

Northstowe

Phase 1 Planning Application

Planning Supporting Statement
(incorporating Planning Obligation /
Draft Scope for S106 Heads of Terms)

February 2012

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Preface

The outline planning application and master plan for Phase 1 of Northstowe has been submitted following preparation of a revised master plan for the new town. The master plan review was triggered by the government's withdrawal of the A14 road improvement scheme in October 2010. However, in December 2011 the government renewed its commitment to deliver improvements to the A14 and importantly to help deliver the proposed homes at Northstowe. The project is now firmly back on track with a phased approach to delivering the new town.

The key qualities of the Phase 1 proposal with respect to encouraging sustainable lifestyles for future residents are:

- A fully integrated mixed-use scheme including up to 1,500 new homes to be delivered alongside approximately 5 hectares (ha) of employment land, providing support for a growing economy, shops and a community building at the local centre, a primary school with potential for community facilities and a sports hub
- All homes will be within 1,000m of the Longstanton Park and Ride for the Cambridgeshire Guided Busway, providing fast and efficient services to Huntingdon and Cambridge
- A walkable environment with all new homes within 1,000m of the local centre, primary school and community building and the majority within 600m
- All new homes to be built to Code for Sustainable Homes level 4 in accordance with any future amendments to the Building Regulations 2013/2016, and to take account of the government's final decision on low/zero carbon requirements and the scope for on and off-site allowable solutions
- Significant green infrastructure (30% of the primary development site) including:
 - Over 6 ha of formal sports provision and associated infrastructure
 - Approx. 23 ha of additional public open space including parks / play space and a network of footpaths and cycleways
- Water bodies of approximately 5.2 ha including a water park, providing a recreational, ecological and drainage resource
- 1.57 ha of allotments
- Significant areas of enhanced ecological environment to enable a rich diversity of habitats to flourish
- An exemplar surface water drainage strategy benefiting Phase 1 and the whole of Northstowe as well as mitigating the potential existing flood risk at the neighbouring village of Longstanton
- Significant archaeological investigation works over 28 ha of land

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1. Introduction

Northstowe

1.1 Northstowe new town is promoted jointly by Gallagher, an experienced master developer and property investment company, and the Homes and Communities Agency (HCA); the government's national housing and regeneration delivery agency.

The Vision for Northstowe

Northstowe will be an exemplar and vibrant 21st century town with a strong local identity. It will combine the best historic characteristics of local settlements with provision for more sustainable patterns of living and lifestyle choices. Northstowe will be built to high environmental standards.

1.2 The vision reflects the Cambridgeshire Quality Charter for Growth, which promotes the planned growth of sustainable and vibrant new communities in accordance with four themes: Community; Climate; Connectivity; and Character.

1.3 During 2011, the joint promoters, South Cambridgeshire District Council and Cambridgeshire County Council began to develop a 'phased' approach to delivering Northstowe. This was triggered by the downturn in national and local economic prospects and the government's Spending Review of October 2010, following which the A14 road improvement scheme was withdrawn. Since then all partners have been trying to find a way to progress the delivery of Northstowe and the investment required. Momentum has been added by the opening of the Cambridgeshire Guided Busway, providing fast and reliable travel from Huntingdon to Cambridge with key stops alongside the Northstowe site. In addition in the government's Autumn 2011 Budget Statement, clear commitment was given to the A14 improvements to help deliver Northstowe.

Development Framework Document

1.4 A Development Framework Document (DFD), including a Framework Master Plan (FMP) has been prepared which revises the master plan for Northstowe and provides place making principles and guidance for individual phases of development. The DFD defines the rationale and structure for Northstowe's planning and delivery as a comprehensive development, enabling Phase 1 to come forward as part of an integrated master plan.

1.5 The spatial planning and urban design principles of the FMP are founded on the vision, development principles and policies of the Northstowe Area Action Plan (NAAP), which was adopted by South Cambridgeshire District Council (SCDC) in July 2007. Given the passage of time since the NAAP was adopted the DFD has taken into account more recent and emerging changes in national and local planning policy, and of the impact of current and likely future economic events to ensure that the master plan is future proofed and remains relevant.

1.6 As a consequence, the master plan and development principles for Northstowe have been strengthened and brought up-to-date to ensure a viable scheme for creating a sustainable community. The new town is to be built to high standards of design and layout within a framework of green infrastructure comprising formal and informal open space and wildlife habitat corridors.

1.7 This outline planning application relates to Phase 1 of Northstowe, situated directly adjacent to the Cambridgeshire Guided Busway Longstanton park and ride (P&R).

Creating a sustainable community: the Phase 1 proposal

1.8 Phase 1 is being promoted by Gallagher with the full involvement and support of the HCA, and will deliver a high quality environment providing a strong gateway to Northstowe with sustainability integral to its design. As set out within this document and the accompanying Design and Access Statement, the master plan is based on the creation of walkable environments, with excellent access to the local centre, primary school, community facilities and employment area for existing and new residents via a network of greenways. It also provides improved pedestrian and cycle access between the site, Longstanton village and Longstanton P&R. Water is a key feature of the site and is integral to the design of the greenways providing a drainage, ecological and informal recreation function. The drainage strategy is exemplar.

