

16 June 2015

**** Please note start time ****

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 (Cambridgeshire County Council), Peter Hudson (Cambridgeshire County Council), David Jenkins (Cambridgeshire County Council), Alex Riley (South Cambridgeshire District Council), Hazel Smith (South Cambridgeshire District Council), Tim Wotherspoon (South Cambridgeshire District Council) and Nick Wright (South Cambridgeshire District Council)

Quorum: Three Members from South Cambridgeshire District Council and two Members from Cambridgeshire County Council

Dear Councillor

You are invited to attend the next meeting of **NORTHSTOWE JOINT DEVELOPMENT CONTROL COMMITTEE**, which will be held in **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **WEDNESDAY, 24 JUNE 2015 at 10.00 a.m.**

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution ***in advance of*** the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully
JEAN HUNTER
Chief Executive

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AGENDA

PAGES

- 1. Election of Chairman**
- 2. Appointment of Vice-Chairman**
- 3. Apologies for Absence**
To receive Apologies for Absence from Committee members.

4. **Declarations of Interest**
5. **Minutes of Previous Meeting** **1 - 8**
To confirm the minutes of the meeting held on 25 March 2015 as a correct record.
6. **S/2011/14/OL - Longstanton and Oakington & Westwick (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)** **9 - 240**
7. **Date of Next Meeting**
Members are asked to bring their diaries.

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Agenda Item 5

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Northstowe Joint Development Control Committee held on
Wednesday, 25 March 2015 at 2.00 p.m.

PRESENT: Cllr Tim Wotherspoon (South Cambridgeshire District Council) – Chairman
Cllr Peter Hudson (Cambridgeshire County Council) – Vice-Chairman

Councillors: Ian Bates (Cambridgeshire County Council), 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)

Officers in attendance for all or part of the meeting:

Lois Bowser	Northstowe Team Leader
Ian Howes	Principal Urban Designer
Jo Mills	Planning and New Communities Director
Tam Parry	Northstowe Transport Planning Officer
Stephen Reid	Senior Planning Lawyer
William Richards	Consultant Planner
Juliet Richardson	Business Manager (Growth and Development)
David Roberts	Principal Planning Officer
Ian Senior	Democratic Services Officer
Tanya Sherridan	Head of Growth and Economy
James Stone	Principal Planning Officer

1. APOLOGIES FOR ABSENCE

Cllr Barry Chapman sent Apologies for Absence. Cllr Ian Bates attended the meeting as substitute.

2. DECLARATIONS OF INTEREST

Councillor Douglas de Lacey declared a non-pecuniary Interest as Chairman of Girton Parish Council where issues relating to Northstowe Phase 2 had been discussed.

Councillor Alex Riley reiterated that he had a Disclosable Pecuniary Interest by reason of the proximity of his domestic property to Northstowe, but that he had a dispensation allowing him to speak and vote.

Councillor Tim Wotherspoon declared a Non-Pecuniary Interest because he had attended meetings of Oakington & Westwick Parish Council and Rampton Parish Council in order to provide factual information upon request. Councillor Wotherspoon is not an elected or co-opted member of either Parish Council and did not contribute to the debates.

Committee members reiterated that they were coming to this meeting afresh.

3. MINUTES OF PREVIOUS MEETING

The Northstowe Joint Development Control Committee authorised the Chairman to sign, as a correct record, the Minutes of the meeting held on 25 February 2015, subject to the

following:

Minute 5 – Reserved Matters application for the Hatton’s Road ponds Strategic Engineering Works

In the resolution, delete “a” between the words “to” and “Condition”, make Condition plural, and add a reference to life belts, so that the end of the Minute now reads:

“The Committee approved the application, subject to Conditions ensuring that the development is built in accordance with the approved plans, and that an appropriate number of life belts are positioned around the banks of the ponds, and an Informative about not disturbing nesting birds during the nesting season.”

Minute 6 – Progress Update on Negotiations on the planning application and related matters

Amend the seventh bullet point (“The importance of recognising viability while striving for as high a level as possible of affordable housing across the entire development”) so that it now reads:

“The importance of affordable housing within the context of housing need throughout South Cambridgeshire, and the requirement for further details about viability across the entire development of Northstowe”

4. NORTHSTOWE - PHASE 2 OUTLINE PLANNING APPLICATION

The Northstowe Joint Development Control Committee considered a planning application seeking 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 the meeting, the distinction was 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.

Officers introduced the report by referring to the following:

- Process and timeline
- Changes made to the proposal since the last meeting
- Typos

Members raised the following:

- Implications should the Committee reject the draft Conditions
Answer: there are 90 or so Conditions. It is for South Cambridgeshire District Council as Local Planning Authority to decide what form those Conditions should take. These are draft conditions and there is time between now and the issue of

the final consent to amend them.

- Should the parameter plans be consulted upon?
Answer: *the nature and quantum are not so significant as to require further consultation.*
- Implications of the Committee requiring an increase in the amount of green space
Answer: *The amount of green space was discussed at the informal briefing on 19 February 2015*
- Implications of combining the town centre park and town square
Answer: *Acceptable for the park and square to be combined as long as there is a clear distinction between the uses. An increase in the total area had been proposed by the Applicant, and if agreed, would be secured by Condition.*
- Was Counsel's advice sought about re-consulting over the revised land proposed for the Park and Town Square?
Answer: *No*

The Committee then received a number of representations from public speakers:

Gill Ashby – Chairman, Longstanton Parish Council

“Firstly I want to say in the strongest terms possible on behalf of Longstanton Parish Council that we are in favour of an exemplar new town with a vibrant Centre. We would also like to confirm we agree with the points raised by Rampton Drift and Longstanton residents, LDHS [Longstanton & District Heritage Society], Swavesey Parish Council, and also agree with the height issue of surrounding properties overlooking Rampton Drift and Long Lane

So to Phase 2, 3500 houses, schools, and the Town Centre. It was interesting when the Chairman was interviewed on radio Cambridge last week, he agreed that “Cambourne didn’t get everything right”. And when he was interviewed previously said “throughout the build out of Northstowe we are committed to providing enough facilities to meet the needs of the growing population.” It appears that lessons have definitely not been learnt for this enormous development. The AAP [Area Action Plan] said the Town Centre should be planned first to give the new town its identity. Recent areas of new growth like Orchard Park, Cambourne, Trumpington and Loves Farm have all stated that Community Facilities should have been in place from Day 1, to provide a focus for people to build their community around. The physical environment has a huge effect on mental health and anti-social behaviour. Experience shows that children with nothing to do will take it out on their families who will look to the Parish or Town Council authorities for resolution. The report by Dr Bailey underlines this in his report “The contribution of the Social environment on mental health. What this means for new growth” The clerk of Cambourne Parish Council has reported to this committee about the problems experienced by Cambourne in the early days. Northstowe is bordered with 5 other villages and the same gang culture as appeared at Cambourne should be avoided at all cost. Yet from what we see none of these things have been taken on board in Northstowe’s planning. We therefore hope the shortcomings of the S106 agreement for Phase 1 are not duplicated on Phase 2, particularly with regard to community facilities. I am afraid what we have been lead to believe is in the 106 is not correct and I for one am deeply upset by this and presume the NJDCC are as well. Phase 2: 3500 dwellings 8000 people with no town centre in the first phase is

not acceptable due to points made earlier. So exactly when is the Town Centre and Civic Centre planned to appear? Not until the final stage (stage 6) of Phase 2 which is in the current plan. When is the Viability Report for the Civic Centre being published? This surely contains a business plan including staffing and running costs which show it to be sustainable. I understand it is not lawful to approve this plan if the Centre is not viable. Lack of a Burial Ground. Longstanton and Willingham grounds are nearly full and could not cope with an influx of this size as the one thing we can rely on is that people will die even within Northstowe. The latest addition by the HCA [Homes and Communities Agency] where they say they will look at this is totally inadequate. Health resources are also not fully explained the Dentist in Longstanton has a 2.5 year waiting list and there is no dental practice planned for Northstowe and none in the area with NHS spaces. Does the recent acceptance at appeal of minimum room sizes also mean that this sets the standard for houses on Phase 2 and how can this then be seen as an exemplar new development Taking into account that a large number of the proposed houses will be buy to let and as a result multiple occupancy, experience on Home Farm has shown that this type of living usually has 3 or 4 cars per household not 1.5 or now 1.75. This means that roads will be filled with cars creating a hazard to emergency services.

With so many questions still unanswered and lessons from earlier developments not being learned we recommend that this decision be deferred, not passed, and we ask Councillors to be brave and think responsibly on this.”

There followed discussion about

- off-site sports provision (in Longstanton)
- primary school
- timing of the town centre
- burial ground

Ewan Smith – Rampton Drift Residents Association

- The need for Rampton Drift to be part of the development of Northstowe
- Rampton Drift residents were broadly supportive of the responses to the concerns that they had raised, but Dr. Smith clarified some of the points in Appendix D2.

There followed discussion about

- Mitigation of disturbance during construction
- Transfer of responsibility for the management and maintenance of Green spaces in Rampton Drift

Anthony Brindley (on behalf of AXA / Friends Life)

- Thanked HCA for a positive joint approach and stressed his support for the principle of the proposal

Keith Wilderspin – Swavesey Parish Council

- Flood risk
- Concern that drainage improvements to serve Northstowe, and delivered through the planning consent for an extra 950 dwellings at Cambourne, had not been completed to the satisfaction of Swavesey Parish Council

There followed discussion about

- The adequacy of measures designed to keep the water flowing
- Due diligence – The extra 950 dwellings in Cambourne should have led to drainage works being completed.

Richard Taylor – Environment Agency

Responded to the concerns expressed by Swavesey Parish Council.

Cllr Bridget Smith

“I am speaking today as the voluntary sector representative on the Public Service and Community Led Support Working Group. This is a multi-agency group, established at the request of the Northstowe Project Board. It has extremely high level representation from statutory and non-statutory service providers and excellent officer support from both County and District Councils but surprisingly with no obvious relationship with or link to JDCC. We were tasked with identifying and scoping the infrastructure that will be required, for Northstowe Phase 2, to be an exemplar new community. In doing so we concluded that the most appropriate, efficient and cost effective way to deliver services was by means of a multi-functional Civic Hub

I intend to restrict what I say to the implications of not providing sufficient funding for the delivery of the Civic Hub through the s106 agreement.

Back in 2008/9 the Civic Hub costs were estimated at £55million. However, we now live in very different times and the consultants recently tasked by the Project Board with costing this latest, much revised plan have estimated the cost to be a far more reasonable [revised figure]. What is very worrying is that this has been reduced [further] and I have not been able to find any hard evidence to support this figure. I can only assume that this is an arbitrary sum chosen as a compromise between the evidence based consultants' figure and the spurious [one] which was bandied about not that long ago and which had no evidential basis whatsoever.

It is undoubtedly good practice to conduct value engineering to reduce costs and work has been undertaken to reduce the [revised figure] by 10% but that does not result in a total cost [as specified].

However, [the revised figure] is a lot of money so why is this an expensive building? Because unlike other community buildings it is not an add-on to already existing facilities. It has to meet all needs and does not have the luxury of complementing other local facilities already up and running. It also has to mitigate the inevitable impact of Northstowe on the adjoining parishes of Longstanton and Oakington.

What happens if the Civic Hub is under-funded? Three things happen:

- There is insufficient space and resource to deliver the services that Northstowe will need and so it will rapidly replicate the problems of New Town Syndrome that we have seen all too often in South Cambridgeshire in recent years.
- The economic and social stability of the new town will be seriously compromised.
- The business case for the Civic Hub will not demonstrate that the building is financially sustainable. So when those people, be they the Town Council or a community group who you wish to take on the responsibility for managing the Civic Hub, see that it is a financial liability they will not

touch it with a barge pole and this council will be left with a very expensive drain on its resources in perpetuity.

