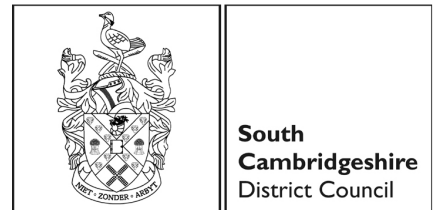


South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

t: 03450 450 500
f: 01954 713149
dx: DX 729500 Cambridge 15
minicom: 01480 376743
www.scambs.gov.uk



20 March 2015

To: Chairman – Councillor Tim Wotherspoon
Vice-Chairman – Councillor Peter Hudson
Members of the Northstowe Joint Development Control Committee – Councillors
Brian Burling (South Cambridgeshire District Council), Ed Cearns
(Cambridgeshire County Council), Douglas de Lacey (South Cambridgeshire
District Council), Lynda Harford (South Cambridgeshire District Council),
David Jenkins (Cambridgeshire County Council), Alex Riley (South
Cambridgeshire District Council) and Hazel Smith (South Cambridgeshire District
Council)

Dear Councillor

This is a supplement to the previously-published agenda for the meeting of the **NORTHSTOWE JOINT DEVELOPMENT CONTROL COMMITTEE** on **WEDNESDAY, 25 MARCH 2015**, containing an update to the report previous published.

Yours faithfully
JEAN HUNTER
Chief Executive

Requests for a large print agenda must be received at least 48 hours before the meeting.

AGENDA

4. Northstowe - Phase 2 Planning Permission

**PAGES
1 - 14**

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Agenda Item 4

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Northstowe Joint Development Control Committee 25 March 2015
AUTHOR/S: Planning and New Communities Director

Application Number: S/2011/14/OL

Parish(es): Longstanton and Oakington & Westwick

Proposal: This is hybrid application which seeks an outline planning permission for the development of Phase 2 of Northstowe with details of appearance, landscaping, layout, scale and access reserved, and full planning permission for the Southern Access Road (West). For the purposes of this report the distinction will be drawn between:

- A Development of the main Phase 2 development area for up to 3,500 dwellings, two primary schools, the secondary school, the town centre including employment uses, formal and informal recreational space and landscaped areas, the eastern sports hub, the remainder of the western sports hub (to complete the provision delivered at Phase 1), the busway, a primary road to link to the southern access, construction haul route, engineering and infrastructure works; and
- B Full planning permission for the construction of a highway link (Southern Access Road (West)) between the proposed new town of Northstowe and the B1050, improvements to the B1050, and associated landscaping and drainage.

Site address: Land to the east of Longstanton and west of the guided busway occupying the northern part of the site used by the former Oakington barracks.

Applicant(s): Homes and Community Agency (HCA)

Recommendation: Resolution to:

A) Approve the grant of outline planning permission for phase 2 subject to each of the following (including exchange of requisite documentation):

- 1) S106 items and triggers, which remain under negotiation;
- 2) agreement as to the planning conditions, currently in draft form as detailed in Appendix O.
- 3) Finalising levels and arrangements for formal community sports provision

B) Approve the grant of detailed permission for the southern access Road west subject to conditions as set out in section B6 below.

Application Type

Hybrid: outline for phase 2, with details of appearance, landscaping, layout, scale and access reserved, and full permission for the Southern Access Road (West)

Committee Site Visit:

Wednesday 25th March at 11am.

Departure Application:

No

Presenting Officer:

Jo Mills – Director of Planning and New Communities
Jane Green – Head of New Communities
Lois Bowser – Team Leader, Northstowe Team

Application brought to Committee because:

The above application has been reported to the Northstowe Joint Development Control Committee (NJDCC) for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for Northstowe.

Date by which decision due:

The application is subject to a Planning Performance Agreement which sets a target date of July 2015 for NJDCC to consider the application and 31st December 2015 for finalising the S106 agreement and issuing any decision notice.

