

THE TOWN OF NORTHSTOWE

NS/7 – The structure of Northstowe

Summarises the main components of the physical form of Northstowe including the relationships between town and local centres, the location of employment land, and the relationship between these elements and access / transportation facilities.

| Sustainability Appraisal Objectives [abridged in some cases] | Assessment | | | Comments / Proposed Mitigation |
|---|------------|------|------|---|
| | Short | Med. | Long | |
| 1.1 Minimise irreversible loss of undeveloped land and productive agricultural holdings | ~ | ~ | ~ | |
| 1.2 Reduce the use of non-renewable resources including energy | + | + | + | Supported by sustainable transport policies and co-location (or close location) of work, homes and shops. |
| 1.3 Limit water consumption to sustainable levels | ~ | ~ | ~ | |
| 2.1 Avoid damage to designated sites and protected species | ~ | ~ | ~ | |
| 2.2 Maintain / enhance range and viability of characteristic habitats and species | + | + | + | Specific mention of green corridors. |
| 2.3 Improve opportunities for people to access the countryside and wild places | + | + | + | As above. |
| 3.1 Avoid damage to designated historic sites and their settings | + | + | + | Specific mention of intention to retain key heritage assets. |
| 3.2 Maintain diversity and distinctiveness of landscape and townscape | + | + | + | Addressed broadly but is already amply covered by other policies in the AAP. |

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| 3.3. Create places and spaces that look good and work well | + | + | + | As above. |
|--|---|------|------|--|
| 4.1 Reduce emission of greenhouse gases and other pollutants | + | +(+) | ++ | Supports sustainable transport objectives. |
| 4.2 Minimise waste production and support recycling | ~ | ~ | ~ | |
| 4.3 Limit or reduce vulnerability to flooding and other climate change impacts | + | + | + | Mentioned specifically in clause j). |
| 5.1 Maintain and enhance human health | + | +(+) | ++ | Supports sustainable transport objectives and healthy travel choices. |
| 5.2 Reduce and prevent crime and the fear of crime | ~ | ~ | ~ | |
| 5.3 Improve the quantity and quality of publicly accessible open space | ? | ? | ? | Not mentioned explicitly but covered amply by other policies. |
| 6.1 Improve the quality, range and accessibility of services and facilities | + | +(+) | ++ | Implicit in spatial relationships between housing, employment and amenities. |
| 6.2 Redress inequalities in age, gender, race, location, faith, disability, etc. | ~ | ~ | ~ | |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing | ~ | ~ | ~ | |
| 6.4 Encourage and enable active involvement of local people in the community | ~ | ~ | ~ | |
| 7.1 Help people gain access to satisfying work appropriate to skills, potential and location | ~ | + | +(+) | Addressed in requirement for local employment provision. |



| 7.2 Support appropriate investment in people, places, communications and infrastructure | ~ | ~ | ~ | | |
|---|---|---|---|--|--|
| 7.3. Improve the efficiency, competitiveness, vitality and | ~ | ~ | ~ | | |
| adaptability of the local economy | | | | | |

Summary of assessment: Clearly sustainable; little to add that is not included in assessments of other policies in this section, particularly NS/2, which it appears to duplicate substantially.

Summary of mitigation proposals: Since the principal design aspects stated in this policy are reiterated in the subsequent policies in the first part of section D of the AAP, this policy appears somewhat redundant and its content repetitive.

Secondary, cumulative or synergistic effects: None identified.

NS/8 - The town centre

Defines the requirement for a linear town centre incorporating open meeting places and appropriate levels of car parking provision in addition to core retailing and other amenities. Some existing buildings at Rampton Drift constrain the location of the centre although it remains around midway between the northern and southern edges of the town.

| Sustainability Appraisal Objectives | Assessment | | | Comments / Proposed Mitigation | |
|---|------------|------|------|--|--|
| [abridged in some cases] | Short | Med. | Long | | |
| 1.1 Minimise irreversible loss of undeveloped land and productive agricultural holdings | ~ | ~ | ~ | | |
| 1.2 Reduce the use of non-renewable resources including energy | (-) | () | () | Absolute impact of town centre developments on energy use which is again offset by the potential impact of sustainable transport policies. | |
| 1.3 Limit water consumption to sustainable levels | (-) | () | () | As above. | |
| 2.1 Avoid damage to designated sites and protected species | ~ | ~ | ~ | | |
| 2.2 Maintain / enhance range and viability of characteristic habitats and species | ~ | ~ | ~ | | |

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| 2.3 Improve opportunities for people to access the countryside and wild places | ≅ | ~ | ~ | |
|--|-----|------|-----|---|
| 3.1 Avoid damage to designated historic sites and their settings | + | + | + | Co-locating town centre with existing core barracks site provides opportunity to re-use heritage buildings for appropriate land sympathetic and uses. |
| 3.2 Maintain diversity and distinctiveness of landscape and townscape | + | + | + | Supportive, although structural relationship between the town centre and the rest of the settlement is addressed by other policies. Linear structure is consistent with other local market centres. |
| 3.3. Create places and spaces that look good and work well | + | + | + | Implicit objective of providing meeting / social facilities and not just a retailing centre. |
| 4.1 Reduce emission of greenhouse gases and other pollutants | (+) | (+) | (+) | Acknowledges the need to provide adequate road access and parking to ensure the centre attracts people from the surrounding area. Sustainable transport benefits are evident in other policies. |
| 4.2 Minimise waste production and support recycling | (-) | () | () | As for 1.2 and 1.3. |
| 4.3 Limit or reduce vulnerability to flooding and other climate change impacts | ~ | ~ | ~ | |
| 5.1 Maintain and enhance human health | ~ | ~ | ~ | Implicit in sustainable transport choices which are evident in other policies. |
| 5.2 Reduce and prevent crime and the fear of crime | ~ | ~ | ~ | |
| 5.3 Improve the quantity and quality of publicly accessible open space | + | + | + | Contributes through providing central meeting area. |
| 6.1 Improve the quality, range and accessibility of services and facilities | + | +(+) | ++ | Clearly supportive. |
| 6.2 Redress inequalities in age, gender, race, location, | ~ | ~ | ~ | |



| faith, disability, etc. | | | | |
|--|-----|------|-----|--|
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing | ~ | ~ | ~ | |
| 6.4 Encourage and enable active involvement of local people in the community | (+) | (+) | (+) | Implicit in provision of central meeting facilities. |
| 7.1 Help people gain access to satisfying work appropriate to skills, potential and location | ~ | ~ | ~ | Addressed by other policies, notably NS/11. |
| 7.2 Support appropriate investment in people, places, communications and infrastructure | ~ | ~ | ~ | |
| 7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy | + | +(+) | ++ | Probably the primary objective of this policy. The supporting text and accompanying objectives make specific mention of the desire to avoid the retail area being dominated by a single large multi-purpose retailer which discourages creation of a range and variety of comparison and convenience outlets. Ideally this should be incorporated in the core policy text. |

Summary of assessment: A further sustainable policy which defines the town centre structure and re-iterates many of the design components already stated in other policies.

Summary of mitigation proposals: Ideally the objective preventing the dominance of local retailing by a single large multi-purpose store is an important policy component which could be given greater prominence by including it in then core policy text.

Secondary, cumulative or synergistic effects: None identified.