

# MASTERPLAN MASSING, SCALE & LAYOUT

## WIDER MASTERPLAN CONNECTIONS

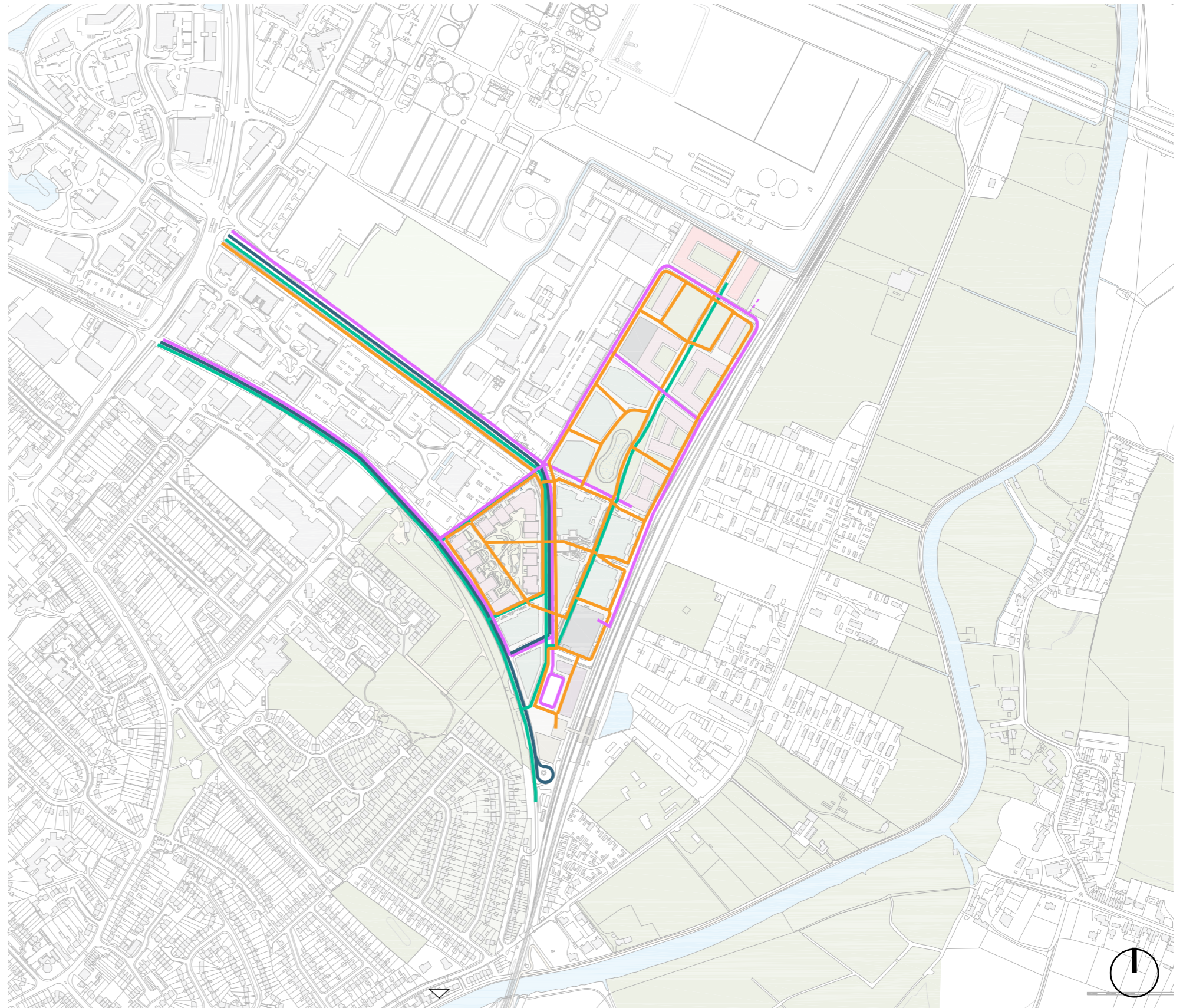
The connections across the planning application are designed with a wider masterplan vision in mind, which would see the northern plots where the aggregate works is, developed.

