

D THE TOWN OF NORTHSTOWE

D1 THE STRUCTURE OF NORTHSTOWE

POLICY NS/7 The Structure of Northstowe

Northstowe will develop:

Main Land Uses

- a) High quality housing accessible to services and facilities;**
- b) A linear Town Centre, located at the heart of the town;**
- c) Five distinct Local Centres forming a neighbourhood focus;**
- d) A main high density B1 employment area adjoining and wrapping round the southern end of the Town Centre and located on a stop on the dedicated busway;**
- e) A second employment area for a wider range of employment (including B2 and B8 uses to serve the town) adjoining the Park & Ride site off Station Road, Longstanton;**
- f) Small scale local B1 employment at each of the five local centres.**

Other Services, Facilities and Infrastructure

- g) Community services and facilities, leisure, art and culture focused in the Town and Local Centres compatible with the role of or function of those centres;**
- h) Sports and recreation facilities to serve the needs of the town, including a Town Park close to the Town Centre and local facilities to serve neighbourhoods;**
- l) With two landscaped Country Parks within walking distance of the town, providing for informal countryside recreation whilst also providing for wildlife and biodiversity;**
- j) Flooding infrastructure, including mitigation of flooding of the Beck Brook by a new balancing pond south of Oakington village and a new channel between Oakington and Northstowe and the Longstanton Brook by a new balancing pond upstream of the village;**

Transport

- k) High quality infrastructure for non-car modes to encourage sustainable travel;**
- l) A compact linear form with a High Quality Public Transport system based on a dedicated local busway through the town from the Guided Busway running along the former St Ives railway line;**
- m) A high quality network of footpaths, bridleways and cycleways;**
- n) With more than one road access from the A14, located and designed to integrate into the landscape and which minimise impact on, and minimise additional traffic through, the surrounding communities;**

Character, Design and Landscape

- o) With Green Corridors penetrating the town and connecting it to the network of open spaces and the surrounding open countryside;**
- p) With water integral to the design of the town and its open spaces in the “fenland lode” tradition;**
- q) ~~Integrate~~ **Integrating** Rampton Drift sensitively into the new town to preserve residential amenity;**
- r) Retaining and incorporating buildings and features that have an archaeological, historic or architectural interest particularly those reflecting its aviation history.**

D1.1 Northstowe will be one of Cambridgeshire’s largest towns. Apart from Cambridge the towns are relatively small market towns – St Neots, Huntingdon, St Ives, Ely, March, Whittlesey and Wisbech. Northstowe will be Cambridgeshire’s first new town since medieval times. It should be planned in this context rather than as a detached suburb of Cambridge.

D1.2 As a new market town, Northstowe should be planned to have a town centre with a vibrant shopping and commercial centre at its heart, located where it will be most accessible to all its residents.

D1.3 With 8,000 dwellings (6,000 of which will be built by 2016) it will need a secondary school and five primary schools. The schools will be the focus for neighbourhood centres which will provide very local services and facilities within easy walking distance of all homes.