In summary:

The working party was made up of the most senior people from a very wide number of organisations. They have worked extremely hard to identify what the infrastructure requirements will be for each service provider and have investigated every opportunity for shared use of space, resource and facility. So the scoping that resulted in the [revised figure] was about as robust as you can get. I respectfully suggest that you compromise on this at your peril and more importantly at the peril of the future residents of Northstowe.”

Officers responded to concerns about the figure in Appendix N for the Civic Hub.

Robin Heydon – Cambridge Cycling Campaign

- Fully supports proposals within the new town but fears ease of crossing the “unguided” busway by car may undermine the attraction of cycling
- Notes that the proposed B1050 roundabout should make provision for cyclists and other “non-motor traffic”
- Cyclists must be able to get from Northstowe to the Business Park without having to make a detour at the roundabout near Bar Hill

Charles Trustram-Eve – GVA

The Councils’ expert viability consultant gave assurance that the application was viable.

Andy Daly – Principal of Swavesey Village College

Mr. Daly raised the following points:

- Education land provision is adequate
- Car parking not adequate
- Needs to be a public art strategy

County Council officers responded to the concerns expressed.

Point raised by a Member: there must be safe and convenient cycle routes to school, and sufficient cycle parking provision.

The Northstowe Joint Development Control Committee Chairman invited David Roberts, Principal Planning Policy Officer with South Cambridgeshire District Council, to explain the Council’s policy towards affordable housing.

- The South Cambridgeshire Local Development Framework requires 40% Affordable Housing
- The Northstowe Area Action Plan treats 40% as a starting point
- Plans accept that Affordable Housing levels might drop below 40%
- The 20% Affordable Housing level being offered by the HCA is not contrary to Local Plan policies
- National Planning Policy Framework presumption is in favour of sustainable development
- Northstowe is central to meeting housing targets

- There was a review mechanism in place for reassessing the Affordable Housing proportion as economic conditions improved.

Committee comments included

- The lack of information about tenure, housing mix or viability
- Northstowe's negative impact on South Cambridgeshire's Affordable Housing deficit
- The difficulty of determining the application until Members have seen the data relating to proposed Affordable Housing provision and viability
- The effect of land values at Northstowe and on the edge of Cambridge in determining the different amounts of Affordable Housing coming forward in those two locations
- Central Government schemes to assist people with buying market housing, thus meeting a need if not actually counting as Affordable Housing provision
- If there was not an Affordable Housing deficit, there would be no need for an Affordable Housing Policy in the Local Plan
- The impact of viability on a developer deciding on the amount of Affordable Housing that can be provided on a case by case basis

Paul Kitson and Terry Fuller – Homes and Communities Agency (HCA)

- Northstowe is important to people, the Government, and "to me [Terry Fuller]"
- Terry Fuller – "I want Northstowe to be great and to set a precedent"
- The HCA welcomes engagement
- Legal advice had been provided, and stated that there was no need to reconsult over the parameter plans because the impact of the amendment was minimal
- Increased use of artificial sports pitches is essentially the same thing as "increased provision"
- The omission from the original proposals of a town park should be seen in the context of other green spaces within the development
- Indicative layouts had been provided to illustrate the extent of sports provision proposals
- HCA is the *Master Developer* and will seek a *Funding* partner
- The proportion of Affordable Housing achieved by the HCA across the country varied widely according to locally assessed need and land values.

Committee comments included

- Cricket ground too small
- Sports provision very inadequate
- Build higher to release land for other uses [Response: building higher than five storeys could be intrusive]
- Concern at Government's intention to start Phase 2 before the completion of improvements to the A14 [Response: not the case]
- Concern that the parameter plans had not been amended to show revised proposals for the town park – Response Conditions can deal with this.
- Concern at the proportionate size of the town park when compared with Cambridge
- "sub phase" plans are very vague. Response: to be dealt with through Reserved Matters applications.
- What is the relationship between phasing and triggers? [Officer response: this will be dealt with through further work on the Conditions and Section 106 Agreement, likely to be presented to the Committee in July 2015]
- Need to find two hectares on the edge of Phase 2 for the first part of a burial

ground (Response : a search study is underway looking at a suitable site in the area)

- Rampton Drift road lighting needs to be re-connected
- The need for a Road Adoption Strategy
- Question about off-site affordable housing
- Desirability of a Culture Strategy
- Assessment by ATLAS of the application against the Exemplar list, some criteria scoring less well than others.
- Question about Water recycling
- Question about increasing housing affordability in general

South Cambridgeshire District Councillor Sue Ellington (Member for Swavesey)

- Referred to the land drainage solution
- Thanked committee members for doing as much as they could for Swavesey, and referred to the Swavesey Drain improvements and new pumping station at Webbs Hole

There followed Committee comments

- Swavesey Internal Drainage Board (IDB) should be kept informed about progress, and consulted where appropriate
- In due course, Swavesey IDB should assume responsibility for the future and ongoing maintenance of the drainage system, but work was needed beforehand to address the IDB's concerns as to the nature of the liability.

By 7.45pm, the Northstowe Joint Development Control Committee had not determined the application. The Chairman closed the meeting with no vote from Committee members.

The Meeting ended at 7.45 p.m.

Agenda Item 6

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Northstowe Joint Development Control Committee 24 June 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.

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:	Tuesday 23 June at 10am.
Departure Application:	No
Presenting Officers:	Jo Mills – Director of Planning and New Communities Paul Mumford – Team Leader (New Communities) James Stone – Principal Planner
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 31 st December 2015 for finalising the S106 agreement and issuing any decision notice.

Executive Summary

1. This planning application was previously brought to Committee on 25 March 2015. That meeting ended without a decision. Since that time, there have been a number of amendments, principally, revised proposals for sports (assessed in this report at paragraphs 241 – 248) and three amended parameter plans (described and assessed in this report at paragraphs 105 – 125). There has been public consultation on the Sports Strategy and amended parameter plans that were received in May. In the light of the revised sports proposals, Sport England has lifted its objection to the outline application for Northstowe Phase 2. Subject to a decision on this report on 24 June, it is intended that the S106 Items and triggers, and Planning Conditions will be brought to Committee for decision on 29 July 2015.
2. The above recommendation is made having had regard to all other material planning considerations and in particular those areas where objections have been lodged. As such, it is considered that the proposals adequately conform to the Development Plan, Northstowe Development Framework Document and addresses issues highlighted in this report.

3. Many of the representations have been addressed through additional clarification, the amended parameter plans, or the proposed conditions and S106 obligations as outlined in this report.
4. Transport issues have been carefully addressed and neither the Highway Authority nor Highways England objects to the proposal subject to the conditions and legal agreement being secured as part of this consent. Despite the objections raised locally, the scheme is considered to accord with the relevant local and national policies.
5. The scheme continues with phased provision of the waterpark along the eastern boundary. Drainage and flood risk issues have been extensively considered including through consultation with the relevant water providers and the Environment Agency. There are a number of drainage related conditions, and it is considered that the proposal conforms to the principles set out within the Planning Practice Guidance.
6. The proposals include much of the town centre, a dedicated bus road and community facilities such as a health centre and library as well as an education campus. The proposed provision of informal open space exceeds policy requirements. Funding for community facilities will be secured through the S106 agreement and will be the subject of a future report.
7. Subject to suitable conditions/S106 obligations, the proposal meets sustainability policies in terms of design and renewable energy, ecology, biodiversity and waste management. Sufficient mitigation is provided for noise and contamination and air quality issues.
8. Subject to the negotiation of the S106 agreement and suitably worded planning conditions, the development proposals are considered to represent an acceptable form of sustainable development that would facilitate the second phase of development, thus enabling delivery of the wider town. This would continue the phased approach, and be served by the major improvement works to the A14.
9. At this time there are no adverse impacts or matters which cannot be addressed, which are considered to be significant or demonstrable to outweigh the benefit that would result from such resolution.
10. Members are therefore recommended to ratify the contents of this report to enable officers to negotiate the terms of S106 and final planning conditions.
11. The recommended resolution for phase 2 (A) has been drafted on the basis the S106 Heads of Terms and the final set of planning conditions for both proposals will be brought before NJDCC for ratification prior to the issuing of planning consent.

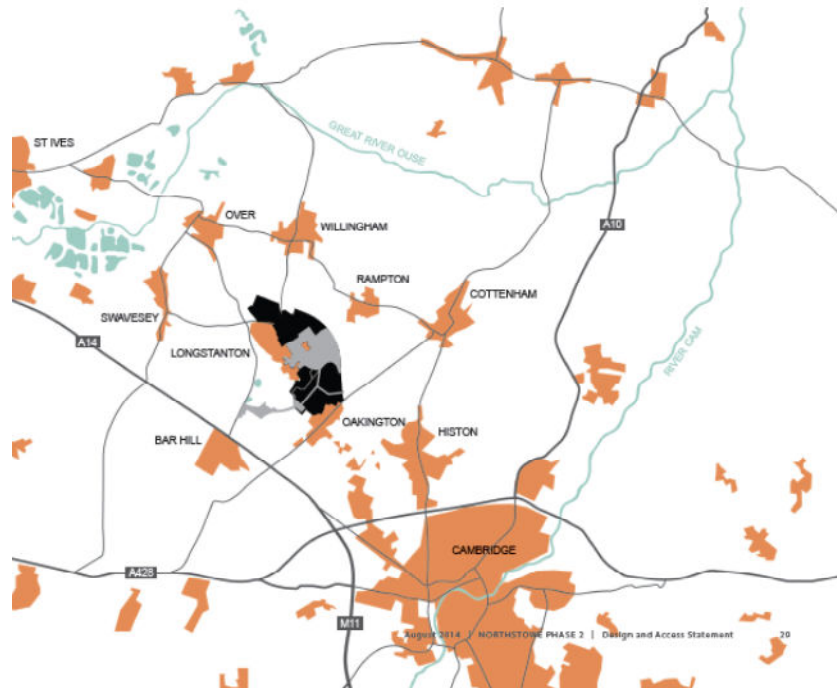
Introduction

12. Northstowe is a planned new town of 10,000 homes, situated approximately 10km north-west of Cambridge on the former RAF Oakington site and surrounding farmland, allocated in the Local Development Framework and submitted Local Plan.

13. A phased approach to development of Northstowe has been agreed within the context of the Development Framework. The Development Framework Document (DFD) derives from the Northstowe Area Action Plan (NAAP,) and uses the four themes of the Cambridgeshire Quality Charter for growth (Community, Climate, Connectivity and Character) as a basis. The DFD is supported by a sustainability appraisal and a statement of consultation. The NJDCC endorsed the DFD in July 2012 subject to the provision of two addenda setting out the methodology for phasing and greater clarification of the exemplar elements of what would make the town special (see appendix L). These were endorsed by the NJDCC on 4 October 2012. The endorsed DFD now forms a material consideration in the determination of the planning applications for each phase of the town.
14. Phase 1 for 1,500 homes was granted permission in April 2014; work has commenced on site preparation works, the new primary school and upgrading the B1050. The construction contract for works to the pumping station at Webbs Hole Sluice has been awarded, with work on programme to be complete by Autumn 2015.
15. The documents which accompanied the planning application have been prepared to support the planning application by the HCA (the applicant) for Phase 2 of Northstowe, which seeks outline planning permission for up to 3,500 new homes with the town centre and full permission for the Southern Access Road (West).
16. In combination with the planning permission for Phase 1 the proposals for Phase 2 will deliver approximately 50% of Northstowe's projected housing, along with significant elements of the town's required infrastructure, the town centre, the site for the secondary school and the Southern Access Road (West); a new highway link from the south. The submitted proposals indicate principal land uses, including residential, commercial, education, sports, formal and informal open spaces and a comprehensive network of cycle and walking routes.