1.9 Significant areas of formal and informal open space (including a sports hub, eastern water park, allotments and a community orchard) and a comprehensive ecological enhancement strategy will ensure the creation of a highly attractive environment, that people will take pleasure in living and working within. In addition to maximising the opportunity for walking and cycling other sustainable transport measures are a foundation to the delivery of the development. The site's location, adjacent to the Longstanton P&R ensures that all homes are within 1,000m of this key public transport route, with other existing local public transport services also enhanced as part of the proposal, providing an alternative to car reliance.

1.10 A range of initiatives are promoted to assist the proposed development and ultimately Northstowe as a whole becoming a low carbon town. For instance, energy consumption will be minimised through careful design and location of services and land uses, and recycling will be made easier for residents and businesses.

Energy efficiency will be achieved by employing current best practice for building fabric, ventilation and heating controls and appliances. Renewable energy generation through the use of microgeneration technologies will provide an important contribution towards low carbon living, with all new homes built to Code for Sustainable Homes level 4 in accordance with the requirements of any amended Building Regulations (2013 and 2016), should these be introduced, and any subsequent amendments to take account of the government's final decision on low/zero carbon requirements and the scope for on and off-site allowable solutions.

1.11 Meeting the requirements of Code for Sustainable Homes level 4 in respect of energy, water conservation and other credit earning measures and the additional costs involved, will require a balance to be struck between this commitment to sustainability and other competing requirements of Northstowe, which represents a major development scheme.

1.12 In addition to the delivery of 1,500 much needed homes the key attributes of the scheme, which in addition to the above make it a wholly sustainable development can be summarised as follows:

- All new homes to be within 1,000m of the local centre and community building and the majority within 600m
- All homes to be within 400m of a local bus service
- All new homes to be within 1,000m of Longstanton P&R
- Enhanced pedestrian and cycle access from Longstanton Village to Longstanton P&R
- An exemplar comprehensive drainage strategy including two attenuation ponds adjacent to the Hatton's Road to address existing flooding in Longstanton
- Water conservation measures

- A comprehensive ecological enhancement strategy
- 6.17 hectares (ha) of formal sports provision
- 23 ha of additional open space (24% of the primary development site)
- A water park on the eastern edge of the site providing a recreational, ecological and drainage resource
- 5 ha of employment land including a household recycling centre to serve the whole of Northstowe

Delivery of Phase 2 and future phases

1.13 The joint promoters are committed to the delivery of the whole of Northstowe and are developing a variety of scenarios for the delivery of further phases of development to follow Phase 1. A range of factors will determine the size and timing of delivery of new homes in Phase 2, and subsequent phases, the most important of which are general market conditions and the approval of significant improvements to the A14 corridor.



1.14 It is anticipated that Phase 2 will be situated on the HCA owned land adjacent to Rampton Road and will include development north of Rampton Drift but also in and around the area formerly used as the barracks. Situating the residential component of Phase 2 in this area will ensure that suitable access arrangements can be made via Phase 1 to enable residents to connect to the B1050, and will also enable residents to access community and other services established as part of Phase 1. Locating Phase 2 in this location will enable the joint promoters to establish quality residential development utilising the road and green infrastructure of the barracks area and will enable the retained heritage buildings to be considered for new uses. The

existing green infrastructure will be strengthened by the provision of one of the strategic greenways along the southern side of Rampton Road.

1.15 It is also anticipated that Phase 2 will include early elements of delivery of the town centre, subject to the necessary improvements to the local transport network, and will provide the site for the secondary school.

1.16 The joint promoters intend that the phases of residential development will be 'staggered', meaning that Phase 2 may begin on site before Phase 1 is fully complete. It is expected that the secondary school site will need to be accessed at the same time as Phase 1.

