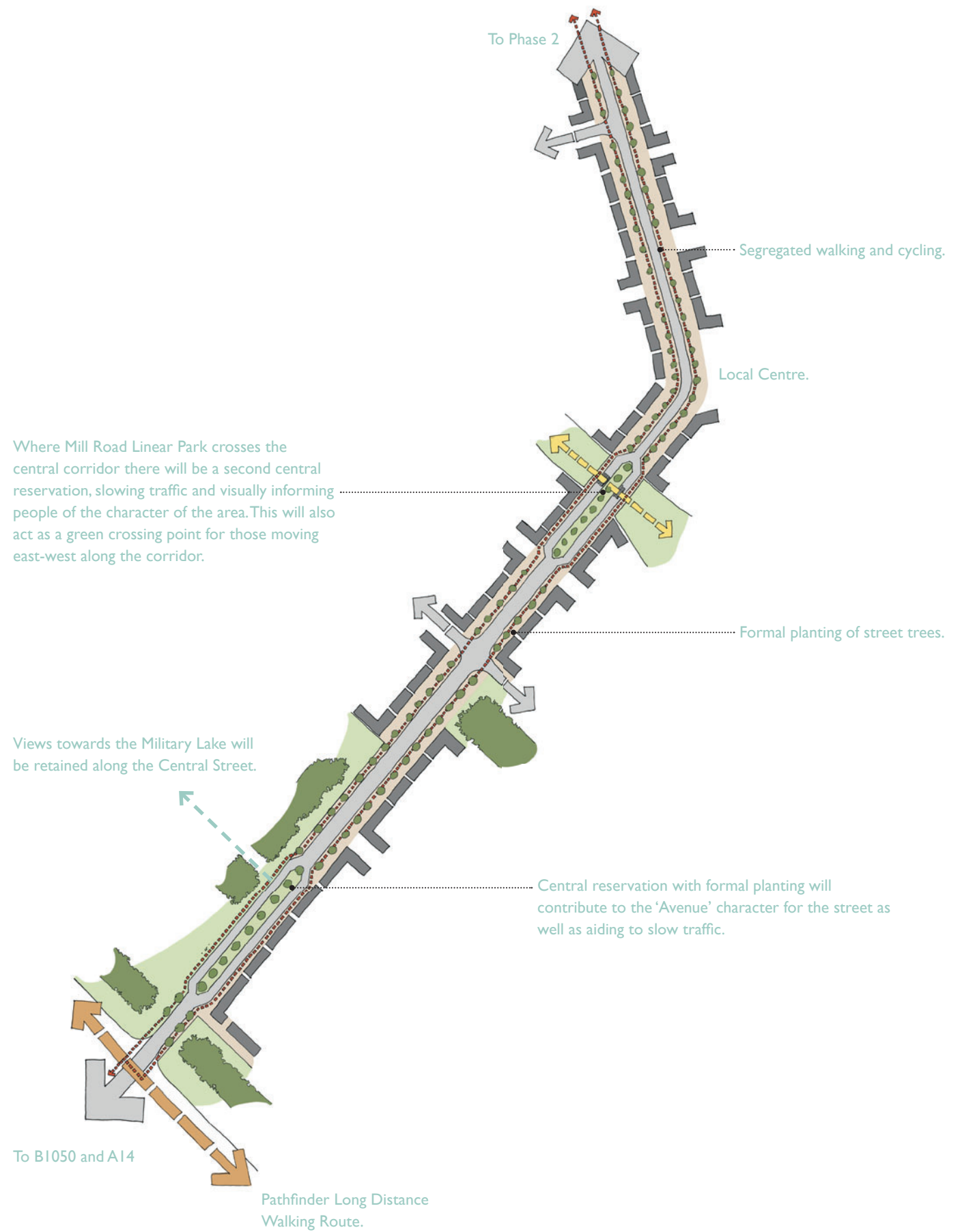


Figure 6.12: Illustration of the Central Avenue in Plan View.

Local Centre, Neighbourhood Square and Park

The Local Centre, Neighbourhood Square and Park form the focal point for Phase 3A. They are prominently located and highly visible from the Central Avenue and busway. As the Central Avenue approaches the Neighbourhood Square there are open views into the centre and to the commercial frontages. The Neighbourhood Square will comprise hardstanding; a space for community events and activities and a shared pedestrian/cycle route. Small urban water features will link it in character to the Runway Lake further north. Mixed use retail and employment space will overlook the space, with residential units located on higher levels ensuring passive surveillance throughout the day and night.

Mixed use commercial, retail and employment space combined with residential uses on the upper floors ensure the Square is passively surveyed day and night.

The square narrows where it meets the busway, creating a sense of enclosure and drawing people through to the Neighbourhood Park.

Paving treatments across the central corridor will emphasise the importance of the square and the prioritisation of pedestrians and cyclists.

The square is enclosed by mixed-use buildings in a continuous building line.