Site Description

17. The new community of Northstowe will straddle the Longstanton and Oakington parish boundaries, and the map below shows the location of the site in relation to surrounding settlements



18. The Phase 2 development area measures approximately 216 hectares, and the area is bordered to the east by the route of the Cambridgeshire Guided Busway, and to the west by Longstanton. The area includes the former Oakington Barracks, which currently comprises: three buildings, with no current use; concrete slabs remaining from demolished buildings; remaining facilities associated with the barracks including the listed pill boxes, sports amenities, green space; and a water tower which is the tallest structure on the site and visible feature in the wider landscape. The wider Phase 2 development area includes areas of hard-standing and open space associated with the former airfield (much of this currently occupied by agricultural tenants), farmland, including Brookfield Farm and Larksfield Farm.
19. The application site also includes a section of Rampton Road and extensive areas of paddocks between the main barrack buildings and properties in St Michaels, Longstanton, which lies within Longstanton Conservation Area.
20. There are groups of trees throughout the former Oakington Barracks including avenues of mature trees around the barracks complex and leading to the station headquarter building. There are also groups of mature trees in the western corner of the site and around Rampton Drift.
21. The application site surrounds, but excludes, the existing housing area of Rampton Drift, comprising 92 properties, which was originally built as part of the barracks complex.
22. The area for the Southern Access Road (West) runs from the B1050 to the boundary of Northstowe. This area currently comprises arable fields and extends to approximately 51 hectares. Wilson's Road, a public right of way crosses the proposed route, providing a link from Longstanton towards Bar Hill.

The Proposals

23. A hybrid planning application was submitted on 22 August 2014, with amended parameter plans submitted on 16 February 2015. A further set of amended parameter plans were received on 27 May 2015 as well as a sports strategy. The amended parameter plans received on 27 May were the Building Heights Parameter Plan (Plan 9 Issue C), the Open Space Parameter Plan (Plan 5 Issue C) and the Land Use Parameter Plan (Plan 6 Issue C).
24. The applicant is seeking outline planning permission, with all matters reserved, for the Phase 2 development area. Outline permissions seek to establish whether the scale and nature of a proposed development would be acceptable. Detailed proposals will then be submitted if outline permission is granted and will cover issues such as appearance, landscaping, layout, scale, the town centre strategy and the design codes. Members will have the opportunity at future committees to approve these matters.
25. The proposals seek planning permission, for the following:
- i. Outline permission for 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 road, construction haul route, engineering and infrastructure works; and
 - ii. 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.

Documents accompanying the application

26. The application comprises the following documents:

Planning application form, land ownership certificate and application site plan.

Plans: Site location Plan (01), Application plans (02) , Red/Blue Plan (03), Existing Levels (04), 7 parameter plans - Landscape and Open space (05 Issue C), Land Use (06 Issue C), Residential Density (06 Issue B), Movement and Access (08 Issue B and 08B Issue B), Building Heights (09 Issue C), Proposed Levels (10).

In addition there are detailed drawing relating to the southern access road - Plans P1100-1108 and Plans NS-LND-P1109 & 1110.

Design and Access Statement

Environmental Statement Main Report

Environmental Statement Appendices

Environmental Statement Non-Technical Summary

Flood Risk Assessment and Drainage Strategy

Transport Assessment

27. The application is accompanied by the following supporting documents:

Arboricultural Survey Report
Construction Environmental Management Plan
Economic Development Strategy
Energy Strategy
Framework Travel Plan
Geo Environmental Assessment and Outline Remedial Strategy
Health Impact Assessment
Planning Statement
Sport Strategy
Stakeholder and Community Engagement Report
Sustainability Statement
Town Centre Strategy
Town Centre Retail Impact Assessment
Utilities Report
Waste Strategy

28. The documents make it clear that the following existing buildings and features are to be retained:
1. The Water Tower
 2. Officers' Mess – a Georgian style building surrounded by dense planting with main access from an avenue of mature lime trees
 3. The Guard House
 4. Listed pill boxes.
 5. Part of the former barracks' road layout will be retained, including the tree-lined avenue running from Rampton Road to the former administrative building of the barracks site.
 6. Key elements of the existing vegetation around the site, such as high quality mature tree lines, hedges, scrub and woodlands are to be retained where possible.
29. A formal amendment was submitted on 16 February 2015 in respect of the following five parameter plans, which replace those submitted with the planning application in August 2014:
1. Landscape and Open Space
 2. Land Use
 3. Residential density
 4. Movement and Access
 5. Building Heights.
30. The Landscape and Open Space, Land Use and Building Heights Parameter Plans were amended again on 27 May 2015; therefore the following amendments and additional information have been received since NJDCC in March:
- a. Amended parameter plans illustrating increased sports provision, an enlarged town park/square and a reduction to maximum building heights to the north of Rampton Drift.
 - b. The provision of a sports strategy
 - c. Agreement on land to be used for farmland bird mitigation

31. Full details are submitted for the Southern Access Road (West), which includes the proposed junction with the B1050 and the junction to the west of the Northstowe development area. The proposed road is a dual carriageway. The proposals in relation to the Southern Access Road (West) comprise the construction of a two lane dual carriageway link for a 300 metres section of the B1050 from a point 450 metres north of the A14 Bar Hill junction, joining with a Northstowe Phase 2 new roundabout junction of the B1050 with the Southern Access Road (West).
32. The dual carriageway will join to and continue the section of dual carriageway proposed north of the Bar Hill junction by the Highways Agency as part of the A14 Cambridge to Huntingdon Scheme. It is anticipated that a planning condition will require the submission of details of materials for the off-site works.
33. All materials will be in accordance with Cambridgeshire County Councils Specification. Details of the road scheme are shown on Plans PL1100 to P1110, submitted with the application

Planning History

34. Phase 1 was granted outline permission in April 2014 for up to 1,500 homes (20% affordable) on the northern part of Northstowe, on the area previously occupied by the golf course. In addition it included a local centre with a community building and provision for retail and other appropriate uses; a primary school; 5 hectares of employment land including a household waste recycling centre and foul water pumping station; formal and informal public open space, the first phase of the water park, 1.57 hectares of allotments and community orchard, improvements to the existing B1050.
35. Since then the following reserved matters relating to Phase 1 have been approved:
 - S/1654/14/RM - Reserved matters in relation to earthworks
 - S/1308/14/RM - Reserved matters application for 'foul water pumping stations' strategic engineering element
 - S/1134/14/RM - Reserved matters application for 'surface water pumping station and rising main' strategic engineering element
 - S/1133/14/RM - Reserved matters submission (appearance, landscaping, layout, access and scale) for 'access from the B1050' strategic engineering
 - S/1131/14/RM - Reserved matters submission (appearance, landscaping, layout, access and scale) for 'primary roads and dedicated busway'
 - S/2097/14/VC - Removal of condition 14 (housing - room sizes) of outline planning permission S/0388/12/OL was appealed for non-determination. The appeal was allowed and condition 14 was removed.
 - S/0104/15/FL - Erection of electricity switching station and associated boundary treatment, including around Foul Water Pumping Station, to

form part of the strategic infrastructure for Phase 1 of Northstowe following outline planning permission S/0388/12/OL

S/1777/14/CM – New Primary School

Planning Policies

36. The National Planning Policy Framework (NPPF), published in March 2012, sets a presumption in favour of the approval of sustainable development proposals that accord with the development plan without delay; and where relevant policies are out of date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
37. The NPPF states that the pursuit of sustainable development requires careful attention to viability and costs in decision taking. Sites and the scale of development should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
38. The National Planning Practice Guidance (NPPG), now known as the Planning Practice Guidance was launched in March 2014. Replacing a large number of circulars, it provides guidance on a range of relevant topics, which have guided the development proposals.
39. The Cambridgeshire and Peterborough Structure Plan 2003 and South Cambridgeshire District Council Core Strategy, 2007 established the need for and principle of the new town of Northstowe; this is reiterated in the Submitted Local Plan 2014. Northstowe is defined by the Northstowe Area Action Plan 2007 (NAAP) as 'an exemplar and vibrant
40. 21st Century town with a strong local identity and built to high environmental standards'. The NAAP sets out the local policy context for the delivery of Northstowe and forms the principal policy framework for the delivery of Northstowe.
41. The proposals have also been considered against the core principles of the Cambridgeshire Quality Charter for Growth and the four 'C's': Community, Connectivity, Climate and Character. See **Appendix A** for a full list of all relevant national and local planning policy documents and the specific policies relevant to the determination of this planning application.

Publicity and Engagement

42. The proposals have been subject to extensive consultation, engagement and publicity. Full details of the pre-submission community and stakeholder engagement, the activities completed and how this influenced the design of the scheme contained in this application is outlined in the Stakeholder and Community Engagement Report submitted in support of the Phase 2 planning application.

43. Engagement has been an integral part of the evolution of scheme design and preparation of the planning application. There is a long history of consultation for development of Northstowe, which goes back to the late 1990s when the site was first mooted as a potential site for development. The consultation strategy for Phase 2 built on the earlier work, and also reflected the requirements of the Localism Act (section 122), the District Council's Statement of Community Involvement and advice received from officers.
44. The applicant sought public and stakeholder views on its emerging proposals through the following means:
45. Public Consultation: A public consultation ran from the 21 March 2014 to the 4 April 2014. Members of the community were able to view and comment on the proposals at staffed exhibitions, un-staffed exhibitions, and on the website.
46. Rampton Drift Consultation: Two community group meetings were held with the residents of Rampton Drift. At these meetings, information on the emerging proposals was shared and views and suggestions for phase two of Northstowe were gathered.
47. Council and Technical Consultee Engagement: A number of meetings were held with officers from the District and County Councils. Various topic specific meetings with technical stakeholders also took place, including a presentation to Cambridgeshire Quality Panel on the 1 April 2014.
48. Member engagement: Regular workshops were held with the Members of the Northstowe Parish Forum. The workshops covered a number of topics, including drainage and remediation, the economic development strategy and the emerging design proposals.
49. Following receipt of the application, in addition to the standard consultation letters, statutory press notices and display of site notices, ten exhibitions were held. These were held in September and October 2014, in the villages of Longstanton, Oakington, Willingham, Bar Hill, Swavesey and Rampton as well as in Cambridge.
50. Substantial consultation and stakeholder engagement has been undertaken, and the Parish and Community Forums have formed an integral part of the mechanism for communication. Minor changes were made to the parameter plans in February in response to consultation responses. Further changes received in May required a second round of consultation due to potential impact on local residents.
51. The application consultation period ran from 20 September 2014 until 28 October 2014.
52. A second consultation period ran from 29 May 2015 until 12 June 2015 following receipt of amended parameter plans and a sport strategy. This consultation included notification by letter to respondents to the original consultation, a letter drop to residents living closest to the proposed amendments, a drop in session at Longstanton Village Institute and attendance by officers at the Longstanton Parish Forum and the Northstowe Parish Forum.

External Consultations

53. External consultation responses are set out in **Appendix B**.

Internal Consultations

54. Consultation responses are set out in **Appendix C**.

Representations

55. For the first consultation, a total of 57 responses (1 by a resident of an unknown address) were received, mainly by email. Of these responses 23 were from residents of Longstanton, 12 from residents of Rampton Drift, 6 from residents of Oakington and 6 from residents of Willingham.

56. **Appendix D1** provides a summary of the representations received during the public consultation period. Those made by residents of Rampton Drift and the Rampton Drift Management Company are summarised in **Appendix D2**.

57. Key themes in the representations are below:

Transport - traffic impact on A14, B1050 and surrounding villages, a request for early provision of the southern access road, the need for careful management of construction traffic and adequate parking provision across the site. Closure of the airfield road was popular amongst a number, though not all.

Drainage and water resource capacities, concern about the phased nature of the system, future management and maintenance and requests for attenuation ponds for Oakington.

Early provision of essential community facilities, education and the town centre.

Extent of green separation and use within these areas, with the wish to preserve the Longstanton Conservation Area.

The relationship of the proposed development with the housing at Rampton Drift and ensuring the amenities, access and services of Rampton Drift residents are maintained and where possible brought up to the same standard as those of Northstowe.