The northern plots are designed around 2 distinct character areas, with a central large open space within each of them; and connected across the Masterplan with pedestrianised routes. The Open Mosaic Habitat and balancing pond proposed within the planning application is to be retained creating a natural, re-wilded public realm for the mixed used buildings surrounding it. Further north, the open space character is one that looks to cater to families residing in the residential plots that surround it, providing play and allotment spaces to create a more domestic environment.

The plots are connected through a north-south pedestrian and cyclist route, which is aimed to be a further extension of Station Row. Vehicular traffic here is routed around these plots to allow the large open spaces to remain traffic free.

### Legend:

- VEHICULAR ROUTES
- RESTRICTED VEHICULAR ROUTES
- BUS ROUTES
- PEDESTRIAN ROUTES
- CYCLE ROUTES



Proposed connectivity on site

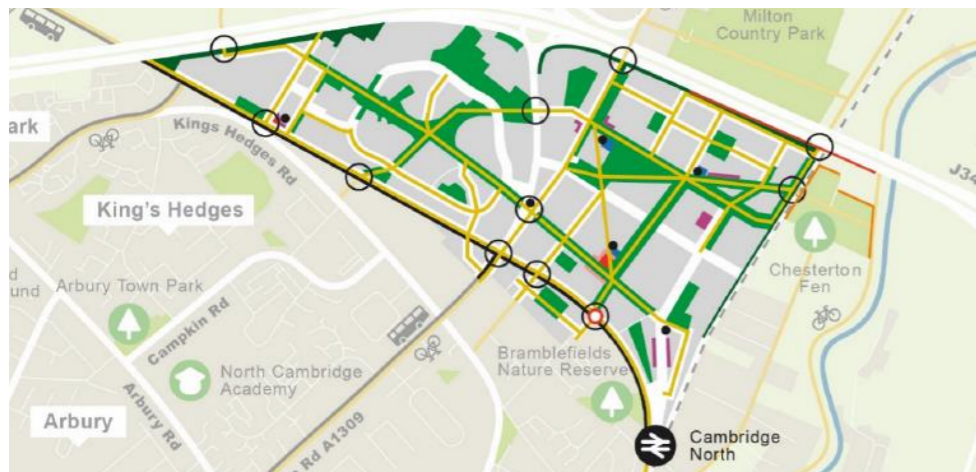


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## DRAFT AAP ENABLED VISION CONNECTIONS

The scheme is also designed with the broader draft NEC AAP in mind, implementing some of the key routes proposed in the spatial framework.

The Masterplan is designed to work independently while allowing flexibility for the scheme to sit coherently with any future development in the surrounding context, such as the waste treatment plant relocation and the proposed development that would replace it.