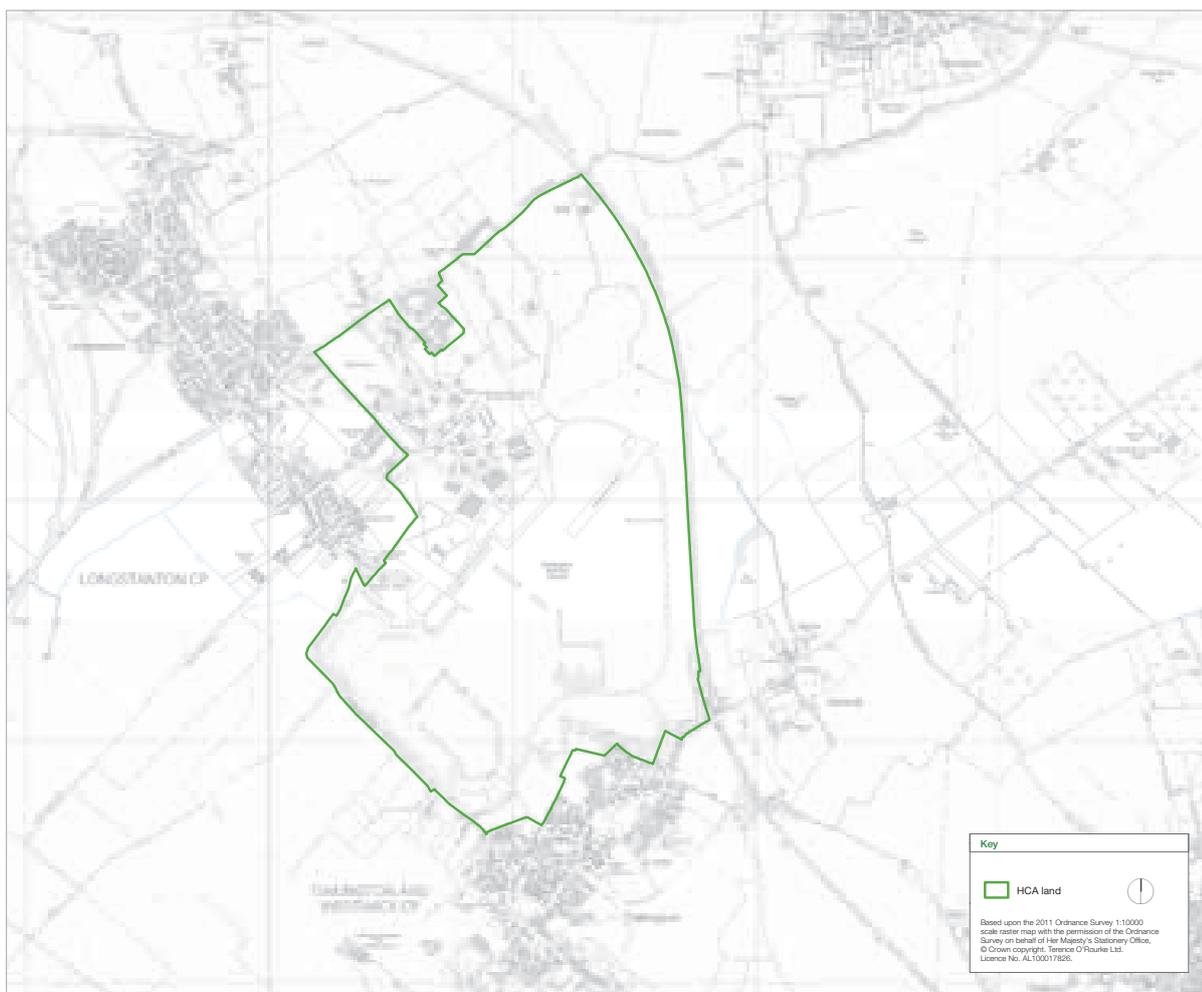


Figure 1: HCA owned land

2. Background to the Phase 1 proposal

Introduction

2.1 This planning supporting statement has been prepared to support an outline planning application by Gallagher to SCDC for Phase 1 of Northstowe. The development proposal comprises up to 1,500 dwellings; a primary school; a mixed-use local centre (including a community building, and provision for non-residential institutions, financial and professional services, shops, cafes and restaurants, drinking establishments, and hot food take aways); leisure, community, residential institutions, cultural, health, and employment provision (business, general industry and storage & distribution) including a household recycling centre; significant formal and informal recreational space and landscaped areas; and infrastructure works including site re-profiling and associated drainage works, foul and surface water pumping stations, two flood attenuation ponds on land east of Hatton's Road; and associated works including the demolition of existing buildings and structures. A full description of the proposed development is set out within section 4 of this statement.

2.2 Northstowe is an allocated site in the SCDC Core Strategy and is identified in adopted regional planning policy to provide a mixed use development comprising residential, business, leisure, schools, community facilities with supporting infrastructure and various other ancillary uses. The Northstowe Area Action Plan (NAAP) was adopted by SCDC in July 2007. The principle of delivering a new town on this site is therefore established.

2.3 This planning application is set within the context of a Framework Master Plan (FMP) for Northstowe, as set out within the Development Framework Document (DFD) submitted in support of the application under separate cover, and in compliance with the NAAP.



The applicant

Gallagher

2.4 With considerable land and property assets assembled over three decades, Gallagher is one of the largest developers promoting and developing residential and mixed-use schemes through the planning system in Britain, achieving the very best sustainable urban regeneration in complex circumstances.

2.5 Gallagher's approach to residential and mixed-use developments is distinctive - the company is not a house builder but acts as a master developer. The company undertakes all aspects of the development process from site assembly, master planning and promotion through to the construction of strategic infrastructure.

2.6 The Homes and Communities Agency (HCA) supports the submission of and has been fully involved in the preparation of the Phase 1 planning application. The HCA is the national housing and regeneration delivery agency for England with the vision to create opportunity for people to live in homes they can afford in places they want to live, by enabling local authorities and communities to deliver the ambition they have for their own areas.