58. Responses to the second round of public consultation are summarised in **Appendix S**.

59. Three residents responded to the second consultation and made the following points:

- Concerns previously raised about recreation areas have largely been addressed (although previous concerns remain)
- Welcome the changes to the children's play area provision which go some way to address concerns in that area (although previous concerns remain)

- Proposed building heights may be visible from Longstanton protected conservation area and may spoil the outlook to the detriment of residential amenity.
- There should be no vehicular access between St Michaels Road, Longstanton, and Northstowe.

60. Sport England recommended that the improvements made to the principles of sports facility provision are satisfactory and as a result have removed their objection to the application. However, Sport England feel that there is clearly much work to do with regards agreeing detailed plans for sports facilities at reserved matters stage. Two conditions were proposed which have been added to the list of draft conditions.

61. Willingham Parish Council made no recommendation

62. Oakington and Westwick Parish Council had no comment

63. Longstanton Parish Council is in full support of the reduction in building height around Rampton Drift, and the increase in size of the town park. The Parish Council suggested that there be a planning condition put in place for the build-up of Northstowe around Rampton Drift to help reduce the effect the lengthy build will have on residents in this area. Longstanton Parish Council would recommend that the construction move out from Rampton Drift rather than around it. Rampton Drift residents should be kept informed on what the plans are for the build-up of this area on a regular basis.

Assessment

64. From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment is structured under the following headings:

- Principle of Development
- Employment Proposals
- Urban Design & Landscape
- Ecology
- Heritage and Archaeology
- Parameter Plans
- Transport and Connectivity.
- Flood Risk & Drainage
- Environmental Impact Assessment
- Environmental Health
- Housing
- Sustainable Development
- S106 Heads of Terms & Viability including Education and Community facilities and services provision
- Burial Ground

Principle of Development

65. The development proposal has been compiled to accord with the Northstowe Area Action Plan. It also needs to be considered against the endorsed Development Framework Document 2012 (DFD), which is now a material planning consideration. The DFD provides a site wide master plan

incorporating a vision for Northstowe and sets out clear development principles for the town as a whole as required by the NAAP. The phased delivery approach of an initial phase of development off the B1050 was agreed in principle as part of the DFD and, in part, in response to the government halting progress on the major A14 improvement works at that time. A clear programme is now in place for Cambridge – Huntingdon A14 improvements, which is clearly a relevant consideration for this proposal, as it will ensure that the strategic highway network has the capacity to support the scale of development proposed at Northstowe. The Development Consent Order (DCO) for the A14 Cambridge to Huntingdon Improvement Scheme is currently being considered by the Planning Inspectorate. The Examination is anticipated to be a 6 month process. The design of the scheme has taken into account growth anticipated at Northstowe.

66. The NAAP was written in the context of the whole town being delivered as part of one single outline planning application and not as separate phases. In this context, certain implementation requirements have been adapted to fit the current situation. For example, the town centre strategy will be secured as part of this planning application. This, with the early delivery of facilities including the secondary school within the timeframe of Phase 1, provides Sustainable Development in accordance with the policy requirements of the NAAP, and in line with the presumption in favour of sustainable development as set out within the National Planning Policy Framework, 2012.
67. The NAAP was adopted in 2007 and predates the NPPF and also national and economic considerations have out dated certain aspects of the supporting text within the NAAP. Nevertheless, the proposed strategic approach to the delivery of Northstowe is not considered to depart from the NAAP, nor would it harm its integrity as a strategic Development Plan Document, unless the determination of the current development proposal was considered to represent adverse impacts that could not significantly and demonstrably outweigh the benefits of the scheme.

Employment Proposals

68. Building on the EDS, within Phase 2 provision is made for 21,200 sqm (GIA) of employment floor space for Use Class B1, comprising a mix of offices (16,200 sqm), workshops, research and development and light industry (5,000 sqm) appropriate in a town centre.
69. The employment floor space will be located in the town centre area, consistent with the requirements of Policy NS/8.1.a. The scale of development is in accordance with the site's allocation as a Strategic Employment Location (Core Strategy Policy ST/8). Consistent with the approach to higher density development in the town centre it is proposed that employment floor space be provided as a mix of dedicated employment buildings and as floor space above other commercial uses. This approach is recommended to provide a mix of floor space that will be attractive to potential occupiers. The specific location and typology of the employment floor space will be determined as part of subsequent reserved matters applications.
70. The Environmental Statement estimates that the proposed Phase 2 employment floor space has the potential to generate 2,088 gross jobs.

When combined with the wider provision of employment generating uses, it is estimated that a total of 2,248 gross jobs could be created by Phase 2; this proportion of jobs will make a significant contribution to the target of 22,000 jobs in the district by 2031, set out in the Submission Draft Local Plan (Policy S/5).

71. The NAAP recognises that the town centre has the opportunity to provide employment at higher densities in the town centre and accordingly identifies that the 'crucial factor is numbers of jobs as opposed to land provision'. As demonstrated in the Environmental Statement, the Phase 2 scheme has been assessed to support a significant number of jobs that will have a significant long term positive effect on the local economy. The employment proposals are considered acceptable with regard to the NPPF and NAAP.
72. In summary the development proposal takes into consideration future cumulative development along with the necessary site wide infrastructure requirements. It supports the delivery of the wider town, and does not represent piecemeal or unsatisfactory development.

Urban Design and Landscape

Illustrative Masterplan.

73. The illustrative masterplan included at **Appendix E**, outlines an indicative approach showing how this phase could be brought forward. It includes principal access from the south west from B1050 and two primary roads running from phase 1 in the north, and continuing onto phase 3. These run parallel to and either side of the central bus way which passes the centre of the town centre. The masterplan illustrates a more dense form of development than phase 1 with highest densities in the centre and along the busway moving out to lower densities. There are four greenways, running east- west, one to the north adjacent phase 1, one along Rampton Road which in time will be closed to road traffic with the residents of Rampton Drift served from roads 'within' Northstowe', one along the southern boundary adjacent to phase 3.
74. The secondary school, including dual use sports centre is located on the eastern edge of the town centre adjacent the outdoor sports hub, with the waterpark and attenuating ponds also running along the eastern boundary of the site, alongside the Guided Busway, in the same manner as phase 1. A second primary school is shown in the former officers' mess building adjacent Rampton Drift, and areas of allotments are shown. Along the western boundary there are some sports pitches, alongside Magdalene Close (completing the northern sports hub from phase 1) and areas of informal open space providing green separation to the village of Longstanton. The masterplan has been designed to make best use of the existing landscape features such as hedgerows and trees, and a number of the existing buildings such as the offices mess, pill boxes and water towers will be retained as reference points within the development. When considering the illustrative masterplan and how Northstowe will work the parameter plans should be considered. The amended parameter plans are considered acceptable in the context of the illustrative masterplan.
75. The proposals were presented to the Cambridgeshire Quality Panel on 1 April 2014 and 28 October 2014. The Panel found the proposals to be

generally encouraging particularly where concerns and questions from the first review had been addressed. The Panel considered that the quality of Northstowe is of utmost importance, being the largest of the strategic housing opportunities around Cambridge and considered that it should be delivered with rigorous oversight to ensure the position the Cambridge locality currently enjoys as a national benchmark is maintained, emphasising that the scheme needs to be a model development across all areas. The Panel raised items for further consideration, including:

- Ensure that dual use of green space works properly without detriment to users;
- Ensure community spaces work for all residents;
- The ability of the secondary school to cope with everything that they are being asked to do;
- It is critical that management and ownership issues are resolved, together with further work on governance models;
- Car parking strategy and how the multi-storey car parks will work, particularly focusing on the phased densification of the development through time;
- Where the employment will be sited and the nature of it.
- Greater level of detail and articulation regarding sustainability targets including how they will be improved over time;
- Need to ensure that design parameters and frameworks do not allow poor design, whilst also not constraining more ambitious house builders;
- How the town centre will be phased and built out;
- Consideration of a more flexible approach to building heights;

Landform

76. The main Phase 2 development area is relatively level, with levels gradually falling to the north. Unlike phase 1 limited changes to landform are proposed other than to the north east to ensure that the site can be adequately drained. An existing levels plan together with proposed levels parameter plan has been submitted as additional information to explain the proposed site topography and the relationship between features and levels. This is deemed acceptable in principle and will form a material consideration in the formation of the design code to be secured by way of condition.

Connectivity

77. The masterplan for Phase 2 is based on a grid enabling a varied network of movement opportunities for pedestrians and cyclists, both within the development and with surrounding areas. The greenways provide the basis for the pedestrian routes; with cycle routes also along them and along segregated cycleways alongside the primary streets and the busier secondary streets. Motor vehicle connectivity is along the western and eastern primary streets with limited east west connectivity between them across the busway.

Green Separation

78. The Phase 2 proposals continue the principle established in the Development Framework Document of a green separation between Longstanton and the new development. To the east of Magdalene Close,

north of Rampton Road, there is a landscape buffer of 20 m width, east of which are playing fields for the Phase 1 sports hub, making an overall green separation of 119 m from the site boundary to the edge of development parcels. In the Conservation Area the green separation between new development parcels and the most easterly corner of existing gardens in Longstanton is 290 m. East of Toadacres the green separation is 25 m to the edge of the development parcel. Landscape buffer zones will also be provided around Rampton Drift. To the north of Rampton Drift across Rampton Road will be a greenway of variable width, but with a minimum dimension of 19 m. West of Rampton Drift will be a landscape buffer of variable width, with an average of 24 m. East of Rampton Drift will be a landscape buffer of 4 m width. South of Rampton Drift will be a landscape buffer, wider to the west and narrower to the east adjacent to the Rampton Drift play area, being 2 m at its narrowest point.

79. The amended parameter plans illustrate the provision of formal grass playing fields instead of informal open space between Longstanton and Phase 2. The green separation between Longstanton and Northstowe is being maintained because the supporting text to Policy NS/4 of the Northstowe Area Action Plan states 'Open uses such as playing fields and allotments, provided with a comprehensive landscape framework, will contribute towards green separation'. The sports strategy explains that floodlights are not required for this additional area of sport. Furthermore, the site of the additional formal grass playing fields was previously used as sports fields for the barracks.

Character

80. Phase 2 largely corresponds to the Central Character Area identified in the strategic design code for town wide elements. This forms the mixed-use core of the town centre, including higher residential densities and the historic elements of the site. This area will be urban in character; and the characteristics for this will require establishment in the Phase 2 Design Code to promote high-quality contemporary design based upon the traditional characteristics of the surrounding fenland market towns.

Water Park

81. The Water Park is located in the eastern part of the site and its main function is for water attenuation. The area will also provide a major area of open-air recreation that forms a gentle transition between the western confident edge and the existing grasslands beyond the site. Water levels will fluctuate due to periodic rainfall events (more details can be found in the Flood Risk Assessment and Drainage Strategy accompanying this application). Strategic attenuation ponds located on the periphery of the water park will accommodate permanent water up to a maximum depth between 1m and 2m. These temporary attenuation ponds on the edges of the park are shaped by a subtle undulating landscape that creates an important, rich ecological environment.

Built Form

82. The built form of Phase 2 will be a linear urban grid providing a high level of continuous built frontages. The built form will be bisected by streets, greenways and swales, which provide sustainable drainage channels. At

the heart of the town centre will be a town park/town square as the focus for formal and informal community activities.