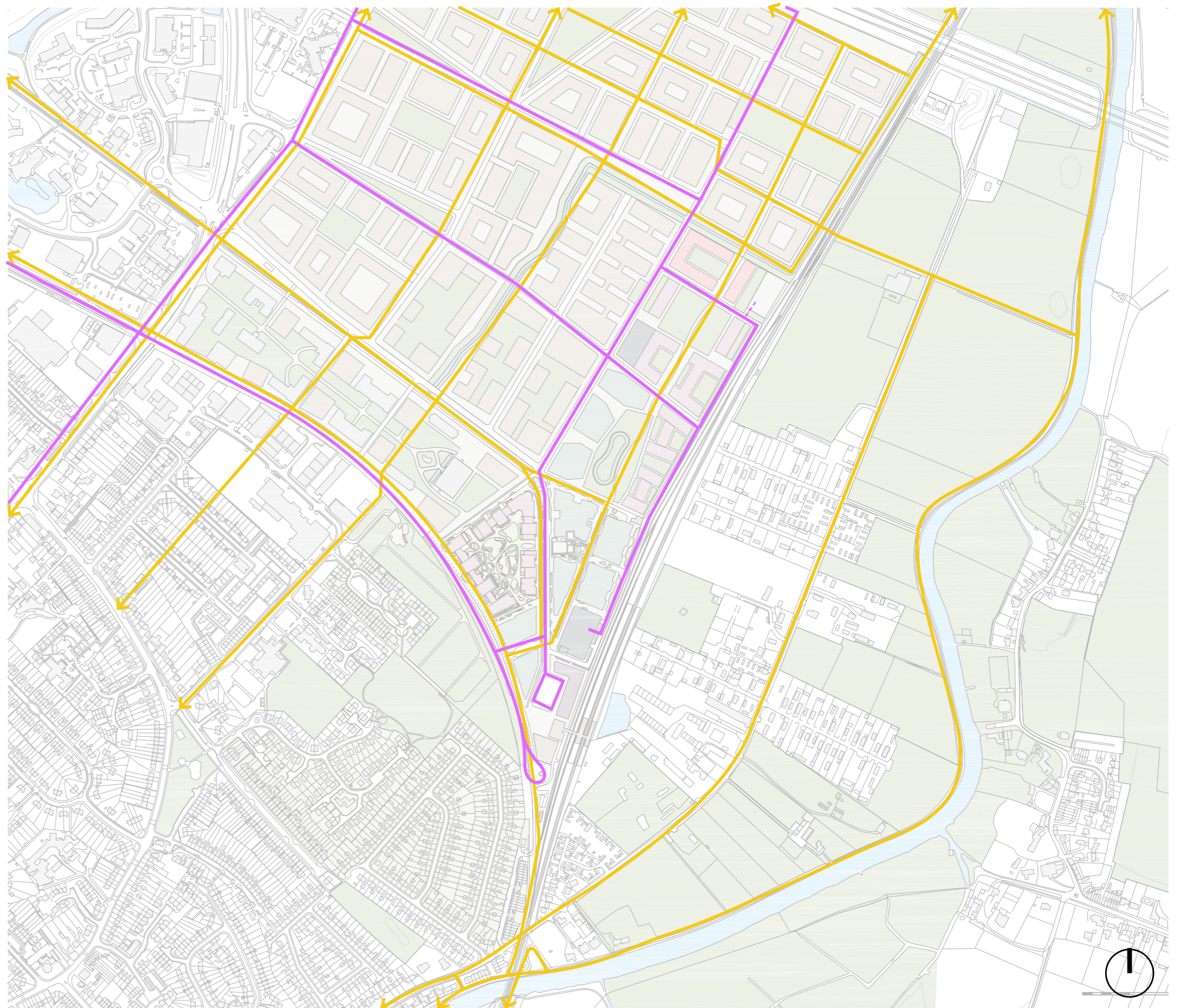
AAP Spatial Framework Diagram



U+I Envisioned Development illustration

Legend:

- RESTRICTED VEHICULAR ROUTES
- STRATEGIC VEHICULAR ROUTE
- STRATEGIC ROUTES FOR NON MOTORISED USERS



Proposed connectivity on site



## 5.5. Eastern Edge



# MASTERPLAN MASSING, SCALE & LAYOUT

## EASTERN EDGE

### EASTERN EDGE

The eastern edge of the site sits adjoining the NR rail tracks. East of the site, past the tracks, the surrounding context generally consists of low lying residential and industrial uses with the river Cam beyond that.

Given the character of the eastern context, and the potential impact of views from the Fen, particular attention was paid to the massing and landscaping strategy along this edge.

An existing tree belt line sits east of the tracks, lining the edge of the residential area providing a certain level of green buffering from long distance views. A sound barrier along the edge stretching along the length of the platform also contributes to the overall long distance view mitigation of the site.