2007 application / A14

2.7 In 2007, Gallagher and English Partnerships, now the HCA, submitted planning applications for the entire Northstowe site (application refs: S/7006/07/O, S/7007/07/F, S/7008/07/F and S/7009/07/F) as a precursor to building the town, a new community for about 25,000 residents.

2.8 The applications submitted in 2007 were consistent with the A14 road improvement scheme prepared by the Highways Agency. However, during 2008 and 2009 the national economy slipped into recession and the government's Spending Review in October 2010 led to the withdrawal of the associated A14 road improvement scheme. However, the government's Autumn Statement (HM Treasury November 2011) gives a commitment to increasing capacity and improving performance on the A14, which will support proposed housing developments including Northstowe. The government has stated it will explore innovative ways of financing this work for the longer term, including tolls, and by spring 2012 it will have prepared proposals with local partners for improvements to the A14 road and other local transport networks. For the short term the government has made an immediate investment of £20 million to reduce congestion on the A14 including measures to improve junctions and increase resilience.

Phased approach

2.9 In advance of any longer term measures coming forward, and given the importance of the Northstowe project to contributing towards much needed housing delivery in the Cambridge sub region, Gallagher and the HCA are now progressing a phased approach. This approach allows the proposed development to be brought forward as a priority.

2.10 The planning application that is the subject of this supporting statement relates to the first phase of development on land at the northern end of the new town adjacent to Longstanton P&R, as set out in detail within section 3.

Opportunities offered by the site

2.11 The Phase 1 site provides the following opportunities:

- Creation of a northern gateway for Northstowe on the B1050
 - Creation of a public transport focus for Northstowe on the Cambridgeshire Guided Busway (CGB) including routing the busway through Northstowe from this northern access
 - Maximising usage of the successful CGB through provision of mixed-use development, including early delivery of serviced employment land, directly adjacent to the Longstanton P&R site
 - Minimises impact on existing communities by enabling construction traffic to be routed from the A14 via the west Longstanton bypass to avoid passing through existing settlements
- Delivers much needed market and affordable housing to contribute towards SCDC identified five year housing supply
 - Forms important first phase of Northstowe which provides a key gateway into the new town
 - Makes efficient use of previously developed land
 - Provides improved linkages from Longstanton village to the Longstanton P&R
 - Provides significant open space, sports and community facilities for use by the local community as well as new residents
 - Delivers a new mixed-use local centre at an early stage benefiting residents of Longstanton and the surrounding settlements
Delivers one of the three dedicated employment areas for Northstowe
 - Delivers flood mitigation measures for Longstanton
 - Facilitates early delivery of the secondary school on an adjacent site which will also meet a demand for school places in the wider area
 - Provides a site for a household recycling centre to serve the whole of Northstowe
 - Delivers strategic infrastructure including access, utilities and services which will facilitate the subsequent development of Phase 2 and later phases of development on the former Oakington barracks and airfield site



2.12 The benefits of the Phase 1 proposal are:

2.13 It has always been intended that Phase 1 of Northstowe would take place at the northern end of the main core area of the site to the south of Longstanton P&R (on the golf course land). There are a number of reasons for this, the primary factor relating to siting the development in the most sustainable location, adjacent to the Longstanton P&R site (and the associated benefits that this brings) and where access is available from the B1050 Station Road. Another key factor that influenced this decision was that, in the absence of existing road infrastructure, if the first phase were to come forward on the former airfield, construction traffic would have to be routed through the existing villages of Longstanton and/or Oakington (contrary to policies DP/6 of SCDC's Development Control Policies Development Plan Document (DCPDPD) and NS/24 of the NAAP). The proposed location of Phase 1 allows construction traffic to be routed around the west Longstanton bypass, avoiding the local villages and Conservation Areas (in compliance with the DCPDPD and the NAAP).

The Vision Document and Development Framework Document

2.14 A high-level Vision Document was produced by the joint promoters as a precursor to more detailed work on the project. The Development Framework Document (including a Framework Master Plan) has been prepared and submitted with the Phase 1 planning application to provide place making principles and guidance for individual phases of development and to demonstrate that Phase 1 is integrated with the wider revised master plan for Northstowe.

2.15 The preparation of the framework master plan has been informed by a review of the master plan submitted in support of the 2007 outline planning application (ref S/7006/07/O) and the comments received from statutory organisations and members of the public in relation to that application.