Update to Report and appendices

1. Additional wording below should be added at the end of para 252:

See para. 255 below and suggested wording of condition 60 on 'Sports Provision' which is such that the deficit issue can be addressed '.

2. Appendix A should also include reference to the submitted South Cambridgeshire Local Plan March 2014.
3. Additional conditions are proposed, as a new appendix, **Appendix O(i)** (attached).
4. The site plan is set out in **Appendix P** and a plan illustrating the extent of green separation and buffers is included for information **at Appendix Q.**

5. At the request of the Committee Chairman, the meeting summary of the Northstowe Transport Working Group of 11th March 2015 is set at **Appendix R**
6. The recommendations remain as set out in paras 257 and 268.

Additional appendices

0(i)	Additional Draft Planning Conditions for Outline Application for Phase 2
P	Site Plan
Q	Plan showing extent of green separation and buffers
R	Meeting summary of Northstowe Transport Working Group 11 th March 2015.

Report Author: Jo Mills Planning and New Communities
Director
Telephone Number: (01954) 713350

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Appendix O(i) Additional Draft Planning Conditions.

Housing - Lifetime Homes (Market Dwellings)

12.2 Design certificates specifying the Life Time Homes Standard for [5%] of market dwellings shall be submitted for approval with each reserved matters application for layout in relation to each Development Parcel, pursuant to this outline permission, containing residential dwellings. Each proposed Life Time Home market dwelling type within that Development Parcel shall not be occupied until a completion certificate confirming compliance with the approved Life Time Homes Standard has been submitted in writing to the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure adaptable mobility standards in accordance with the South Cambridgeshire Local Development Framework.

80. Transport – Parking

Notwithstanding the Parking Management Strategy, each reserved matter or full application shall demonstrate that shall be an average provision of residential parking across Phase 2 of 1.75 cars per dwelling. The development shall be carried out in accordance with this requirement.

REASON: To ensure that there is adequate provision of parking across Phase 2 to take into account the needs of residents, visitors, without resulting in on street parking congestion and inappropriate parking.

81. Transport – Cycle Parking

Notwithstanding the Parking Management Strategy, each reserved matter or full application shall ensure cycle parking provision across Phase 2 of 1 cycle space per bedroom. The development shall be carried out in accordance with this requirement.

REASON: To ensure that there is adequate provision of cycle parking in accordance with the Submitted Local Plan.

Transport – Town Centre Design

82. Prior to the submission of any reserved matter of full application relating to the town centre, details of the Town Centre layout, location of car parks, access routes, servicing shall be to be submitted and approved in writing by Local Planning Authority. The details shall include provisions for pedestrians, cyclists, street design, junction design and the design and layout of the High Street. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the Town Centre design accommodates the need of all users.

Transport - School Campus Masterplan

83. Prior to any development commencing, details of a scheme including feasibility, design, location and layout of all key buildings within the education campus to the east of the Town Centre shall be to be submitted and approved in writing by the Local Planning Authority. The details shall also include the design of streets, access points and routes from the Town Centre, provisions for pedestrians, cyclists, general

landscaping, servicing and car parking. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the design of this area accommodates the needs of all users.

Transport – Long Lane Improvements

84. No development shall commence until details have been submitted to and agreed in writing by the Local Planning Authority for the design of Long Lane and roads surrounding the Longstanton Conservation Area. The development shall be carried out in accordance with the approved details.

REASON: To ensure that any measures for this area accommodate the needs of all users but retain the special character of this area.

Transport – Rampton Drift Access

85. No development shall commence until an access strategy for Rampton Drift has been submitted and approved in writing by the Local Planning Authority setting out the timing, location and means of closure of Rampton Road, between Rampton Drift and Longstanton, and access to Rampton Drift including details of routes and location. The development shall be carried out in accordance with the approved details.

REASON: To ensure that acceptable access to Rampton Drift is provided at all times during the development of Phase 2.