The Local Centre is urban in character, reinforcing its identity as a central focal point for the southern neighbourhoods.

The surface that runs through the Local Centre will be continuous and cross over the guided busway, encouraging safe movement for pedestrian and cyclists north along the central corridor.

As the square approaches the busway, it narrows before widening on entrance to the Neighbourhood Park. This creates variety in enclosure and creates distinction between the two central spaces. The Neighbourhood Park continues the building line with informal recreational opportunities for play, picnics, events and informal gatherings.

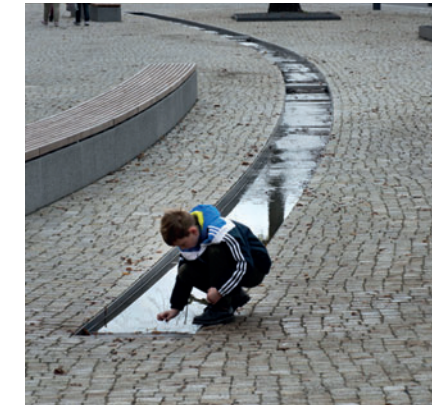


Figure 6.14: Linear urban water features will be integrated into the Neighbourhood Square.

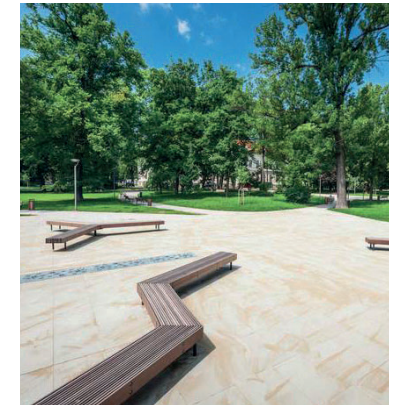


Figure 6.15: Hard landscape plaza with tree planting and seating.



Figure 6.16: Areas for socialising.



Figure 6.17: Multifunctional space with the opportunity for outdoor seating and events.



Figure 6.13: Illustration of the Local Centre and Neighbourhood Square on approach from the south.

Runway Lake

The Runway Lake leads north from the Neighbourhood Park towards the Water Park in Phase 2. It has a distinctive character that is visible when moving south from Phase 2 into Phase 3. The Runway Lake is urban in character and is framed on both sides by strong building frontages. On the eastern side buildings sit directly on the waters edge, drawing inspiration from Dutch waterfront developments. A formal rhythm of development is interrupted by small squares, providing access and views to the waters edge from the residential area to the east of the lake.

The western edge of the lake is contained by a boulevard style street and promenade, creating an attractive pedestrian and cycle route.