Key	
	Phase 1 application boundary
	Phase 1 development area
	Development areas
	Movement network of primary and secondary streets
	Town centre & local centres
	Secondary school site
	Primary school sites
	Sports hubs
	Existing settlements
	Green infrastructure existing and proposed key vegetation, green ways, green buffer & linear park
	Strategic footpath/cycle links to neighbourhoods
	Attenuation ponds
	Potentially retained buildings in old barracks area
	Listed pillbox
	not to scale

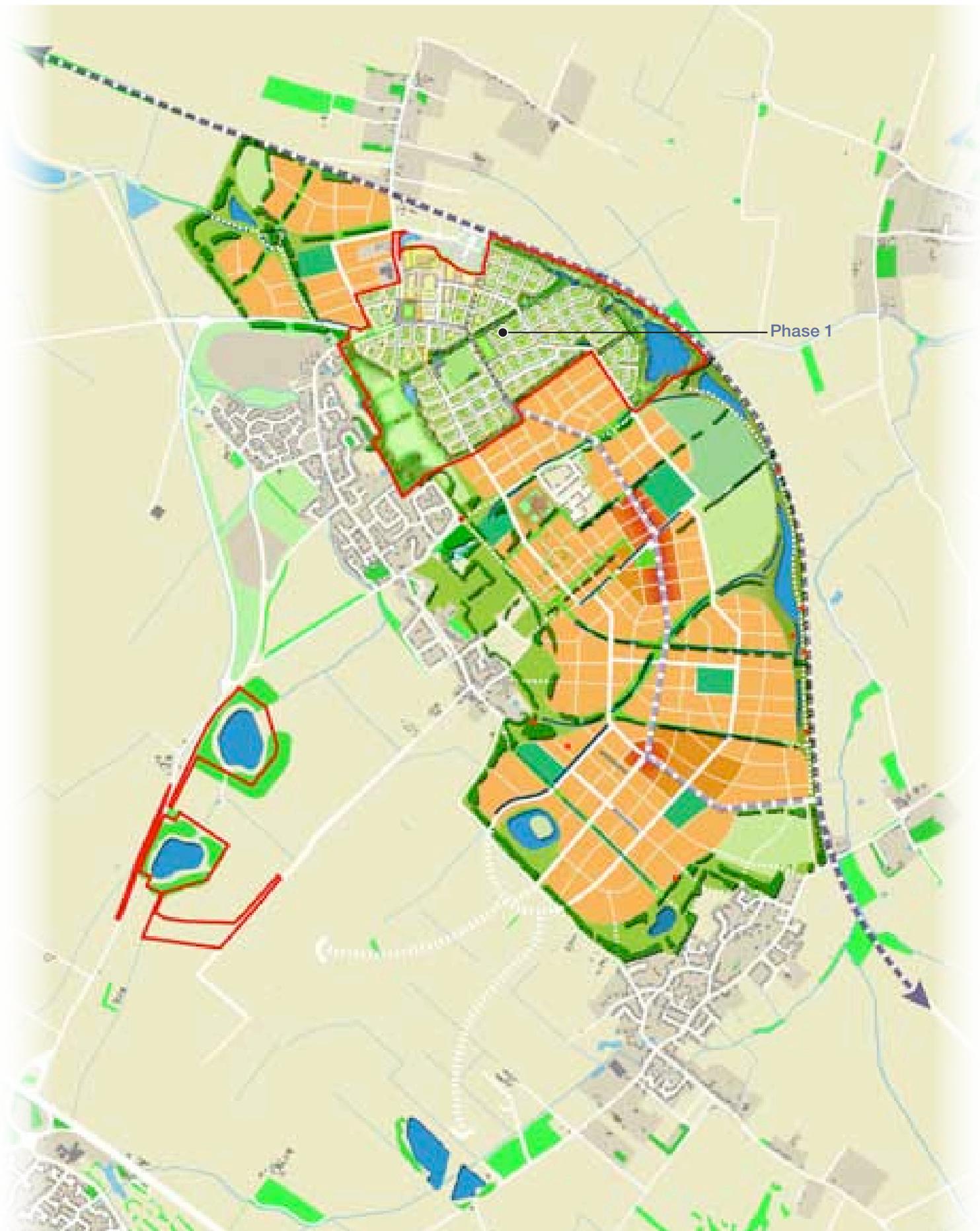


Figure 2: Framework master plan with Phase 1 inset

Consultation

2.16 Consultation on this Phase 1 outline planning application builds on a period of extensive consultation that took place in relation to the 2007 outline planning application. A detailed Community Stakeholder Engagement Strategy (December 2007) was submitted as part of that application. It summarises the consultation actions undertaken, the resulting key issues raised and the steps that were undertaken to revise the final submission based on these issues. In addition, from the spring of 2011 up to submission of this application, consultation continued with the local planning authority, statutory consultees and the Northstowe Parish Forum to help inform the design process for Northstowe and the Phase 1 site.

2.17 This included a formal consultation on a draft Phase 1 master plan alongside the draft Development Framework Document (and associated Framework Master Plan) from 6th to

28th October 2011, commencing with a three day staffed public exhibition from 6th to 8th October. A project website was also created to enable people to download and view the consultation documents, including the exhibition boards and complete an online feedback form following the public exhibitions.

2.18 The comments raised related to a number of common issues, regarding the potential impact of traffic generation on congestion on the B1050 and A14; whether the airfield site should be developed before the golf course; the loss of the golf course / driving range; the need to provide adequate services and facilities, sufficient green separation and the location of the local centre. Further details of the consultation, including how the issues raised have been addressed within the proposed development are included within the Statement of Consultation submitted as part of this planning application.