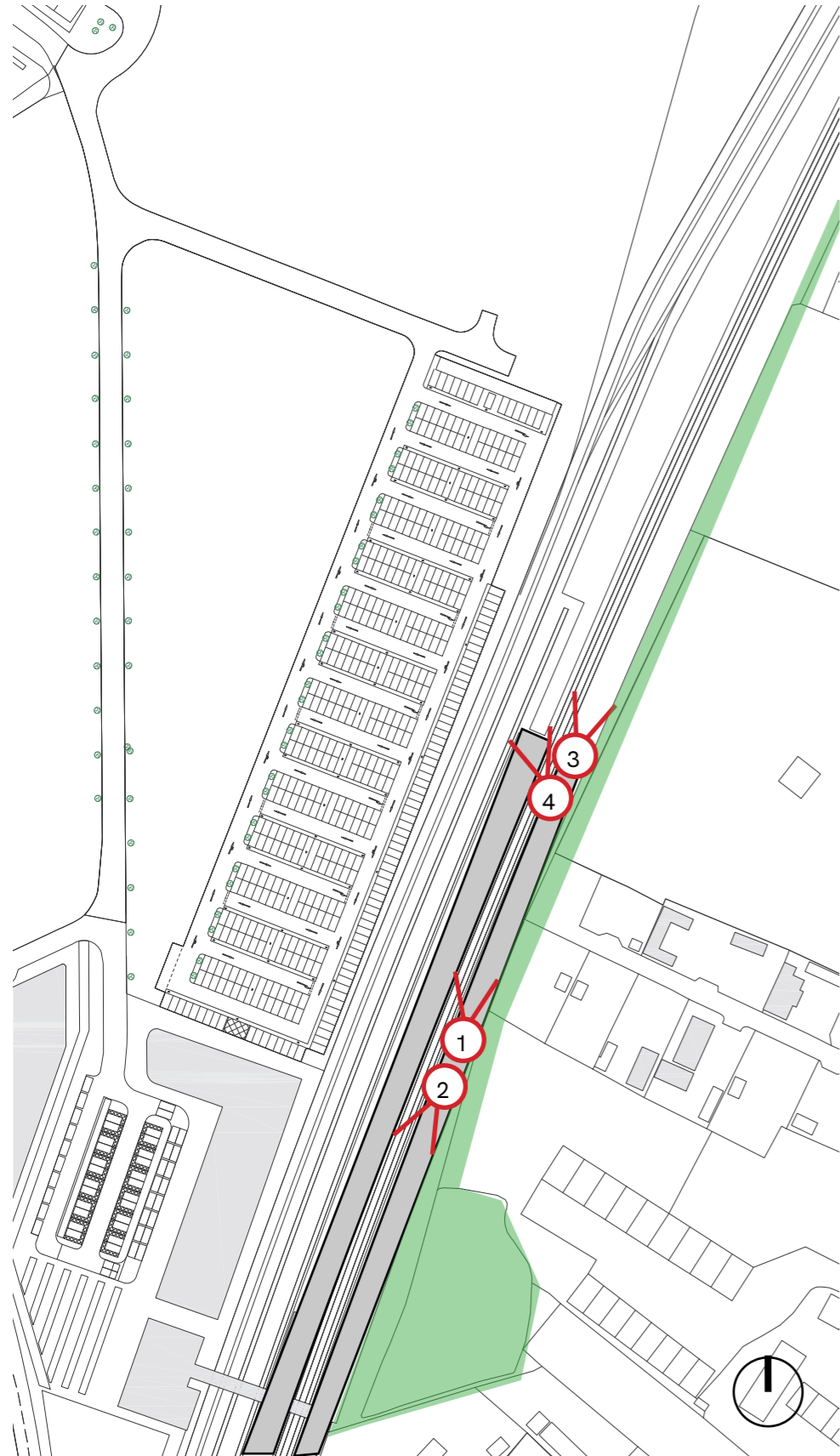
The Masterplan has ensured adequate setting back of the buildings facing the tracks to allow for the planting of mature trees along the eastern edge. A clustering strategy has been adopted as well to create a more natural blending of the tree line into its surroundings. This serves as a secondary layering of trees to enhance the existing tree line east of the tracks.