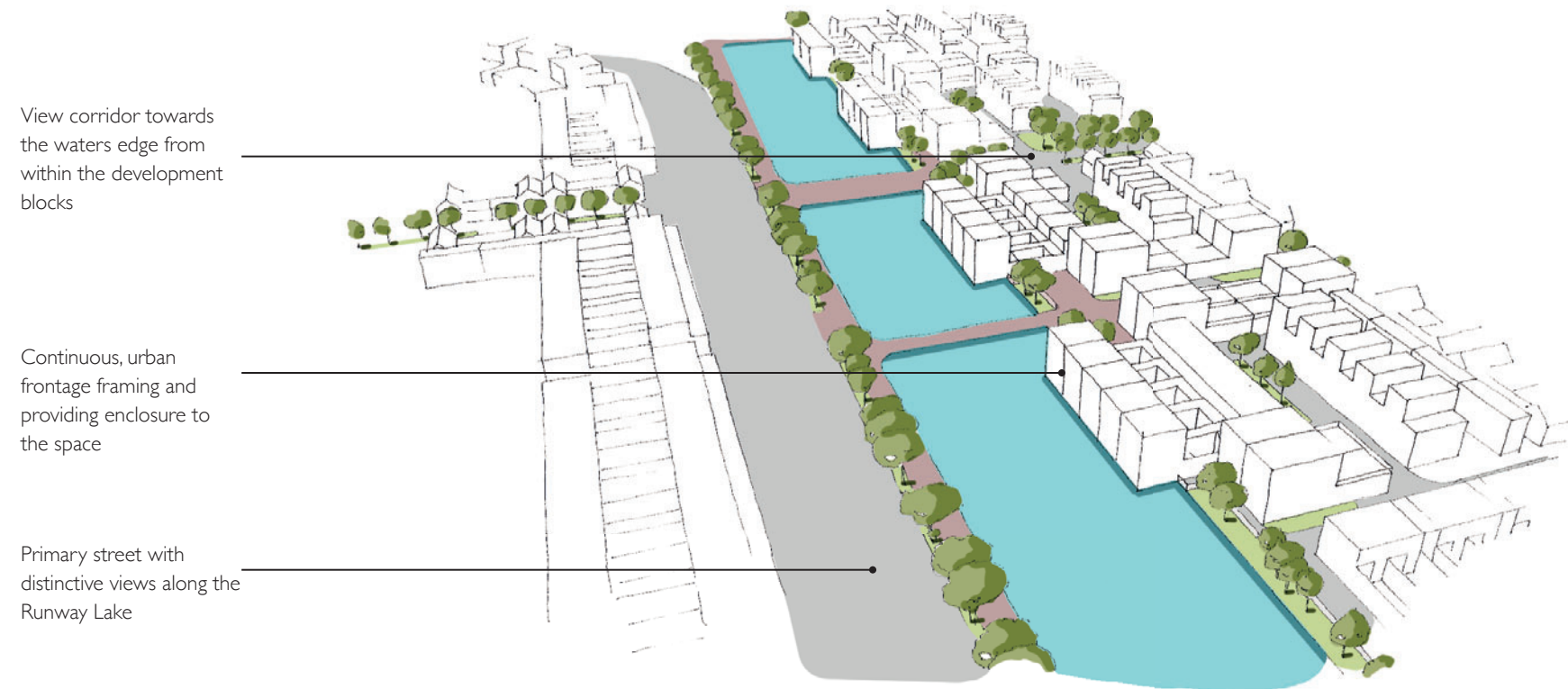


Figure 6.18: Concept illustration of the urban structure along the Runway Lake



Figure 6.19: Opportunities for activity along the Runway Lake

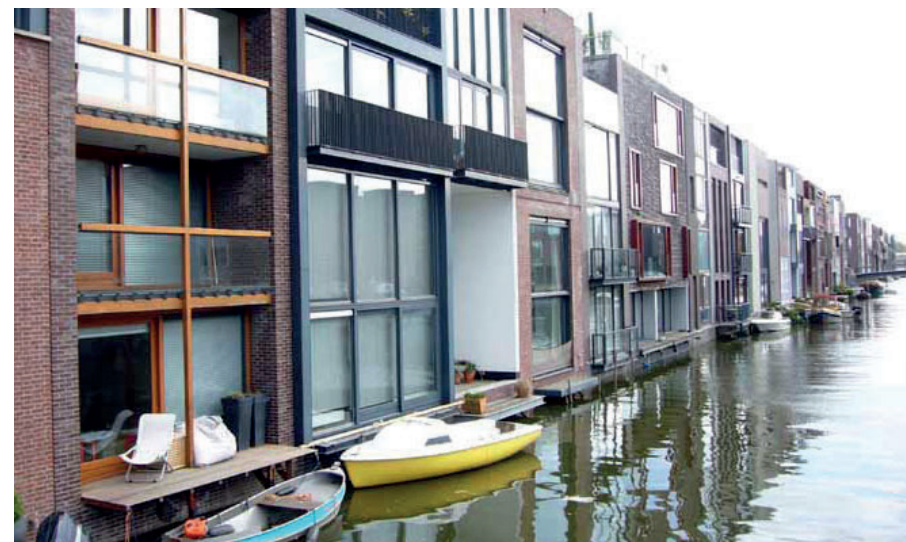


Figure 6.20: Opportunities for development to relate positively with the waterfront.



Figure 6.21: The linear urban structure will create view corridors down to the Runway Lake from within the block

Mill Road Linear Park

Mill Road was historically an important social connection between the villages of Oakington and Longstanton, allowing residents to travel directly between the two settlements to access important community facilities, such as the chapels and mills. The reinstatement of this route therefore has significant social history and aims to provide a key connection between the villages and through the heart of Phase 3A.

The Mill Road Linear Park crosses the central corridor as it moves north towards the Local Centre and Neighbourhood Park. There will be views along this linear park in both directions as the user approaches the Local Centre. The linear park varies in width, with car free, shared pedestrian and cycle routes running through it.

The following design principles will apply:

- The Linear Park will vary in width between 8-60m in width, with localised narrowing and wider areas to accommodate a range of activities;
- Envisaged to be more organic in shape.
- Accommodate a range of activities, including play, food growing and visual amenity.
- The organic shape and localised changes in width create a variation in view points and character within the park itself as well as the adjacent housing areas.
- The development blocks either side rotate in orientation to frame the varying width of the park. This creates pinch points and wider widths of green space allowing a range of different activities at different scales to take place.
- The regular formation of the blocks creates fingers of green that lead into the development block, from Mill Road linear park. This creates pocket parks that draw the character of this major green link into the neighbourhood and provides the opportunity to accommodate existing trees within the development.
- Strong frontages overlook the park, ensuring that where it becomes wider, an appropriate sense of enclosure will be provided.

More information of the recreational opportunities provided along this route are set out in the Landscape Chapter within this document (Chapter 7).



Figure 6.22: Illustration of how the urban blocks relate to Mill Road Linear Park.

Desire lines towards the Western Primary School and Local Centre have been represented in key, green routes that extend from the Linear Park.

Views along Mill Road Linear Park will be provided from the central access route.

Rotated block patterns shaped around green fingers that extend from Mill Road Linear Park, permeating the block.