3. The Phase 1 site

Site description

3.1 The 122 ha application site is broadly located to the north east of Longstanton, immediately to the west of the Cambridgeshire Guided Busway (CGB). It is approximately 10km to the north west of Cambridge.

3.2 The site, as identified by the planning application 'red line' comprises two separate areas: the primary development site that

will accommodate the proposed dwellings, employment land, facilities and open space; and an area for excavation and infrastructure works, including flood attenuation ponds adjacent to Hatton's Road. These ponds are provided early to help mitigate existing drainage problems in Longstanton village and their excavation will provide 'fill' material for the primary development site in association with raising ground levels to provide suitable drainage across the primary site.

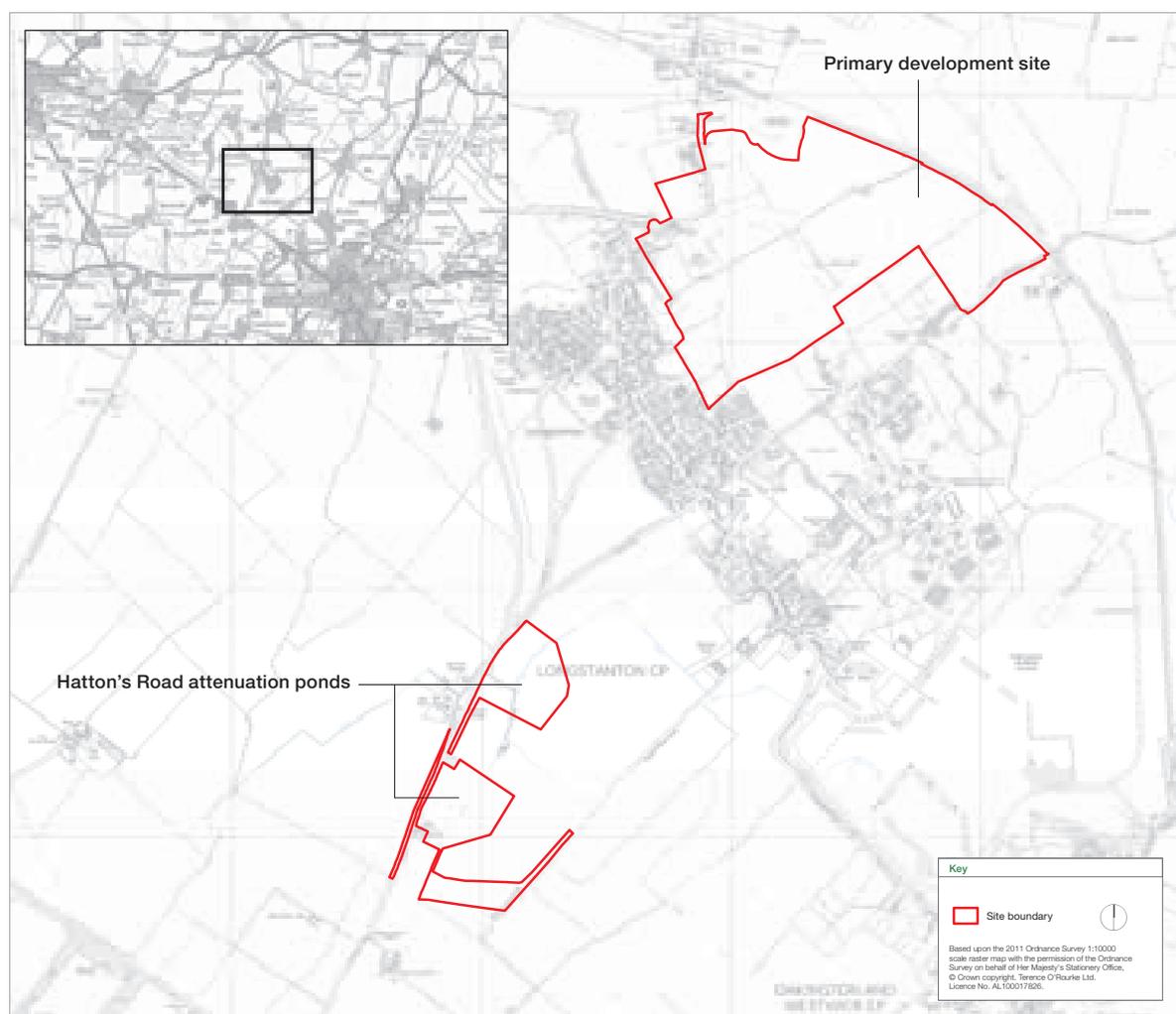


Figure 3: Site location plan

3.3 The 97 ha primary development site comprises:

- The golf course site, including several engineered ponds and a number of fen drains that drain surface water from the course
- Agricultural fields
- Several hedgerows along the fen drains
- Trees associated with the landscaping of the golf course
- An area of marshy grassland in the south west
- Three public rights of way in the western part of the site.