83. Fronting the busway, buildings will typically be the equivalent height of 3 to 5 storey domestic buildings. Along the section of the busway crossing the town centre and around the town square, retail, food and drink, and community facilities will be provided on ground floors. In the defined town centre building heights will also be up to the equivalent height of 5 storey domestic buildings.
84. The bulk of the residential areas will have building heights up to the equivalent height of 3 storey domestic buildings. Towards the edges of the development, residential buildings will form well-defined and continuous built frontages integrating shadow pockets in the building mass, changes in architectural style, and garden elements to break extended linearity of facades. To the north, east and south of Rampton Drift the height of buildings will be limited to the equivalent height of 2 storey domestic buildings.
85. Since March 2015, and in response to comments received from the original consultation the HCA have amended the Building Heights Parameter Plan to limit the height of buildings to a maximum of two storeys along the northern side of Rampton Drift. The Buildings Heights Parameter Plans has also been amended to show a reduction to the maximum height of buildings on the corner of the busway closest to Rampton Drift from four storeys to three. A further amendment to this parameter plan is a limit to the height of any building on the corner of the town centre closest to Rampton Drift to four storeys.
86. A strategic disposition of landmark buildings and a hierarchy of streets and open spaces will reinforce urban structure providing legibility and cohesiveness. Northstowe Phase 2 will also promote a variety of residential building typologies in order to ensure the creation of a diverse place for an inclusive and vibrant community.

Ecology

87. Policies NS/12(1f) and NS/17(4) of the NAAP require Northstowe to include a network of green spaces which are attractive, beneficial to wildlife, and fully integrate with the wider countryside. These areas are also able to contribute to the informal recreational needs of the town and make the best use of the existing environmental resources. New biodiversity features, including the Water Park, are also called for in the NAAP.
88. A full programme of ecological surveys and monitoring has been undertaken in order to inform the development of the application. This work has been used to identify important ecological features and any species requiring protection. An outline Ecology Management Plan (EMP) is also provided. The EMP aims to identify key ecological features at the site and describe how these will be protected and enhanced during the construction and operation of the proposed development. It will continue to be developed as the proposed construction details evolve, to provide a strategy for managing the ecological resources at the site and for optimising their value. The submission of a full landscape and ecology management Plan (EMP) will be a condition of any permission.

89. The following ecological features were considered in the assessment: habitats (arable, improved grassland, neutral semi-improved grassland and broadleaved scattered trees, hedgerows and buildings); mammals (bats; badger; brown hare); a wide range of bird species, (including quail, barn owl, yellow wagtail, grey partridge, lapwing, skylark and corn bunting); amphibians and reptiles (great crested newt; common toad; grass snake; common lizard); and invertebrates. These features were valued at a parish to county scale.
90. Permanent habitat loss would lead to a significant adverse effect on arable species and habitat. The potential effects of the proposed development in relation to the potential impacts on farmland birds have been considered by officers and discussed with the applicant since the March 2015 NJDCC meeting. To mitigate any permanent habitat loss it is proposed that a scheme to compensate for the impact on farmland birds will be secured through a Grampian-type condition and the S106 agreement.
91. The assessment also acknowledges a temporary disturbance to barn owl whilst the creation of the waterpark would lead to residual significant beneficial effects on greylag goose, mallard, reed bunting and great crested newt. No other significant effects have been identified. The proposal includes a number of new biodiversity features, designed to create new habitat for wildlife as well as act as corridors to provide connectivity between these areas and the wider landscape. The attenuation ponds and wider environment in the Water Park to the east of the site have been carefully designed to provide an extensive wetland habitat and maximise biodiversity value. For example, the gradient of the banks and depths of the waterbodies is varied to enhance the ecological value of the habitats, whilst small peripheral depressions are proposed which will retain water as the main ponds are pumped out in order to provide suitable breeding habitat for great crested newt. Informal greenways have been established through Phase 2 to connect biodiversity features within the town and create a network of habitats.
92. Swathes of open, rough grassland will be interwoven with meadows, sporadic tree clusters, shrubs and pedestrian and cycle ways. In line with the requirements of the NAAP, it is the intention to maximise biodiversity more generally within the built development. Green roofs are proposed on the public buildings, and bat and bird boxes will be installed onto buildings and/or the fabric of building walls. Mammal tunnels and other means of crossing severed routes will allow biodiversity networks to be retained.
93. The applicant has also confirmed that they will talk with the RSPB, out with the planning application process, to help deliver its project at Fen Drayton Lakes.

Heritage and Archaeology

94. Phase 2 of Northstowe is located primarily on the site of the former Oakington Barracks. The heritage setting of the site has informed the development of the proposals for the site, from the Framework Masterplan (endorsed in July 2012) to the approach set out for Phase 2.
95. NAAP Policy NS/18 sets out a requirement to propose suitable long-term uses for identified heritage assets. It also states that structures such as pillboxes should be retained and maintained as features in the landscape.

The application satisfactorily addresses these policies with the retention of a number of existing key features and a programme of archaeological investigation to enable preservation by record, secured by planning condition.

96. Features to be retained include:
97. The listed pill boxes within the site. Design development has incorporated these structures into public open space, enhancing their setting and providing an opportunity for public access, appreciation and understanding, which does not currently exist. In particular the shape of the water bodies in the Water Park has been designed to ensure that these assets can be retained in situ. The proposed use of the pill boxes allows for heritage use, bat hibernacula and temporary arts projects.
98. The Officers Mess and Guardroom and water towers. Although these buildings are not listed and are identified as having low heritage value they reflect the former use of the site. The Officers Mess has been identified as the site of a primary school. A future viability study will determine how the building could be converted to a school. The County Council has received evidence which illustrates that the site and partial use of the Officer's Mess can provide a modern primary school. The Guardroom could be used for a range of uses and details will be set out in the reserved matters application for that phase of development.
99. Preservation in situ of the areas of archaeological interest in the area of Green Separation.
100. Enhancement of the Longstanton Conservation Area through enhanced landscaping along the western edge of the site.
101. More generally, the layout of Phase 2 reflects the military heritage of the area, for example by making use of the boulevard running through the former barracks.
102. Across the wider Phase 2 site, including the area where the Southern Access Road (West) is proposed, a programme of archaeological investigation will be implemented to enable preservation by record. These works will be undertaken in accordance with the Heritage Strategy set out at Appendix B. The requirements of paragraph 128 of the NPPF, which requires the applicant to describe the significance of any heritage assets (designated or otherwise) affected by the application, is addressed by Chapter 9 of the Environmental Statement.

Urban environment

103. The Central Character District is envisaged to deliver 'a new mixed-use town centre delivering retail, commercial and employment opportunities within a walkable core served by the dedicated busway, containing a secondary school, two primary schools and a market square and town park, together with higher density housing than the other two character areas. The parameter plans have been amended to illustrate the provision of a town park of 1.2ha in the town centre. This mix of uses, activities and built forms must be moulded into a homogenous and integrated whole, with a clear identity, through the Design Code.

104. The approach to the detailed design of Phase 2 should address the following objectives:

- Northstowe Phase 2 will promote high-quality contemporary design based upon the traditional architecture, landscape, and urban forms of the surrounding fenland market towns
- The development of Phase 2 should be perceived as a continuation of Phase 1 to ensure an integrated town of Northstowe
- Create a strong connectivity with neighbouring communities
- Historically valued structures and characteristics should be retained where a suitable and viable use can be identified;
- Preservation of mature and high quality vegetation should be ensured by the layout of Phase 2
- Road alignment within the barracks site should be retained as much as possible to incorporate the historic legacy of the area
- Legibility of the built environment by using an urban grid that reflects the one currently found in the barracks site
- Clearly defined primary public spaces along the dedicated busway, the town centre, and the town square
- Development fronting the dedicated busway should be laid out to a consistent built line and to similar height to define the public realm of the busway corridor and create a more interesting and varied built form
- The architectural and urban character of the new development should promote a contemporary interpretation of traditional forms of the market town
- Local materials should be predominantly used to integrate the development with surrounding villages
- Use height variations and application of materials to differentiate hierarchy of buildings and land use areas
- Establish active street frontages at ground level with residential uses on top along the section of the busway within the town centre, which ensure all public realm areas are afforded natural surveillance from overlooking
- Establish an active frontage around the town square with a variety of retail, community, and commercial and civic facilities at ground level conveniently accessed from around the town
- Promote a distinctive education offer closely linked to town centre and sports facilities
- Implementation of a sustainable water drainage strategy across the site;
- Use of water features as key design elements of the public realm and streetscape of Northstowe
- Definition of a confident edge between built and landscape areas to ensure that the built extents of the development and separation between neighbouring villages are clearly defined.
- Clearly defined ownership for public, private and semi-private amenity space to plots. Provide a range of garden spaces, appropriate to the size and location of dwellings. Defining the street edge and transition spaces to homes, considering arrival, parking, refuse and cover (e.g. porches).
- A hierarchy of street types (primary and secondary roads, mews and active frontages to green areas).
- Provide opportunities for a mix of dwelling types (e.g. family homes with integrated or separate mews houses to the rear).

- Potential to phase the development of blocks, such as the provision of dwellings to primary roads with a defined front and subsequent mews developments at a later date.
- Dwellings will be laid out to meet facing distance requirements of a minimum of 25 m. Integrating courtyard-dwellings provides opportunities for dwellings to have a varied arrangement of layouts and potentially greater density.
- Individual dwellings to provide off street parking within plots. Townhouse dwelling types to be developed to provide parking without requiring all dwellings to have front car drives between pavement and house. Mews and raised podiums provide opportunities to remove individual parking access from primary and secondary roads.
- One of the main place-making principles for Phase 2 is the seamless integration of the landscape, of the site's ecology and hydrology, in the urban layout of the main Phase 2 development area. Landscape is proposed to act as one of the main structuring elements of Phase 2, rendering a multi-functional space for connectivity, play, leisure, health, food production, and learning.

Parameter Plans (Appendices F-K)

105. The Design and Access Statement identifies that the Parameter Plans “provide an indication of the design principles, which will inform detailed design proposals”. This is appropriate, as these plans represent an indication of intent, the development of detailed design proposals may require minor amendment to early structural indications, provided that they do not necessitate major deviation to the Parameter Plans. Following expressions of concern in respect of the content of the plans, the planning application was amended on 16 February, 2015 and five new parameter plans were submitted. Following NJDCC in March and in response to consultation feedback a second set of amendments to three of the parameter plans were received.

Landscape and Open Space Parameter Plan

106. This plan illustrates the amount and type of open space proposed for Phase 2 and includes the following elements:

- Green Separation
- Greenways
- Water Park
- Sports Provision
- Town Park and Square
- Attenuation Ponds
- Swales

First Set of Amendments:

107. The applicants originally submitted a plan with provision for a town square of 0.36 ha and no provision for a town park. This space had been increased in size on the first set of amended parameter plans from approximately 0.36 ha to 0.75 ha to provide a combined town square and park.

108. One of the south-westerly greenways has been removed and combined with the greenway that provides a link from Longstanton to the town

park/square and onto the Eastern Sports Hub. It was considered preferable to have one expanded greenway rather than two smaller greenways so that a more defined route would be provided to two of the towns' most important features (the town square/park and eastern sports hub). Furthermore, a large greenway will have greater potential for biodiversity enhancement than two smaller greenways. It should be noted that a swale will remain in place of the greenway that was removed and so some green relief will still be provided in this location even though it can no longer be classified as a greenway.

109. During the course of consultation the land use parameter plan was amended to provide for more education land at the expense of residential in order to meet the statutory requirements for the secondary, primary, special needs and post-16 education in the eastern education 'hub'. This is welcomed and it is considered that the total area for education uses across the site acceptable.

Second Set of Amendments:

110. The latest set of amendments illustrates a town park zone of 1.52 ha. Within this zone a town park and square with a combined area of 1.2 ha will be provided. The size of the town park has been fixed at 1.2 ha to provide certainty for both the council and the applicant. The hatching indicating the proposed zone provides the applicant with flexibility for the future shape of the park.

111. The quantum of formal sport provision has been increased from 10.66 ha to 12.8 ha by:

1. Introduction of an extension to the western sports hub of an area of 0.95 ha. This area would be located to the east of Long Lane and given proximity to the lane would not permit any artificial lighting.
2. Extension of the eastern sports hub to provide an additional 1.2 ha of land for sports. This has been achieved by redistribution of the open space uses, but does not have an impact on the operation of the water-park.