Strong building frontages overlook Mill Road Linear Park, creating an appropriate sense of enclosure to the corridor.



Figure 6.23: Indicative examples of development and activities along Mill Road Linear Park.

6.3.5 Military Lake Park

The Military Lake is a feature that has been retained from the site's use by the military. This large-scale waterbody provides an impressive backdrop to the southern entrance to Northstowe. The following urban design principles have been developed for this area to create a distinctive gateway to the town, as well as forming a functional area of open space that will provide informal recreation space for the residents of Northstowe as well as protecting the sensitive ecology within and surrounding the lake.

- Development is set back by a minimum of 30m from the lake's edge to provide a habitat rich landscape and protect existing ecology, with one pinch point at the lake's south western corner where development is set back circa 20m. As well as respecting the ecological value of the area, this creates the opportunity for informal recreation such as picnicking and walking along the water's edge.
- In order to positively enclose this large space and create a distinct development edge, pavilion blocks of up to 7 storeys overlook the north eastern edge of this park. The landscape permeates the pavilion blocks overlooking the lake, breaking the internal street pattern and creating view corridors from within the block towards the Military Lake.
- On entrance to the site the pavilion blocks will be partially visible, with views filtered through a retained block of woodland that runs along the western edge of the central corridor. This will create a sense of arrival, with views opening up at different points as one moves north along this central route.
- Shared surface streets and pocket parks run through the irregularly shaped blocks, allowing the informality of the landscape to permeate through this section of the neighbourhood.
- To the north west of the lake lies a neighbourhood of a noticeably lower scale and density, offsetting the taller elements along the northern edge of the lake. Within this neighbourhood houses are envisaged to be larger and of lower density, providing the opportunity to incorporate retained trees within back gardens and pocket parks, to draw on the parkland characteristics of the Military Lake.



Figure 6.24: The landscape will be drawn into the block, framing views towards the Military Lake.



Figure 6.25: Birds eye illustration of the pavilion blocks fronting the Military Lake

The pavilion blocks overlooking the lake from the north east vary in height and orientation, creating a less formal frontage. This variety, together with the landscape approach creates a confident edge while allowing views to and from the Military Lake Park and opportunity for substantial tree planting in between buildings.

The parking for the pavilion blocks will rely on a number of different strategies, including:

- Ground floor parking provision;
- On-street parking; and
- Communal/shared parking.

These buildings have been identified as 'areas of exceptional height' on the parameter plan, as the design intention is for the storey height to step down quickly to a more domestic scale to the rear of the parkland pavilion blocks.



Viewpoint of image to the right and dimensions of Military Park.



Figure 6.26: Illustration of view towards pavilion blocks from the proposed footpath to the south of the Military Lake.



Figure 6.27: Illustrative Plan and Section of Pavilion Blocks

6.3.6 Building Heights

Northstowe: Design Principles

Figure 6.27 shows how the heights proposed within Phase 3A relate to wider Northstowe. This diagram has been produced based on the Heights Parameter Plan for Phase 3A, together with the approved Parameter Plans for Phases 1 and 2. During the design development of Phase 2, the heights parameter plan was felt to be restrictive and allows little variation in roofscape and heights, thereby limiting the opportunity to create a rich and varied townscape.

The purpose of the plan shown at Figure 6.27 is to 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:

- The central, key movement corridors are framed by taller elements along the majority of their length;
- The Town Centre and the Phase 3A Local Centre are visible as focal points; and
- The building heights step down towards the periphery of the development, with 2 storey zones marking particularly sensitive edges that adjoin or overlook existing settlement edges.

Phase 3A: Design Principles

Figure 6.28 is based on the Heights Parameter Plan submitted as part of this application, with a few amendments to enhance the design principles for the purpose of this DAS.

The building heights for Phase 3A vary according to four key factors:

- Character generators;
- Relationship to the rest of the development;
- Movement network and key nodes; and
- Sensitivities around existing settlements.

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.