Transport – Access Road Design

86. No development shall commence until details of the design of the access road between Longstanton Road and the boundary with Phase 2 have been submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure the safety of all road users and a design that is suitable to achieve a transition to the 20mph streets of phase 2 and ensure that the road can be returned to secondary street status when phase 3 is built out.

Transport – Off Site Improvements (Grampian Condition)

87. No development shall commence until details of the following schemes to be submitted to and approved in writing by the Local Planning Authority:

- improvements to the bridlepath between Wilson's Road and the A14,
- bridlepath between Rampton Drift and the CGB,
- traffic management along Ramper Road between Longstanton and Swavesey and along Rampton Road between Willingham and Rampton.

The improvements as approved by the Local Planning Authority shall be implemented prior to occupation of Sub Phase C.

REASON: To ensure that bridlepath improvements meet the needs of all users and are acceptable to the local community. To ensure that the increased traffic levels resulting from Phase 2 are mitigated through appropriate measures.

Transport - Works to Public Rights of Way

88. No development shall commence until a scheme detailing any amendments to all public rights of way that are affected by the development, with a schedule of timing of any temporary and/or permanent PROW closures, diversions, stopping up or creations. The scheme must be approved in writing by the Local Planning Authority in consultation with the County Council's Asset Information Team.

REASON: To ensure that all amendments to the PROW network are planned and agreed in advance to the commencement of the development, to enable the development to proceed smoothly, and relevant timelines and closures can be communicated to relevant parties including Parish Councils for dissemination to local communities.

Transport – Parking Courts

89. No land parcel shall include the use of parking courts in its design unless agreed with the Local Planning Authority as part of the parking management strategy for that area.

REASON: To ensure that parking is provided in such a way as it is likely to be fully utilised by local residents.

Transport – Longstanton Road Closure

90. No development shall commence until the timing and method of closure of Longstanton Road is submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the road is closed at the most appropriate time and in agreement with stakeholders.

Fire Hydrants

91. Unless otherwise agreed in writing by the local planning authority, a scheme for the provision of fire hydrants shall be submitted to the local planning authority for approval with all reserved matters applications for layout in relation to any Development Parcel. Development shall be carried out in accordance with the approved details and the approved scheme shall be fully operational prior to the first occupation of that Development Parcel.

REASON: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors.

Water Conservation Strategy

92. Notwithstanding the information contained within the Water Conservation Strategy submitted as part of this application, no part of any of the Strategic Engineering Elements or any Development Parcel, pursuant to this outline permission, shall commence until a scheme detailing water conservation and management measures has been submitted to and approved in writing by the

Local Planning Authority. Each Development Parcel shall thereafter be implemented in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure practicable water conservation measures in accordance with Policy NE/12 of the adopted Local Development Framework and NAAP policy NS/21.



LEGEND
 PHASE 2 APPLICATION BOUNDARY

Appendix P

A	22.08.2014	BC	NW	MS
Issue	Date	By	Chkd	Appd

DESIGN TEAM:
ARUP
 13 Fitzroy Street
 London W1T 4BQ
 +44 (0)20 7596 1031
 www.arup.com

Client
Homes and Communities Agency

Job Title
**NORTHSTOWE
 PHASE 2 PLANNING APPLICATION**

Drawing Title
SITE LOCATION PLAN

Scale: 1:10,000 @ A0
 Discipline: **URBAN DESIGN**
 Drawing Status:
FOR PLANNING
 Job No: **230781-21** Drawing No: **PLAN 1** Issue: **A**



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PHASE 1

- LEGEND**
- PHASE 2 APPLICATION BOUNDARY
 - GREEN SEPARATION - trees and hedgerows to be retained where possible
 - GREENWAY
 - WATER PARK
 - SPORTS HUB
 - TOWN PARK
 - ATTENUATION PONDS - INDICATIVE
 - SWALES
 - Conservation Area
 - Dimension of Green 2m Separation

Appendix Q

SCDC Plan illustrating extent of green separation and buffers in phase 2

NOTE:
Minor variations to the layout shown on this plan may be required at the reserved matters stage. Any minor variations would be within the development limits (number of homes, total floorspace, total area for open space) and the broad layout shown on this and other application drawings.