Land Use Parameter Plan

112. Description:

113. This plan illustrates the land uses proposed for Phase 2 and includes the following elements:

- Residential
- Town Centre (Including Residential)
- School (Primary and Secondary)
- Zone for Town Park – Town Park of 1.2 ha
- Green Separation
- Greenway
- Water Park
- Sports Hub
- Busway Corridor
- Primary Street Corridor

- Attenuation Ponds – Indicative
- Swales

First Set of Amendments:

114. This plan was amended to illustrate the changes to the Landscape and Open Space Parameter Plan, Residential Density Parameter Plan and to the Movement and Access Parameter Plan which were:

- Reduction to the amount of busway that will be shared between cars and buses.
- Realignment of greenways
- Removal of 'L' shaped piece of land proposed for mix of school or residential land to ensure adequate space for education at the eastern education hub

Second Set of Amendments:

115. This plan was amended for a second time to illustrate further changes to the Landscape and Open Space Parameter Plan which were:

- Increased space for formal sport and associated alterations
- Provision of a town park/square zone

Building Heights

116. Description:

117. The building heights plan zones Phase 2 on the basis of maximum building heights. These heights range from a maximum of 2 storeys to a maximum of 5 storeys in the town centre.

First Set of Amendments:

118. The original plan had been amended to illustrate maximum building heights of 2 storeys along the south eastern and north eastern boundaries of Rampton Drift. The original plan showed a maximum height of 3 storeys along these two boundaries of Rampton Drift. The amended plan also illustrated that the corner of the town centre closest to Rampton Drift cannot be more than 4 storeys in height. The town park is located within the town centre zone where a maximum height of 5 storeys is prescribed.

Second Set of Amendments:

119. The plans have been amended to illustrate a reduction to the height of buildings from three to two storeys along the section of Rampton Road Closest to Rampton Drift. The corner of the busway closest to Rampton Drift has been reduced from four to three storeys.

Movement and Access Parameter Plan

120. The layout of the bus only road, primary roads and the cycle/pedestrian routes are shown on this plan. The section of the bus only road to be shared between cars and buses during Phase 2 is also illustrated on the plan.

First Set of Amendments:

121. The main alteration to the original plan has been a reduction to the amount of bus only road that will be shared between cars and buses. The amended plan illustrates that the shared section of the bus only road will now only start at the edge of the town centre rather than within the town centre. There have been minor alterations to the layout of the cycle/pedestrian routes in response to changes in the layout of greenways. An additional change is required to amend a footpath/cycleway so it goes around rather than across the paddocks adjacent Longstanton village, and this will also be subject to a planning condition.

Residential Density Parameter Plan

122. This plan illustrates the proposed densities for different areas of Phase 2. The three densities are:

- 35 to 40 dwellings per hectare
- 41 to 60 dwellings per hectare
- 61 and over dwellings per hectare

First Set of Amendments:

123. The only amendment to this plan has been the removal of the 'L' shaped piece of land on the eastern school site because it has been agreed that this piece of land will no longer have a flexible residential / school use. The 'L' shaped piece of land has been amended on the Land Use Parameter Plan to have a school use only and so density figures for dwellings no longer applies. Whilst there has been a reduction to the maximum height of buildings around the edges of Rampton Drift the density range has not changed in this part of the town.

Proposed Levels Parameter Plan

124. This plan identifies the approximate proposed ground levels, at a series of locations, together with areas of cut and fill.

Summary

125. The Phase 2 planning application provides adequate information as to the structure of the development proposals to provide an appropriate basis for development. As indicated above, further detailed information is required in respect of various matters, but these will be addressed further in the design code and all future reserved matters applications along with other suitably worded conditions commensurate to each material consideration.

Transport and Connectivity

Background

126. The site of Northstowe Phase 2 is proposed to have its primary vehicle access from the A14 via the B1050 Hatton's Road. Highways England is currently progressing proposals for the A14 Cambridge to Huntingdon

Improvement Scheme which was submitted for a Development Consent Order in late 2014 and is expected to commence in mid-2016.

127. The B1050 Hatton's Road forms a grade separated junction with the A14 at its southern end (Bar Hill junction) and broadly routes from north to south linking to Longstanton (via Hatton's Road) and Willingham to the north (via Station Road). Between Longstanton and the A14, the B1050 is currently a single carriageway road, with no street lighting or footways on either side. Dry Drayton Road currently forms a route from the A14 to Oakington. The A14 forms part of the trunk road network maintained and operated by the Highways England, and is the main route from Cambridge to Felixstowe to the east and Birmingham to the west (via the M6).
128. Transport and access are key to the success of Northstowe, both within the new town and to the surrounding area and beyond. The proposals for A14 improvements are well advanced and should be in place prior to occupation of homes in Phase 2 with a proposed planning condition in place to limit the scale of development until this is open to traffic. These improvements will deliver additional capacity to the A14 corridor, thus satisfying the requirements of the NAAP Policy NS/10.2.
129. The NAAP (Policy NS/10.1) states that adequate highway capacity will be required to serve all stages of development, including a new road into the southern end of Northstowe. The comprehensive Transport Assessment (TA) submitted in support of the Phase 2 planning application and subsequent follow up work undertaken by the applicant demonstrates that there is adequate highway capacity.

Transport Modelling

130. Overall it is considered that the applicant has applied a thorough approach to assessing the transport impacts of the Phase 2 development in terms of modelling. The approach taken has included using the Cambridge Sub-Regional Model (CSRM) to understand the strategic impacts, and smaller scale junction models to understand local impacts. This work also included undertaking a benchmarking exercise to compare base year CSRM predictions with observations, and some adjustments to further improve the model in the area around Northstowe. Although the approach to modelling is considered thorough, it has required further verification and cross referencing to give comfort that the outputs are reasonable and correlate with other models and approaches including some 'first principles' checks. This has been completed by the applicant to the satisfaction of County Council officers. In addition, a further review of modelling undertaken by Highways England in connection with the A14 Huntingdon to Cambridge scheme has been completed for a consistent understanding of the two sets of proposals.
131. The modeling has been undertaken to give an indication of the predicted traffic flows and use of other transport modes, associated with the development and hence provides a basis for determining what mitigation measures are required.

Highway Access Strategy

132. Modelling suggests that development of Phase 2 can only be undertaken subject to the delivery of Highways England's A14 Huntingdon to Cambridge scheme. Highways England (HE) has therefore recommended that a condition is added ensuring that this is the case.

133. The modelling also suggests that, for Northstowe Phase 2, suitable highway access capacity can be provided via a combination of:

- the northern signalised access on the B1050 proposed for Northstowe Phase 1; and
- a new single carriageway southern access road connecting to a new roundabout on the B1050, together with a dual carriageway connection from that roundabout to the improved A14 Bar Hill Interchange proposed by HE as part of the Cambridge to Huntingdon improvements.

134. It is proposed that in Phase 3 the Southern Access Road West would be upgraded to dual carriageway, and that a Southern Access Road East linking to Dry Drayton Road, would also be provided but this will require further analysis at that time. Although all of the analysis to date suggests that a single carriageway Southern Access Road West has more than adequate capacity for Phase 2, a condition has been included requiring this to be improved to dual carriageway standard should monitoring of traffic flows show this is needed earlier.

135. In addition to the above analysis, there will also be a need for a detailed engineering review of all of the proposals, including road safety audits, as part of the standard technical approval process. This has been conditioned.

Public transport

136. The site of Northstowe benefits from rapid transport connections and key strategic links to neighbouring areas. The Cambridgeshire Guided Bus (CGB) opened in August 2011 and runs along the eastern boundary of the overall development site of Northstowe, providing a unique opportunity for future residents to rely on higher levels of public transport accessibility and be connected with Cambridge and Huntingdon. The existing CGB stops are located approximately 1 km to the south east and the north of the main Phase 2 site area boundary.

137. In addition to new highways, the applicant is also proposing to construct a new length of bus only road which would pass through Northstowe. This is in line with the Area Action Plan (AAP) proposals and is therefore welcomed. However one key matter is that there are interim proposals for around 700m of this route to be shared by buses and general traffic. This would then revert to dedicated use once Phase 3 is delivered

138. The holding objection on this proposal has been removed by Cambridgeshire County Council with conditions added to ensure that there will be no access from the shared road to neighbouring plots, that bus priority measures will be introduced that will limit any delays to buses, and that should traffic flows reach an agreed limit that the road is returned to bus only use.

139. The applicant is also proposing that Phase 2 will be served by two bus services. These will be an extension to the Citi 5 local bus service that is to be extended from Bar Hill to Phase 1, and additional CGB services, (3 per hour), serving Northstowe.

Parking

140. The Development Control Policies DPD 2007 sets out the existing parking standards for Northstowe. These are for an average of 1.5 spaces per dwelling with an allocation for visitor parking. The Local Plan Submission July 2013 has an increased provision of an average of 2 spaces per dwelling. Paragraph 10.23 also states that this is indicative, and encourages a design led approach whereby car parking is considered as part of the design of the development and incorporates smart measures like car clubs, and electric vehicle charging.
141. Policy T1/3 of the emerging Local Plan encourages applicants to justify the level of parking proposed for a development, considering provisions for travel and accessibility to other modes as part of this. It is through this evidence led approach that the level of car parking for a development can be agreed. Both the existing and emerging car parking policies should be considered until such a time as the emerging Local Plan is adopted.
142. The overall provision of parking for residential units was originally proposed to be an average 1.5 spaces per dwelling, in line with the standards set out in the Development Control Policies DPD. Allocated spaces will be in garages or on plot parking; unallocated spaces will be on-street or on block. In addition to the provision for each dwelling, there will be on-street provision for visitors (in marked bays). It was proposed that one allocated space will be provided per 1 or 2 bedroom flats and 2 and 3 bedroom houses, and two allocated spaces for 4 and 5 bedroom houses. Unallocated parking would be provided for 2 and 3 bedroom houses.
143. The level of provision of parking for the town centre, employment and education is proposed based on an assessment of parking demand and consideration of the Development Control Policies DPD standards. Parking for town centre uses will be provided in public car parks and therefore shared across the different uses. Parking for education uses and employment will be provided as part of the school and employment developments, and managed by those occupants. As the town centre uses will develop over time, there will be a need for an evolving and flexible approach to parking space provision. This will begin with surface car parks, with the opportunity to deck them to increase provision in the medium and longer term. This also enables parking demand to be monitored so that less provision overall is made in the later sub-phases of the town centre if it is not required. The details of parking locations, layout and management will form part of future reserved matters applications. It is assumed that the overall provision will include at least 5% of spaces designated for disabled users in line with parking standards. Parent and child spaces and motorcycle parking will also be provided in line with standards.
144. Officers reaction was that residential car parking levels as originally proposed were too low overall although it is recognised that a balance needs to be struck between over-providing (and potentially encouraging car use) and providing adequate provision whilst seeking to encourage use of other modes. An average of 1.5 car parking spaces per household is considered insufficient with an average of between 1.5 and 2 spaces per household perhaps more suitable and in line with both emerging policy and anticipated car ownership levels.
145. In addition, a detailed strategy with supporting analysis is required for the town centre parking allocation to ensure that a balanced provision is made that both encourages non-car access, but also ensures the town centre

remains viable through adequate car parking being provided. Agreement of a detailed car parking strategy for the town centre has been conditioned.