Northstowe

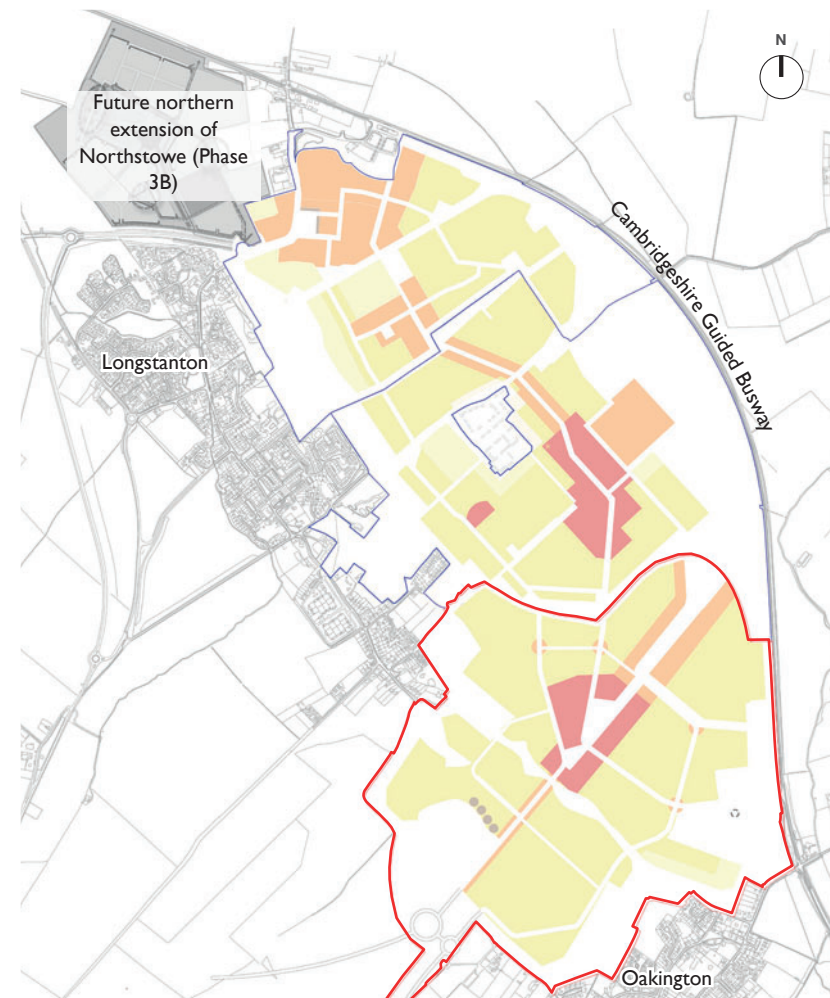


Figure 6.28: Building Heights across Northstowe.

Phase 3A

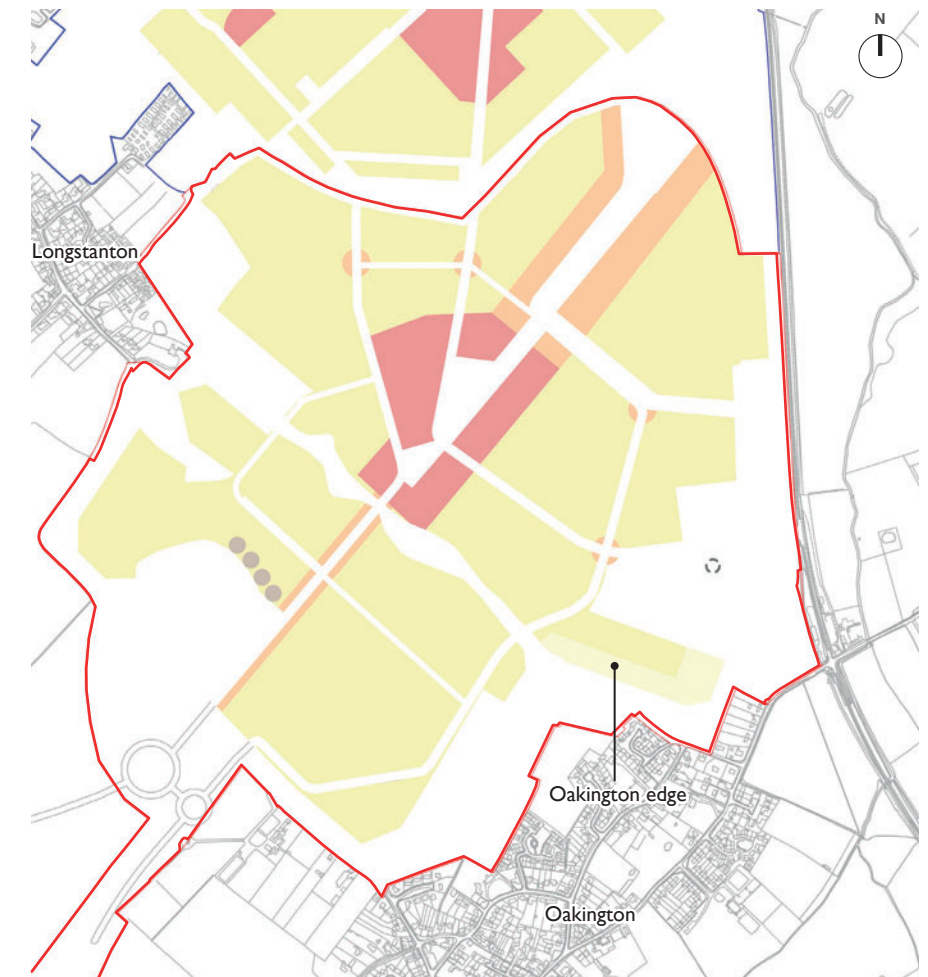
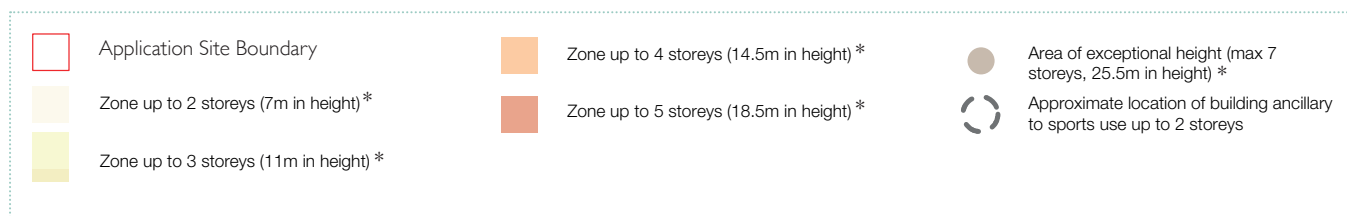


