

Figure 14.5
ECO-town: an exploded
axonometric of the
development framework
showing the phasing (different
tones) and indicative
morphology for each phase.

would form a green backbone to the site and link the sites ecosystems together to enhance the biodiversity of the site (Figures 14.5 and 14.6; Table 14.2).

The first phase, Phase A, would be the establishment of the ‘incubator’, housing and social/commercial infrastructure on the site based around the existing infrastructure of the Ministry of Defence base. This phase would also set up the first two rapid transport interchanges, one for the new settlement located in the zone of the existing Ministry of Defence runway and another adjoining the incubator. The first phase was intended as a catalyst development and financed by pump-priming investment raised by the ECO-town Development Trust/Ministry of Defence Partnership (Table 14.3).

Figure 14.6
 ECO-town: some of the layers
 that constitute the
 palimpsest-like development
 framework:

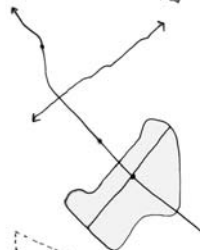
The development site



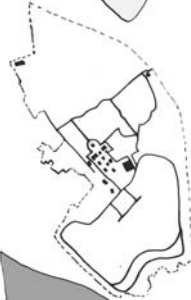
The existing infrastructure:
 roads and tracks (re-used in
 the new development)



New transport infrastructure
 (most importantly: N-S guided
 tramway connecting to
 Cambridge and St Ives and
 E-W new connection to A40
 trunk road, and park and ride
 to Cambridge)



Green hubs and ECO-park



Land parcels for private
 development



The partnership arrangement, in which the Ministry of Defence shared the profits from the development over the first two phases, at a ratio of 40:60, made the scheme more viable because it meant that the trust did not have to raise the large amount of money to purchase the land. The infrastructure for Phases B and C