146. The applicant has therefore since undertaken a review of the likely level of residential parking required, both allocated and unallocated within the development. This responds to the concerns as to whether the parking level will contribute to creating the right sense of place for Northstowe. The HCA recognises that if there is insufficient parking the street environment and quality of the development as a place to live will be diminished.
147. Analysis has been undertaken of the existing car ownership levels in the local area to Northstowe using data from the 2011 census. This shows that the average car ownership for the area around Northstowe is 1.53 per dwelling which is very similar to the average for South Cambridgeshire of 1.55 per dwelling.
148. The HCA recognises that the parking provision needs to take into account the need for parking for visitors and servicing as well as provide some flexibility across the development to meet car ownership variations without unduly impacting on adjacent properties and areas. The HCA is therefore proposing to increase the overall provision as a result of the review to an average of 1.75 spaces per dwelling.
149. This level of provision takes into account the emerging Local Plan policy through many aspects. The provision is very much design led for Northstowe as the policy requires. This takes into consideration the high level of sustainable mode accessibility to the site via the CGB and the mix of land uses which means a large proportion of trips will be contained within the development and more likely to be undertaken by walking and cycling.
150. The provision will be through a mixture of allocated on plot parking and unallocated parking on block and on street spaces, maintaining the efficiency of shared spaces. This allows households with higher than average car ownership to use spaces that are unused due to households that do not own a car.
151. The development has exemplar provision of walking and cycle routes, and is compact in size. This will encourage internal trips to be made by sustainable modes, as well as the CGB and local bus services which will encourage wider connections beyond Northstowe by bus, which will reduce the need for multiple car ownership by future households.
152. There is also a higher proportion of 3 bedroom and smaller dwellings in Northstowe at 74% than the South Cambridgeshire region of 66%. This could result in a lower car ownership levels across the development which tend to be higher with larger dwellings.
153. The Local Highway Authority considers that the proposals take into account the emerging Local Plan policies and consequently provide for existing levels of car ownership, visitor parking and increasing levels of car ownership in the future, whilst at the same time not over providing and further encouraging high levels of car ownership.
154. It is however considered that further work is required with the applicant to set out the provision of allocated and unallocated parking across the

different housing types. Reserved matters will address the detailing of parking provision within the overall average as well as establish an effective Parking Management Strategy. These elements are important to ensure that the provision of parking contributes to rather than detracts from the sense of place of Northstowe. The establishment of a car club as well as the range of other travel planning measures will also be important to minimise car ownership and use in Northstowe Phase 2.

155. The holding objection on this proposal has been removed by Cambridgeshire County Council and conditions have been added for a parking management strategy, no use of parking courts, exemplar street design for residential streets and details of cycle parking.

Cycle Parking

156. The proposed development provides cycle parking and storage provision to facilitate cycling as a main mode of travel for residents, shoppers, students and employees at Northstowe. Cycle parking was originally proposed to be provided in accordance with standards set out in the Development Control Policies DPD noting that in the town centre area there are likely to be shared trips which should be taken into account in overall provision. The town centre cycle stands would be provided in locations 'pepper-potted' throughout the development to enable them to be very convenient for shops and services and will be detailed in future reserved matters applications.

157. Initial views of County Council officers were that the proposed levels of cycle parking would be inadequate, particularly for households. This is also below emerging policy and is a key element in enabling residents to own and use a bicycle.

158. At the request of officers the HCA has amended the provision of cycle parking to follow that of the emerging Local Plan of one space per bedroom. This is acceptable and will encourage ownership of cycles by residents of Northstowe. A condition has been added to determine the amount of cycle parking to be provided. The location of cycle parking will be determined at the conditions and reserved matters stage.

Connectivity

159. The DFD establishes that priority will be given to pedestrians and cyclists when designing streets and spaces, particularly over cars.

160. A Transport Assessment has been prepared to provide a detailed evaluation of current movement conditions and to consider potential transport implications of the development of the site and to identify measures to mitigate adverse impacts identified in accordance with national and local policy and guidance.

161. An inclusive and legible movement network should manifest itself in a well-defined hierarchy of streets, safe pedestrian and cycle routes, and correct distribution of land uses. The general aims of the access and movement strategy are to:

- Integrate existing public rights of way;
- Create an interconnected network of streets and public spaces;

- Arrange and align routes first and foremost for ease of walking and cycling;
- Create a visual hierarchy of streets with legible characters.

162. The road network for Phase 2 will encourage sustainable travel based on a street hierarchy that includes the bus only road, primary roads, secondary roads, and mews. The street hierarchy for Phase 2 will allow safe pedestrian and cycling connectivity at every level. Northstowe Phase 2 will be linked to the Cambridgeshire Guided Busway (CGB) by the bus only road through the main Phase 2 development area from early stages. This key element is intended to provide sustainable travel towards Cambridge and Huntingdon for both residents and those working in Northstowe.

163. A bus only road is proposed through the heart of Northstowe town centre which will link from the CGB route in the south (where there is a junction provided north of the Oakington bus stop) through Northstowe to the Longstanton Park and Ride in the north.

164. Primary roads will allow efficient movement through the site, whilst secondary and tertiary roads will be designed to provide safe domestic access and street environment.

165. Secondary roads, together with tertiary roads, constitute the majority of the streetscape in Phase 2. There will be a network of secondary roads internal to the development and there are proposed to be various locations where routes will cross the bus only road, requiring appropriate junction layouts to ensure buses are not subject to undue delay as well as cater for walking, cycling and traffic movements.

166. The development will be designed to be accessible to all members of the community and in accordance with the Disability Discrimination Act 2005. This is relevant to the provision of facilities for the disabled, including those with visual and hearing impairments, those with limited mobility, the elderly, those with pushchairs or small children and other vulnerable users. Examples of the areas that will be subject to these considerations are:

- Creation of legible and permeable built environment for all users through the creation of a clear hierarchy of street and spaces and careful detailing of the public realm
- Main entrances to buildings with level thresholds or suitable provision for wheelchairs
- Limiting the gradient of ramps to acceptable levels and providing level rest areas to enable wheelchair access
- Dropped kerbs at all crossings
- High quality bus facilities that allow a step-free access to vehicles;
- Provision of disabled parking spaces at the appropriate levels and dimensions, located in preferential locations close to the main entrances of residential, commercial and employment developments; and – Equal and consistent access to be provided for all potential residents including those with visual and hearing impairments, those with limited mobility, the elderly, children and other vulnerable users.

167. Walking and cycling will be encouraged as the main travel mode within Northstowe Phase 2. The street design of the main Phase 2 development

area prioritises the inclusion of safe and dedicated pedestrian routes and cycle paths.

168. In determining which improvements might be included for Phase 2, priority has been given to:

- Enable residents trips to be made on foot or cycle to and from Northstowe
- Enable trips to the town centre from existing communities (Cottenham, Oakington, Longstanton, Willingham, Over, Bar Hill) to be made on foot or cycle
- Provide opportunities for leisure walking, cycling and horse riding to be made from Northstowe into the wider communities and countryside through improvements made through measures secured through the S106 negotiations.

169. New cycleways and footpaths are planned to link to the existing bridleway network in order to connect the main Phase 2 development area with surrounding settlements, as well as with the Phase 1 development. Improvements to the Public Rights Of Way are anticipated to be provided as part of the development (details are provided in the Transport Assessment and are subject to the S106 negotiation). The dedicated cycling network of Northstowe Phase 2 will be linked to the existing commuter cycle network via the bus only road to where this joins the CGB north of Oakington. Provision of cycle parking facilities throughout the development of Phase 2, as well as within all dwellings, will establish high quality cycling facilities in Northstowe.

170. The overall development site of Northstowe has access to a wider commuter bicycle network which already provides good connectivity between neighbouring communities and Cambridge. There are existing cycle routes between the site and Willingham to the north and Histon / Girton in the south, including the National Cycle route adjacent to the CGB.

171. Between Girton and Oakington there is an off-carriageway shared walking/cycleway provided on the eastern side of the carriageway, which also ties into an off-carriageway route adjacent to Park Lane, (also known locally as Gatehouse Lane), linking to Histon and the CGB. At its southern end in Girton the cycle route ties into the extensive network of routes within Cambridge.

172. The DFD has been amended to safeguard the principle that all footpath and cycle routes within the built environment should be overlooked to promote safety. Additional guidance on this will be included as part of the town-wide design code considerations, and the design code considerations for Phase 2 against which subsequent reserved matters applications will be assessed. This accords with the vision set out in the exemplar list to ensure that a convenient, safe and 'walkable neighbourhood' with good provision for cyclists.

Cycling within Northstowe

173. A key aspiration of members, officers and cycle groups is for Northstowe to represent best practice for the UK in terms of the provisions for cycling within Northstowe as much as is possible. Journeys within Northstowe will

be short, and with a network of closely spaced segregated cycle facilities this will encourage local trips to be made by cycle by people of all ages.

174. Following the original submission of the planning application officers and the three main cycle groups of Sustrans, Cyclists Touring Club Cambridge Right to Ride, and Cambridge Cycling Campaign discussed the proposals and a series of questions were made of the application to the HCA. These questioned the provisions along primary streets, secondary streets the busway, town centre and at key junctions.
175. The applicant has sought to address each of the concerns raised in a very positive manner by first seeking to understand the concerns and then to address them. This led to revised proposals for the cycle network and key street layouts to be made. This includes revisions to the layout of the primary streets, secondary streets and the busway. Segregated cycle paths are proposed along the primary roads and secondary type 1 roads at 2.3m wide on each side of the streets. The bus only road proposals also allow for a bi directional cycle path of 4.5 m width.
176. Together with the greenways, this gives a very good network of segregated cycle routes across Northstowe. On top of this will be quiet routes along secondary roads and tertiary roads where traffic flows will be lighter.
177. The provisions within Phase 1 are considered exemplar and this is carried forward into Phase 2. Segregated provisions are generally wider and the network more closely spaced, reflecting the busier nature of Phase 2.
178. Revisions to the Movement and Access Parameter Plan have been made to reflect the underlying work on the street layouts and cycle network.
179. The applicant has met with the cycle groups to discuss the proposals where the members expressed their appreciation of this work. Some issues remain, as one might expect, and the applicant will need to continue to work with County officers and the cycle groups on resolving these issues through the discharging of reserved matters. Overall the cycle network provisions within Northstowe are strongly supported by CCC officers.

Framework Travel Plans

180. The scale of proposed development triggers the need for Travel Plans for the residential, employment and school elements of Phase 2 development. The Travel Plans would set out the measures to be taken by the developer to encourage residents, employers and employees, and schools to encourage sustainable travel to and from their sites. Robust Travel Plans will be essential to reinforce Northstowe's credentials as a sustainable community.
181. Under the NPPF, all developments which generate significant amounts of movement should be required to provide a Travel Plan. A draft Framework Travel Plan has been submitted as part of the application, and includes measurable outputs and monitoring and enforcement arrangements. The measures set out in the travel plan address a number of the requirements of NAAP Policy NS/11. A Framework Travel Plan will be required as a condition to any approval.

A14 and Wider Transport Issues:

182. Highways England is the Government agency responsible for the management of the A14, as part of the strategic highway network.
183. Highways England has given full consideration to the information submitted by the applicant in the TA, and has responded that the Phase Two development is acceptable with the completion of the Huntingdon to Cambridge improvements along the A14.

Traffic Monitoring and Management Strategy

184. Significant concerns have been expressed by consultees, including the County Council, about the impact of development traffic upon the local road network. In terms of local impacts and how potential local increases in traffic flows might be mitigated, these include proposals for Willingham crossroads, potential traffic management on Ramper Road between Longstanton and Swavesey, and for Rampton Road between Willingham and Rampton.
185. Although Officers are satisfied that the model outputs give as best a knowledge of transport patterns associated with the development as is reasonably possible, including movements on the local networks, there may be some localised unforeseen changes in traffic flow.
186. In line with Phase 1, a Traffic Monitoring and Management Strategy will therefore need to be developed in partnership with the developer and the local community, with the monitoring work and potential management measures funded by the developer. This approach, which has been agreed in principle with the developer and will be secured through a S106 obligation, will enable funding to be targeted on the parts of the local network where there are other unforeseen impacts and where the local community collectively has the greatest concern. Monitoring will need to demonstrate that measures are required as a result of traffic originating from Phase Two, and will ensure the most effective use of available resources. Monitoring will commence prior to the start of construction works to ensure that a robust baseline for traffic flows is established, and will continue through the build out of Phase Two.