Figure 6.29: Phase 3A Illustrative Building Heights across Phase 3A.



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

Note: Figures 6.27 and 6.28 show illustrative boundaries of the Neighbourhood Square, Neighbourhood Park and Runway Lake as per the Urban Design Framework Plan (Appendix A)

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 3 storeys, 4 storeys and 5 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 and 5 storey buildings are drawn more widely to allow for local landmark buildings and variation in height. It is anticipated that the majority of buildings are between 3-4 storeys with localized high points of 5 storeys. The design code will provide further detail and refinements to this broad brushed height strategy.

The 'Oakington Edge' zone marked on Figure 6.28 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 substantial natural buffers afforded by the existing tree belts found along this boundary.

The movement network and key nodes have influenced the building heights proposed across Phase 3A. 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 Central Avenue is a linear route that could accommodate building heights of up to 4 storeys, due to its wide, boulevard style nature and its character as the primary approach to Northstowe from the south.

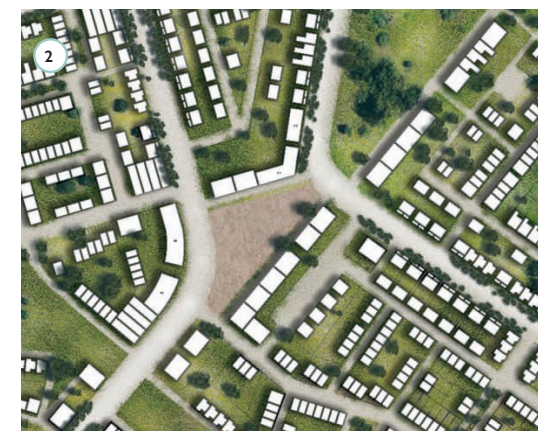
The areas that are defined as more urban in character; the Local Centre, Park and Runway Lake, are identified as areas that could accommodate taller building heights. As mentioned previously, this is not with the intention of creating blanket heights across the development, instead ensuring the flexibility allows for local variations in height suitable to the area of townscape and the level of enclosure intended. The length of busway that connects the Town Centre to the Local Centre is framed by buildings up to three storeys in heights, to create distinct separation between these two key centres.

The Military Lake, a large scale retained feature, has been identified as the area within the site that has the ability to accommodate the tallest buildings; up to 7 storeys in height. This scale has been considered appropriate to the size of the open space that is adjacent in order to ensure the built form reflects the scale of the space and provide a visible gateway entrance to the site when approaching from the south.

Oakington Edge



Local Centre



Military Lake Pavilions



Figure 6.30: Illustration of Building Height range within Phase 3A.

6.3.7 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.

Phase 3A adopts a similar approach and the masterplan is based on utilising a full range of densities, from a tight urban Local Centre to lower density areas on the southern edge.

- The Local Centre:** including the neighbourhood park and square, features the highest density across Phase 3A. The proposed density for the Local Centre is lower than that of the Town Centre. This ensures that there is a clear distinction between the local facilities provided within Phase 3A and the central focal point for the town within Phase 2.
- Existing Vegetation:** Where there is a higher coverage of existing trees towards the south of the site, this has shaped lower density neighbourhoods. The Illustrative Masterplan shows an approach to how the layout could incorporate the existing trees within the development blocks.
- Relationship to wider Northstowe:** The densities within Phase 3A increase with proximity to Phase 2 and the Town Centre. On entry into the site from the south, the densities are lower, increasing towards the Mill Road corridor which requires strong urban frontages to frame the public open space on both sides. The density towards the periphery of the development steps down to 35-40dph to mark a transition to Longstanton Conservation Area to the west and Oakington to the south east. 41-60dph is proposed along the boundary with Phase 2 to ensure the green corridor which provides a landscaped link between the two phases is well contained by strong frontages.
- Oakington edge:** The dwellings fronting onto this edge will be looser in urban form (approximately 35dph) and overlook the playing fields to the north and belts of existing vegetation to the south that form a natural separation between Northstowe and Oakington.