From a massing perspective, buildings 1-3 Station Row have been articulated to reduce the overall massing of the buildings. This has been further enhanced with a planting strategy on the buildings' terrace levels as well as on its facade in allocated areas, which together with the tree planting, serves to create additional green breaks along the length of the eastern elevation.





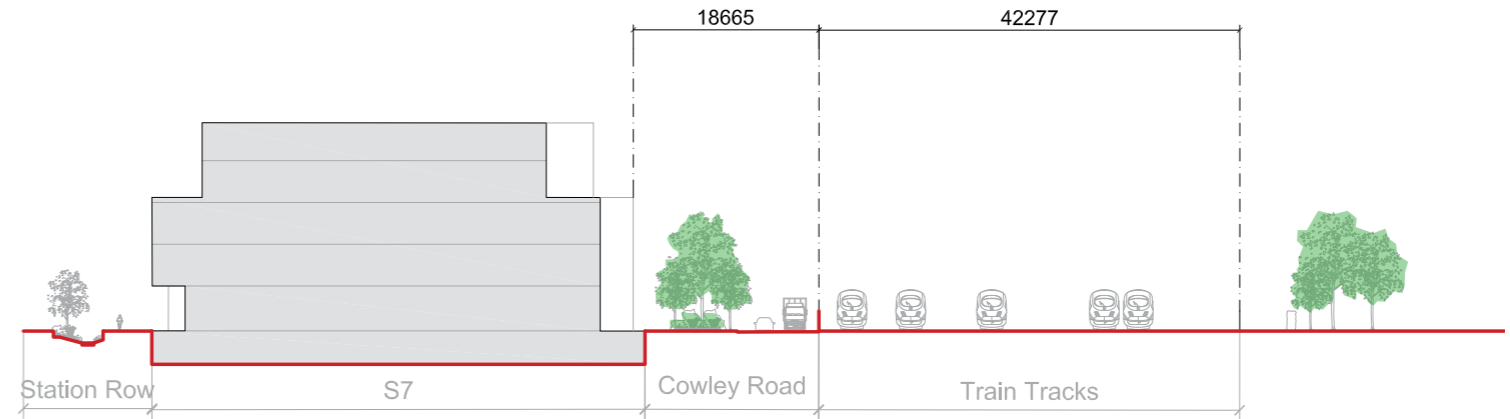
# MASTERPLAN MASSING, SCALE & LAYOUT VIEW FROM PLATFORMS



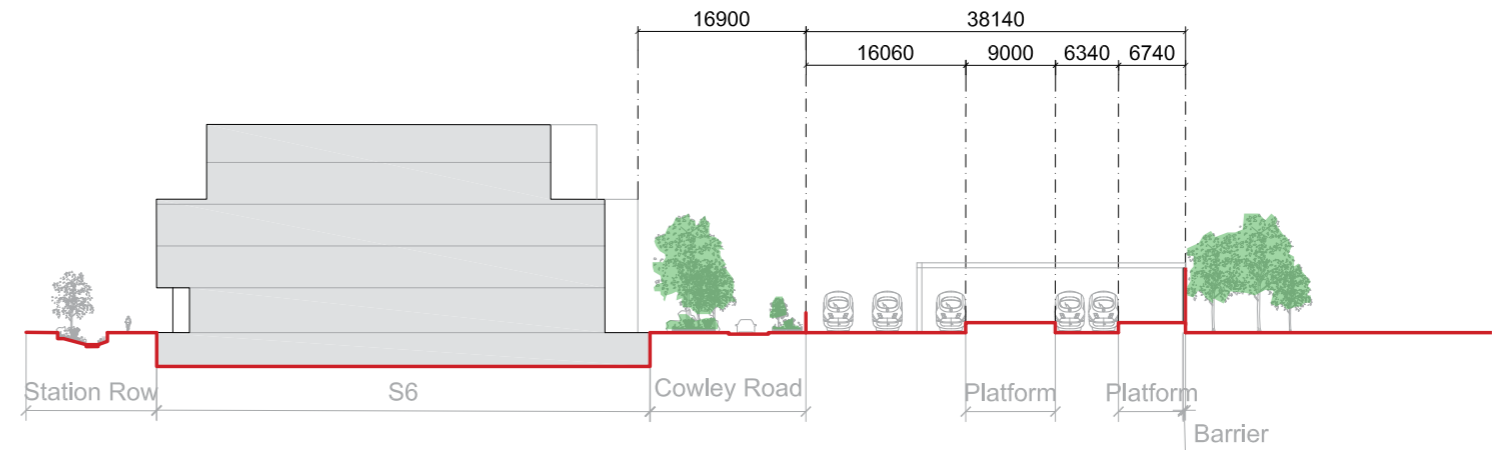


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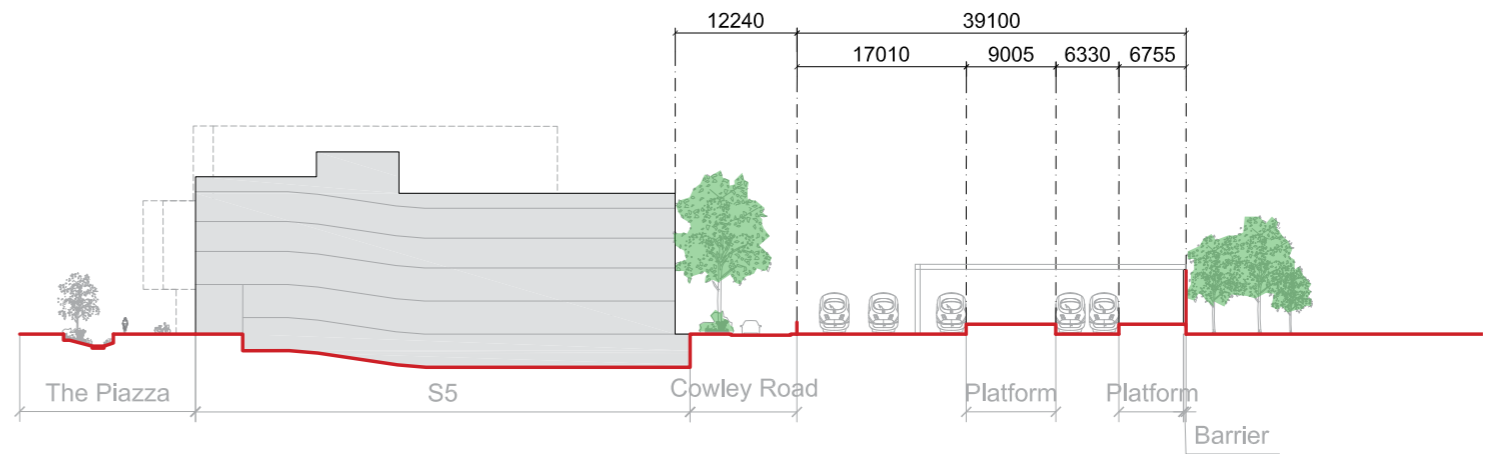
## PROPOSED SECTIONS