3.4 In a planning context, the golf course site is defined as “previously developed land”, i.e. land that is or was occupied by a permanent structure (in this case the clubhouse building and other associated structures), including the curtilage of the developed land and any

associated fixed surface infrastructure (the golf course and associated access roads) (Annex B of Planning Policy Statement 3 Housing (2011)). This definition remains unaltered within the draft National Planning Policy Framework (NPPF) published by the Department for Communities and Local Government in July 2011. The golf course was created through significant engineering works and is serviced with electricity, water and other services. There is a general lack of ecological diversity on the golf course site due to the nature of its use, which has not enabled a wide diversity of habitats to flourish.

3.5 The site of the flood attenuation ponds (25 ha) lies adjacent to the B1050 Hattons Road, to the south west of Longstanton and north of New Close Farm. It is in arable agricultural use. Longstanton Brook runs through the west of the area.

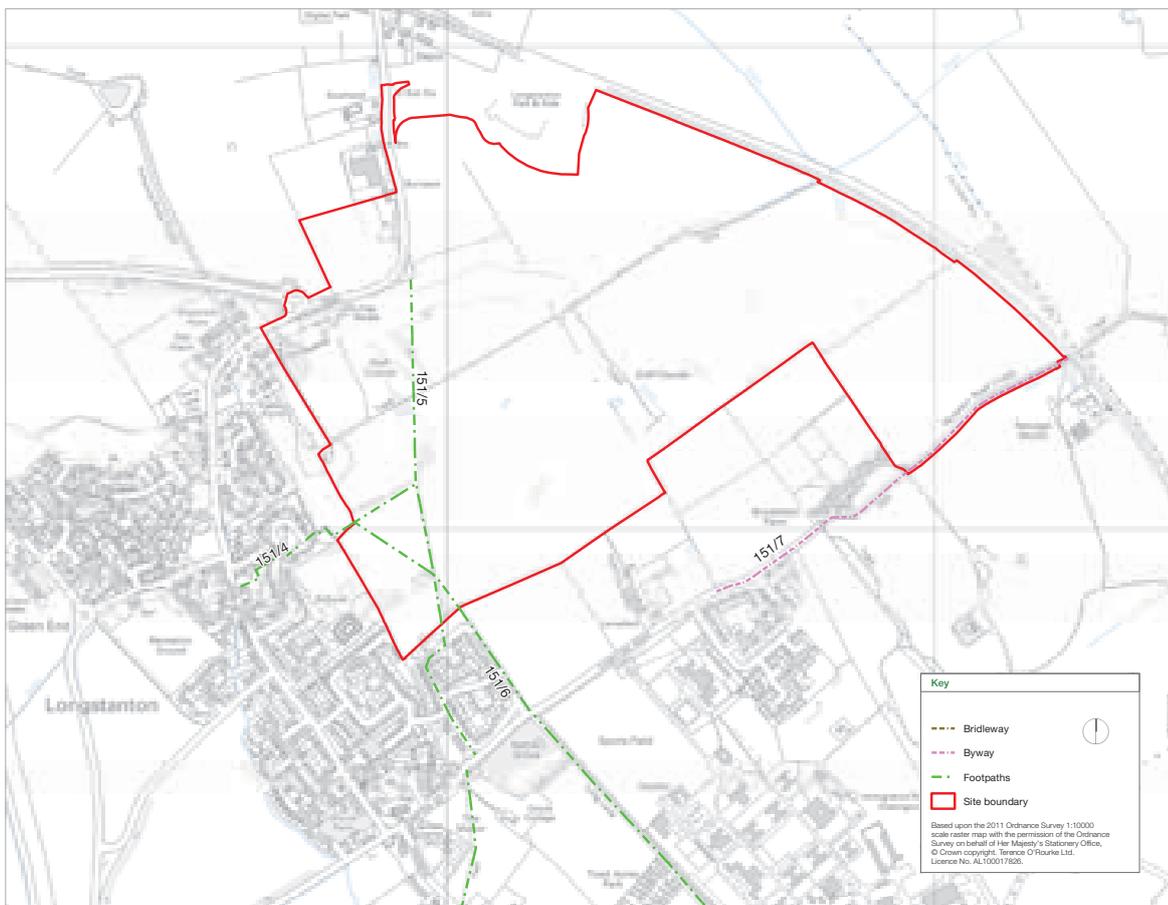


Figure 4: Public rights of way

3.6 The primary development site is bordered to the north and east by the Longstanton P&R and the route of the CGB, beyond which are fields. To the south it is bounded by the remainder of the wider Northstowe site, including an area of fields to the north of Rampton Road, and the former Oakington Immigration Centre, barracks and airfield. The village of Longstanton forms the western site boundary.

3.7 The area of proposed excavation and infrastructure work is bordered to the west by the B1050 and to the east, south and north by agricultural fields.

3.8 Existing agricultural land to the north west of the primary development site (approximately 58 ha) is identified in the NAAP as strategic reserve land to form part of Northstowe. The settlement of Willingham lies to the north east, Rampton lies to the east and Oakington to the south.