Northstowe

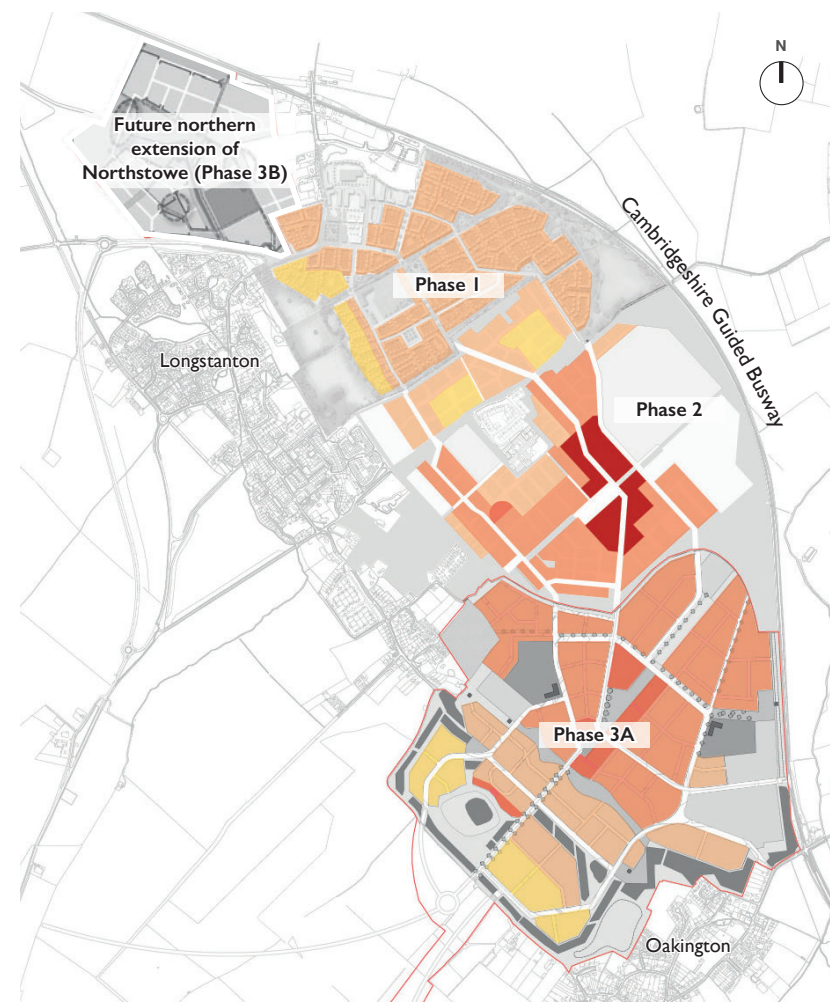


Figure 6.31: Broad density ranges at Northstowe



Phase 3A

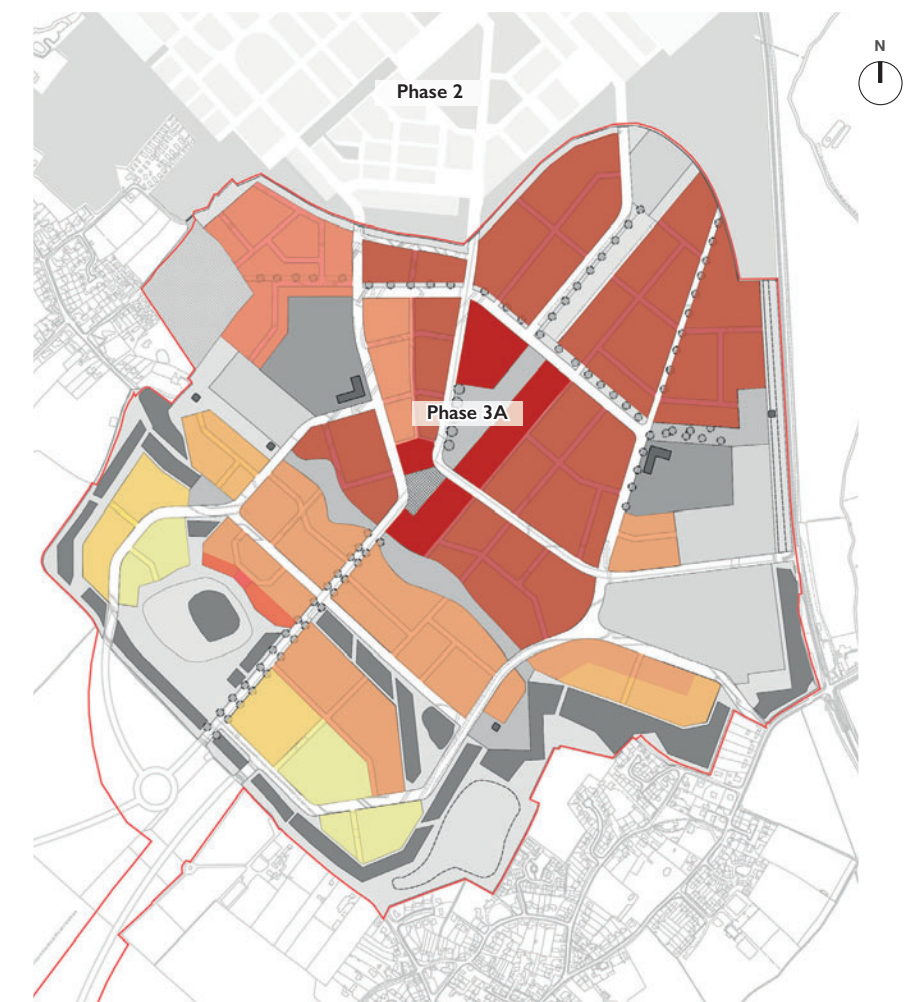
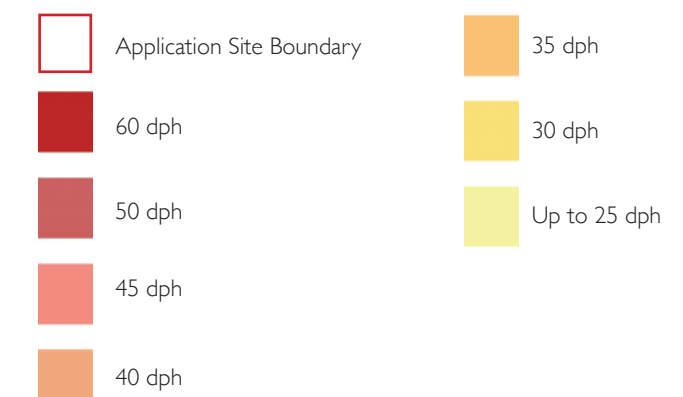