- D1.4 The need to use cars for journeys within Northstowe will be minimised by the provision of a high quality dedicated public transport route through the town and local centres which will be taken off the Guided Busway along the St Ives railway line, which is programmed to be opened in 2007. The aim is for the majority of the town's residents to be within 400 metres of a bus stop (ie 5 minutes walk). Northstowe will be approximately 1 kilometre wide for most of its length, so this objective should be capable of being met. The town will also have a network of pedestrian and cycle routes designed to maximise accessibility by the shortest distances to the town centre and all its local centres. This will encourage a high proportion of all journeys to be undertaken by modes other than the car, making Northstowe the most sustainable town in Cambridgeshire.
- D1.5 Northstowe will have its own employment – in the services and facilities in the town and local centres - as well as more substantial business areas which will be located in, close to and around the town centre where workers will be able to contribute to its vitality and viability. Other employment will be catered for in a smaller area in the north of the town close to the Park and Ride site which will provide a wider range of employment facilities to serve the needs of the town.
- D1.6 Northstowe must be interesting and attractive if it is to be a successful place in which to live and work. It will need a good range of shopping and all the other services and facilities of a town such as restaurants, cafes, pubs and bars, a library, cinema, faith centres, health centres, police and fire station, sports halls, swimming pool, community centres and meeting rooms.
- D1.7 It will need to have sufficient variety in its built form to create a sense of different places within the town with landmark places and buildings to reinforce the identity of the town and its constituent parts. This can include larger buildings and structures which will help to create an attractive skyline within the town – making the town a positive feature in the landscape.
- D1.8 The need to manage surface water in an area where nearby water courses are prone to flooding provides an opportunity to create a true fen edge town where water management in the form of Lodes, Dykes or Canals within the urban fabric of the town will help to give Northstowe its distinctive character. Elsewhere, surface water attenuation lakes will help to create a fenland landscape on the lower parts of the site to which water will naturally drain. Water can be stored here if necessary before being released at a controlled rate into water courses which will take it to the river.
- D1.9 Planning a sustainable new town is not just about the location of homes, jobs and shops and the transport networks which connect them. Development of housing at overall net densities of at least 40 dwellings per hectare (average) and higher in the town and local centres, and stops on the dedicated busway, will ensure that shops and other facilities including public transport will have enough people living nearby to make them commercially viable. The buildings themselves will also need to be sustainable – planned to take advantage of

natural sunlight and manage internal temperatures, incorporating a high degree of energy efficiency. Opportunities for generating some of the town's own energy needs will need to be investigated to meet the requirement that 10% of energy should be from renewable sources.

- D1.10 The character of the town will also be defined by the open spaces, sports and recreation facilities provided for its residents. Areas of Green Separation between Northstowe and the villages of Longstanton (St Michael's and All Saints) and Oakington will protect the character of those villages, while allowing access by foot and cycle to Northstowe's facilities to benefit village residents. Appropriate landscaping and public access will enhance this open space for use by the residents of Northstowe and these villages but care will need to be taken to protect the character of Conservation Areas or other areas of interest. With a population ultimately approaching 20,000, Northstowe will need to have good access to the surrounding countryside. In part this will be achieved by the creation of two country parks, one between Northstowe and Oakington and one west of Station Road to the north-west of Northstowe.
- D1.11 The greatest potential impact on nearby villages is the traffic that Northstowe will generate, including construction traffic whilst it is being built. The A14 is proposed to be upgraded. The former St Ives railway line will be in use providing a high quality Guided Bus service between Huntingdon and Cambridge in 2007. Neither of these projects is dependent upon the development of the new town and both will be publicly funded. However, Northstowe will clearly benefit from these two projects and its developers will make an appropriate contribution to their costs. This could include funding the advance provision of the parallel distributor roads which are proposed as part of the upgrading of the A14 - to remove local traffic from the A14 itself which will have fewer junctions than at present.
- D1.12 Whilst the proposed frequency of public transport along the guided busway will mean that significantly more people than is usual in Cambridgeshire will find public transport attractive, Northstowe will still generate a very large number of journeys by road. New roads will be provided from Hattons Road and Dry Drayton Road to take Northstowe traffic directly into the town without passing through either of the villages. To the north of Longstanton, the Longstanton By-Pass will provide a third route into Northstowe.
- D1.13 Rampton Road which passes between Longstanton All Saints and Longstanton St Michael's will remain a cul de sac and be closed in the vicinity of Magdalene Close. Beyond that, Rampton Road would become a footpath/cycleway. Rampton Drift will take its vehicular access from the new road network within Northstowe. The airfield road between Longstanton and Oakington will remain closed to through traffic, and become a footpath / cycleway / bridleway.
- D1.14 The link roads to the A14 (or their routes before they are built) will also take construction traffic to Northstowe. Within the site, haul roads for construction

traffic will be planned to minimise impact on Longstanton or Oakington. It will not be possible to guarantee that there will be no impact until the development closest to each village has been completed in order to provide a screen between the town and the villages. The phasing of development will assist with this. Initial phases of the development would commence with the construction of a local centre at the north and south of Northstowe and the neighbourhoods which surround them. These will be located on the route of the dedicated local busway through Northstowe. Housing construction is anticipated to be approximately 650 dwellings per year – within 5 years Northstowe will be the size of Sawston which supports a thriving shopping and commercial centre.