B	20.02.2015	BC	NW	MS
A	22.08.2014	BC	NW	MS
Issue	Date	By	Chkd	Appt

DESIGN TEAM:
ARUP
13 Fitzroy Street
London W1T 4BQ
+44 (0)20 7366 1531
www.arup.com
Client:
Homes and Communities Agency

Job Title:
**NORTHSTOWE
PHASE 2 PLANNING APPLICATION**

Drawing Title:

Scale	1:2,000 @ A0
Discipline	URBAN DESIGN
Drawing Status	FOR PLANNING
Job No	230781-21
Drawing No	PLAN 5
Issue	B

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Northstowe Transport Working Group**Wednesday 11th March 2015, 4.30 pm – 6.00 pm****South Cambridgeshire Hall****Meeting Summary**

The meeting elected Cllr Hudson as the new chairman.

The meeting agenda was varied with the main item being an update by the HCA's consultants Hyder on more detailed aspects of the proposals for Phase 2 in relation to transport. The agenda with many questions from the members covered amongst other things:

- The CSRM Modelling Review and Approach to Monitoring and Mitigation. An outline of the modelling approach was given with benchmarking to further improve the CSRM model in the area around Northstowe with junction models at specific locations. Details of the sense checking and further verification of this work were given as well as of sensitivity tests that have been undertaken at the junction of the B1050 with the Southern Access Road West. Members asked about how this roundabout would be signalised in the future, (potentially for Phase 3), whether the B1050 traffic flows represented existing traffic conditions in the benchmarking, (these do match for all key flows), the difference between AADT and peak hour flows, (peak are most relevant to the modelling), and how Phase 1 traffic had been included in the modelling, (in the base model).
- The B1050 Willingham Junction. An overview of the objectives of the work at this junction was given which is to mitigate the increased traffic that is resulting from Phase 2. Work is ongoing with the County to resolve this and will be subject to a condition. Members made several valuable suggestions about how capacity at the junction could be improved, and requested that improvements are made at the earliest opportunity.
- Cycle Network and Key Crossings. Improvements and provisions to the cycle network within Phase 2 were outlined. Members requested further details of how cyclists would access the Airfield Road in Phase 3, (two new primary streets will be constructed in Phase 3 one roughly along the alignment of the construction access road). The designs of the crossings over the Airfield Road were discussed, which will be subject to a condition, as well as improvements to the visibility at the Rampton Drift crossing over the Cambridgeshire Guided Busway (CGB). The preferred route for cyclists between the CGB and Over via Windmill Hill was also discussed with several suggestions made on how this could be improved, (which is subject to S106 negotiations).
- Shared Bus and Traffic Road Monitoring and Mitigation. Hyder described how this section would be designed and that of the 700m distance to be shared of this 150m would be within the boundary of Phase 2. The nature of conditions were also outlined. Members asked details of how bus priority would be provided, (swales would be covered for bus lanes), and the route of alternative primary streets to be delivered in Phase 3, and how traffic would be removed when Phase 3 is built. (New primary routes would become the main routes for traffic and access to the shared bus and traffic road will be closed to general traffic).

- Car and Cycle Parking. An upgrade to cycle parking standards to 1 space per bedroom was outlined which is in line with emerging policy. Car parking standards were being reviewed and the use of parking courts as per Orchard Park was ruled out. Work was ongoing to review car ownership figures from the census, on street design and the role of car clubs. Hyder discussed the emerging policy standards and the need to get the balance right with evidence base. Members stated that the long build out made it necessary to consider the emerging policy and that well designed streets were important.
- AOB. The diversion route for traffic under the temporary night time closures of the B1050 for the construction of the Phase 1 access was discussed and details of this route will be requested from CCC. (This has been provided and will not be via Over and will be via Earith and the A1123).

The meeting concluded thanking Hyder and the HCA for attendance and for answering the many questions posed to them.