SECTION AA



SECTION BB

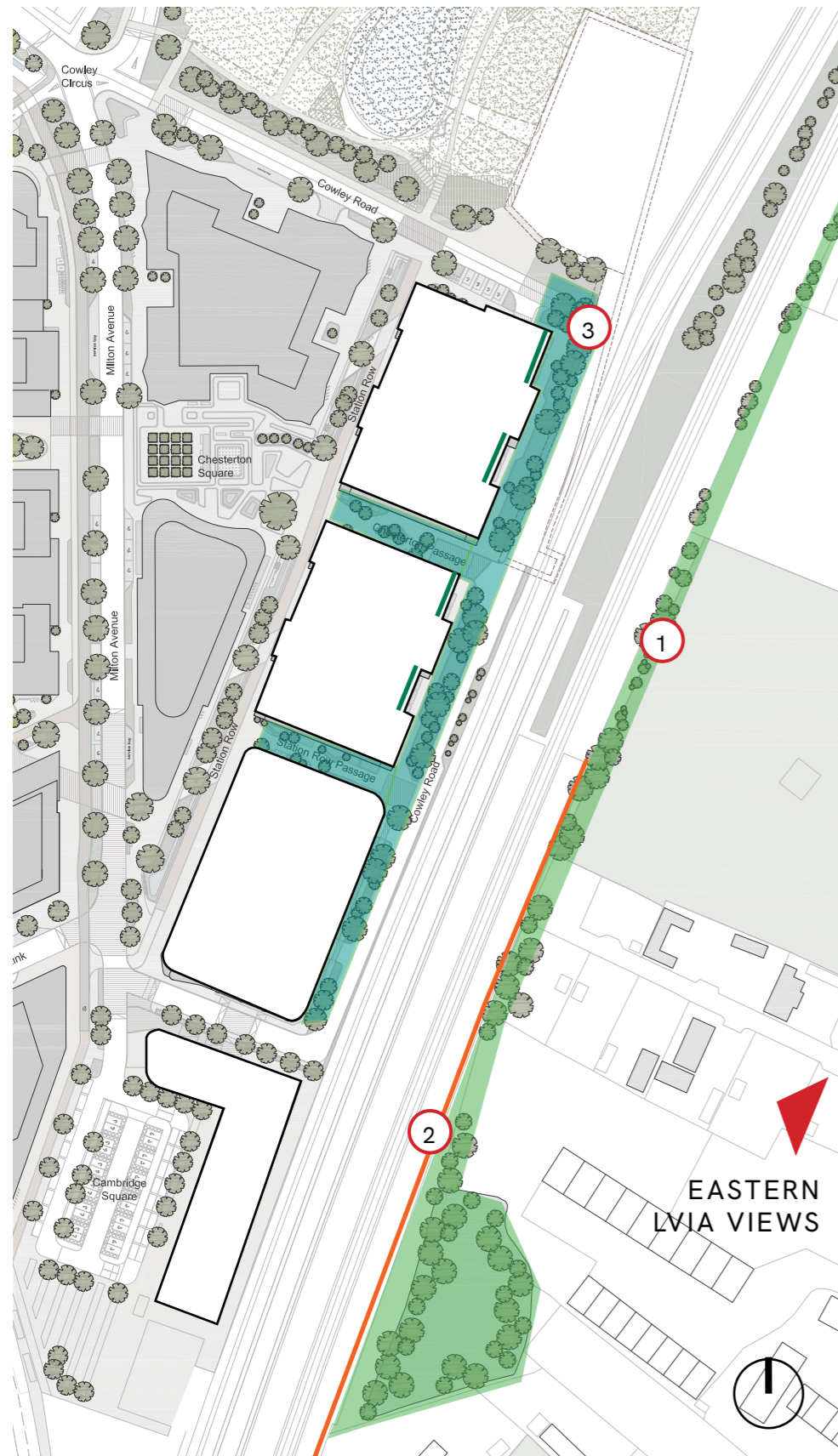


SECTION CC



# MASTERPLAN MASSING, SCALE & LAYOUT

## LVIA MITIGATION STRATEGIES



Existing vegetation east of tracks



Existing sound barrier east of tracks



Proposed vegetation west of tracks



Proposed vegetation on S6 & S7 Terracing and facade