Figure 6.32: Illustrative Densities Phase 3A



Military Lake: Western neighbourhood



Mill Road Linear Corridor



Local Centre and Neighbourhood Park



Figure 6.33: Illustration of Density Range within Phase 3A

Creating a town-wide, comprehensive and integrated movement network town-wide is of key importance to promoting active and convenient travel that continues the Healthy New Town initiative

6.4 Connectivity: Northstowe

The movement strategy for Northstowe is shown on Figure 6.32. The structure of the movement network within Phase 3A has been designed to integrate into the existing routes within Phase 2, and subsequently Phase 1, as well as public rights of way in the wider landscape. 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 busway links the three phases, connecting to the guided busway in Phase 3A and Phase 1.

The movement strategy for Phase 3A 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 Southern Access Road West and East, ensuring easy sustainable access to and from the Application Site. An integrated network of cycle and pedestrian routes combined with the position of the Local Centre adjacent to, and easily accessible from the busway, also ensure sustainable modes of transport are promoted between Northstowe and the adjacent settlements.
- **Desire to reinstate the historic route of Mill Road:** This route has been reinstated to provide access from Longstanton and Oakington for cyclists and pedestrians, into the heart of Phase 3A.

The movement strategy has also dealt with the following potential issue relating to access:

- Phase 3A will form the main approach to the new town of Northstowe from the south. The provision of the Southern Access Road East, in addition to the Southern Access Road West (approved as part of the Phase 2 planning application) ensures that the capacity of the site is sufficient to accommodate the expected volume of traffic through this part of the site.

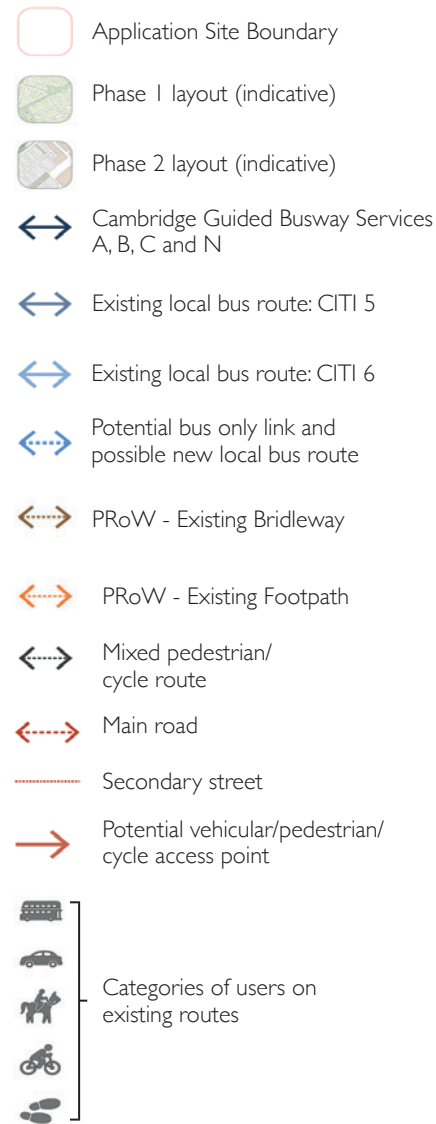


Figure 6.34: Proposed Connectivity