Site accessibility

3.9 The A14 runs approximately 3 km to the south west of the site and the B1050 Hatton's Road / Longstanton western bypass runs north from the A14 to a new roundabout adjacent to the site. The existing golf course is accessed from Station Road, to the south of the new roundabout.

3.10 The CGB P&R is located immediately to the north of the site, with the CGB providing fast and reliable travel from Huntingdon (to the north) to Trumpington (to the south) via Cambridge. All services stop at the P&R with services approximately every 10 minutes. All guided busway stops feature real time travel information

boards. Bus stops are well lit and feature raised platforms reached by ramps making accessibility for wheelchair users and people with pushchairs much easier. At Cambridge and Huntingdon, rail services to London, Peterborough and Kings Lynn are available.

3.11 In addition to the CGB the 'Citi 5 Fen service' provides a 60 minute frequency of service between Cambridge, Bar Hill, Longstanton, Over, Fen Drayton, Fenstanton and St Ives. This service provides a key public transport link to facilities such as the large Tesco at Bar Hill and an alternative route to Cambridge.

3.12 The existing pedestrian network within the vicinity of the site is quite poor. A pavement runs alongside the B1050 Station Road into Longstanton but this is not of high quality and is not lit. The eastern part of the site can also be accessed by foot and cycle from Rampton Road. There are currently no purpose designed cycle paths in the vicinity of the site, other than alongside the CGB.

3.13 There are a series of public rights of way in and adjacent to the site, in particular along the south eastern edge (linking to Rampton to the east) and transecting the western side, providing links into Longstanton.

3.14 The proposed development will ensure that good pedestrian and cycle links are provided into and through the site, linking existing public rights of way and creating permeable and safe access.

Site designations

3.15 The Northstowe site is allocated within the adopted South Cambridgeshire Core Strategy (January 2007) and NAAP for development of a new town with a target capacity of 10,000 dwellings. The NAAP identifies the eastern edge of the Northstowe site for provision of a landscape buffer. The CGB, which runs along the eastern edge of the site is also identified as a protected transport route.



3.16 The CGB P&R to the north of the application site is designated within the NAAP (policy NS/11(8)) as an area, to be easily accessible by foot and cycle from Northstowe. Longstanton conservation area is located approximately 250m to the south west of the application site.

3.17 None of the existing trees within the application site are subject to preservation orders.

3.18 The current Flood Maps (2011) for the Beck Brook prepared by the Environment Agency indicate that the site is located within Flood Zone 1, with approximately one third of the area falling within Flood Zone 3 in an undefended scenario. Further details are included within the Flood Risk Assessment, which forms Technical Appendix H to the Environmental Statement.

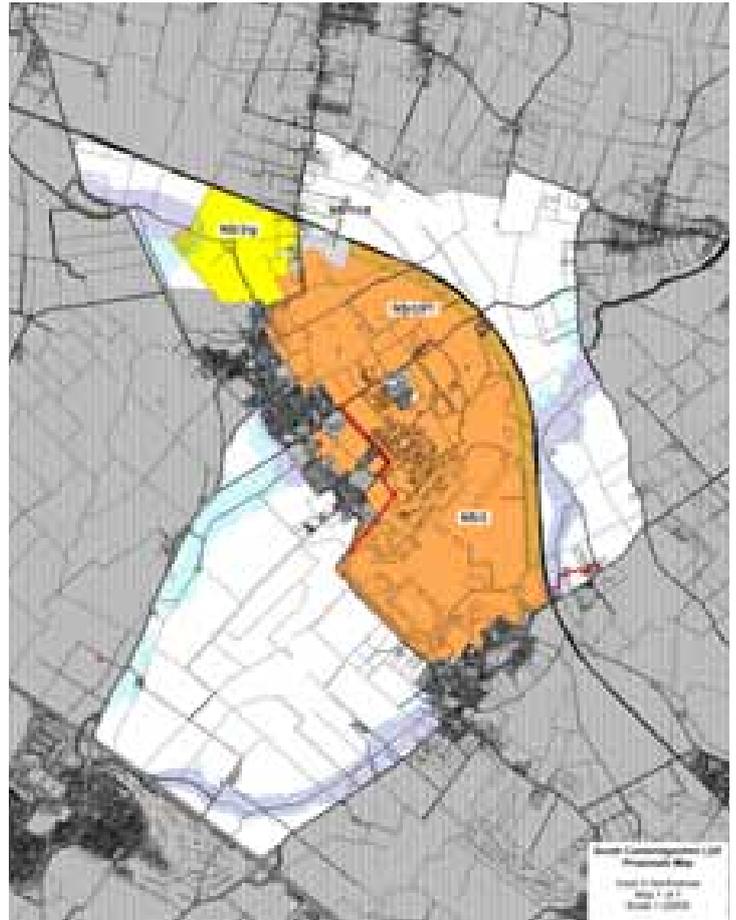


Figure 5: South Cambridgeshire LDF Proposals map. Source NAAP 2007