Construction Traffic

187. The preparation of a Construction Environment Management Plan (CEMP) will be required, containing details of the access arrangements for vehicles, plant and personnel including the location of construction traffic routes, details of their signing, monitoring and enhancement measures. Mitigation measures to minimise the impact on surrounding villages are also to be secured.
188. It is recognised that construction traffic is a temporary feature of a new development, and the trips generated will not have a permanent impact of the transport network. However, consultees have expressed strong concerns about the impact of construction traffic upon their local communities. Routing of construction traffic away from local communities will therefore be critical to a successful CEMP.
189. The CEMP will also need to take account of the movement of construction

workers to and from the site as well as heavy goods vehicles. A Travel Plan for construction workers, identifying measures such as the transporting of workers by minibus from remote bases will be required as part of the CEMP and will be exemplary in its use. The CEMP will be secured through a Planning Condition covering construction activity and the management of the construction process.

Flood Risk and Drainage

Surface Water Drainage

190. A flood risk assessment has been undertaken as part of the application and has informed the proposed development, thus satisfying the requirements of the NPPF. The assessment concludes that the proposals can be developed safely without exposing the new development or other areas to an unacceptable degree of flood risk. Indeed, the development will reduce flood risk and provide a benefit to the surrounding area, because of the on-site storage provided. The Drainage Strategy for Phase 2 allows the site to operate independently of Phase 1. This approach has been adopted to ensure that a resilient strategy is delivered and to aid delivery of Phase 2.
191. A comprehensive SuDS strategy is included as part of the proposals for both the main Phase 2 development area and the Southern Access Road (West), which combined with landscaping features, provide an enhanced environment without increasing the rate of surface water run-off from the developed site. These SuDS facilities will be provided for the whole development site and locally within each development parcel. The proposed main Phase 2 development will make use of open swales to convey water from the town to the Water Park to the east. The attenuation ponds will store water before being slowly released, and are able to attenuate for a 1 in 200 year event, plus the forecast effects of climate change. In addition to the rates of discharge, other SuDS methods (such as permeable paving, filter drains and green roofs) will help to improve the water quality of the surface water run-off before it exits the site.
192. This approach is in accordance with the requirements of NAAP Policy NS/21 and Development Control Policies DPD DP/1 and DP/3. The Southern Access Road (West) also incorporates SuDS that discharge surface water via roadside ditches and eight localised ponds where it will be stored and discharged at a controlled rate of 1 l/s/ha to the local award drains. The arrangement of the ponds is shown on Drawings P1100 to P1104.
193. The Surface Water Drainage proposal comprises a Sustainable Urban Drainage System (SUDS) that transfers all surface water runoff from hard surfaces to permeable areas and swales. These strategic swales will carry water through the site from west to east (following the re-profiled site area) culminating at the water park upon the eastern boundary that would hold and attenuate water. The water park will store water before being slowly released, and is able to attenuate for a 1 in 200 year event, plus the forecast effects of climate change.
194. The water park allows water to be released in a controlled manner which means that there will be no discharge from the water park while Cottenham Lode is in flood.

195. The Southern Access Road (West) incorporates SuDS that discharge surface water via roadside ditches and eight localised ponds where it will be stored and discharged at a controlled rate to the local award drains. The proposed storage is based on the 200 year rainfall event with an allowance of 30% for climate change which is in line with requirements for the main Phase 2 Development. In addition to the rates of discharge, other SuDS methods (such as permeable paving, filter drains and green roofs) will help to improve the water quality of the surface water run-off before it exits the site.
196. The proposals for the drainage of the Southern Access Road (west) indicated on drawing P1100 show a series of swales/drainage ditches and ponds that intercept and control the flow to 1 litre per second per hectare for all events up to a 1 in 200 year + 30% for climate change. This accords with the requirements of the IDB requirements in terms of flow rate and is less than the greenfield runoff rate. The proposals are therefore considered to be adequate, subject to further detailed design.
197. Opportunities have been taken to use the drainage strategy to create amenity, enhance biodiversity and contribute to a network of green and blue open space across the site. The proposals incorporate minimal land raise in order to maintain current drainage patterns and ensure that surrounding areas are not put at additional risk.
198. The Council's drainage consultant is content that the SUDs proposals, subject to detailed design, will not increase flood risk downstream. The proposals are still at quite a high level and the submission of further information at reserved matters stage should build on the strategy and provide information on how the features will be integrated into the landscape of the development, take advantage of infiltration where appropriate, provide source control and manage water quality. Adoption remains a concern but it is encouraging that Anglian Water is open to the possibility of adopting the strategic features as in Phase 1, as stated in the memo.
199. The Environment Agency (EA) and the Council's drainage consultant have confirmed that the information submitted is acceptable in principle subject to the provision of necessary conditions in order to secure suitable surface water drainage measures, including the operational management of the system.
200. The Area Action Plan includes provision for measures to mitigate existing flood risk to Oakington by providing balancing ponds, if practicable. The HCA has agreed to explore the feasibility of providing flood attenuation for Oakington through ponds on Dry Drayton Road. This is welcomed, as it was not included in the application. The feasibility work will be reported to the NJDCC in July 2015. While flood mitigation for Oakington is considered in the Area Action Plan there is no explicit indication of when exactly any works might be required. It is noted that the drainage proposals for Phase 2 will accommodate a 1 in 200 year storm event (+ 30% climate change). To summarise, the surface water drainage strategy for Northstowe, including the proposals within this application, is considered to be an exemplar aspect of the new town.

Foul Water Drainage

201. The foul water drainage strategy for Northstowe is part of a long term strategy, known as the Land Drainage Solution (LDS) that has previously been agreed with the Environment Agency and Anglian Water. This strategy included channel works to the Swavesey Drain and a replacement pump at Webb's Hole Sluice. The replacement pump is being delivered by Gallagher as part of the Northstowe Phase 1 S106 Agreement. Work has commenced and is due to be concluded by the end of 2015. These measures are intended to serve the whole of Northstowe. For the final aspect of the Drain an alternative solution has been developed, which will use amphibious vehicles. These were demonstrated on-site in March 2015
202. In order to demonstrate that the objectives of the LDS have been met through the works delivered and the maintenance approach, flood modelling has been undertaken. This has been compared with the baseline modelling agreed by the funding partners and Northstowe Technical Liaison Group when the scheme was being designed. An analysis of peak water levels in Mare Fen shows that levels will slightly decrease as a result of the channel works and increased pumping capacity at Webb's Hole Sluice. The scenarios included the whole of Northstowe, Cambourne 950 and an allowance for other future developments.
203. A planning condition is included, on the advice of the Environment Agency, that restricts occupation of Northstowe Phase 2 until such time that the Land Drainage Solution has been completed, thereby preventing any premature additional outfall from the Uttons Drove WwTW. For clarity, the Land Drainage Solution refers to a scheme which ensures no increase in flood risk and maintains a 1 in 10 year standard of protection. The Land Drainage Solution has been conditioned, and work on this matter is ongoing. An update will be provided to committee in July.

Environmental Impact Assessment

Introduction

204. The development proposal represents EIA development "major urban development project", under schedule 2 of EIA Regulations 2011. The application documents and Environmental Impact Assessment (EIA) with associated Environment Statement (ES) / Appendices contain the technical assessments to support the development proposal.
205. There are a number of topic areas in the ES which have been subject to Environmental Impact Assessment (EIA) assessment, which is a means of drawing together in a systematic way, an assessment of a project's likely significant environmental effects. This helps to ensure that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the Local Planning Authority before it makes its decision. The matters considered in the ES will be referred to under the relevant topic subheadings within this section of the report, together with any other considerations.
206. The Environmental Statement includes assessment of the following environmental matters:
- Air Quality
 - Noise and Vibration

- Transport and Access
- Socio-economics
- Archaeology and Cultural Heritage
- Ecology
- Geology, Hydrogeology and Soils
- Hydrology and Flooding
- Waste and
- Landscape and Visual effects including lighting.

207. The ES is required by Regulation 3(4) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and is considered to be acceptable in principle. However, given the level of detail provided at the outline planning stage the imposition of conditions and planning obligations will be necessary to ensure that the environmental effects of a proposed development and cumulative development are fully considered and mitigated where necessary for consideration at the more detailed design stages.

Cumulative Impact

208. The EIA Directive requires consideration of the direct impacts and of any indirect, secondary and cumulative effects of a project or in combination with other reasonably foreseeable projects. It also requires consideration of the interactions between the environmental effects listed.

209. The development proposal therefore needs to be assessed in conjunction with the endorsed Development Framework Document as a material planning consideration, which sets out the masterplan for the wider town with later phases of development representing cumulative development.

210. The Phase 2 EIA takes into consideration the impacts and mitigation associated with Phase 1 and the qualitative cumulative impacts of later phases of Northstowe. Future phase EIA's will follow the same approach cumulatively. The principle of benchmarking the impacts of earlier phases and taking these fully into consideration will be adopted for the preparation of environmental impact assessments for each future phase of development.

211. For clarity the EIA accompanying the planning application for phase 3 will undertake significant effects / impact assessments against three baselines. The first assessment would consider the effects of phase 3 alone, then against phase 1 and 2 and then against the 2011/12 baseline of no development at Northstowe having particular regard to the baselines reported in the phase 1 and 2 applications. This would enable a more accurate and robust understanding of the cumulative effects of the three phases. This would also allow robust and appropriate mitigation to be considered as necessary.

212. In summary the approach set out in paras 16.7 and 16.8 follows that for phase 1 and has been agreed with the applicant for this and future plans.

213. The amended parameter plans submitted as part of this application will not increase the amount of development at the site and will not have a detrimental impact on heritage or ecological assets. The amendments are

not considered to require an amendment to the Environmental Impact Assessment.

Environmental Health

Ordnance

214. The Northstowe development site has been subject to previous UXO detailed desk top surveys and electromagnetic geophysical (high performance magnetometer surveys) site surveys including those undertaken by Bactec (Bomb Disposal Specialists) and similar organisations such as the RAF, to identify any risk associated with any buried ordnance and munitions.
215. More recently, Zetica (engineering and environmental geophysics consultants - jointly appointed by Gallaghers and the HCA) comprehensively reviewed previous UXO studies and clearance history etc for the entire site. Zetica also produced a recent up-to-date UXO risk management and mitigation programme / plan which has been approved for Phase 1.
216. This approach is acknowledged in the chapter on Geology, Hydrogeology and Soils and the Design and Access Statement also confirms that previous UXO studies and further ongoing investigation (required as part of an UXO condition relating to Phase 1), will be reviewed on a regular basis and a UXO risk management and mitigation programme / plan will be implemented.
217. This approach is acceptable and a similarly worded UXO clearance/mitigation condition to that imposed on the Phase 1 outline permission is required making specific reference to the Northstowe town wide UXO risk management and mitigation programme / plan for unexploded ordnance (UXO) as detailed in the Zetica Site Safe report titled "*NORTHSTOWE PHASE, PLANNING CONDITION DISCHARGE, Unexploded Ordnance (Condition 10), Revision C, 12th November, 2014*", which is relevant to the site as a whole.

Air Quality

218. Assessments of air quality are concerned with the presence of airborne pollutants. Existing air quality data suggests that air quality is generally good and that concentrations are below the relevant legislative Air Quality Standards (AQS) objectives in the vicinity of the site. Potential local air quality effects associated with both the construction and operation phases as a result of transport / road vehicle exhaust emissions were assessed in accordance with the Environmental Protection UK guidance. In order to reduce or avoid effects associated with construction dust and emissions, Best Practical Means (BPM) would be adopted into a site wide Construction Environmental Management Plan CEMP. These measures include, amongst others, site management to minimise dust, monitoring, screening of dusty activities and dust suppression measures in accordance with industry standards and best practice guidance.
219. During construction, the proposed development is predicted to have a high risk of dust emissions from demolition, earthworks, and construction activities. Suitable mitigation measures would however control potential

dust soiling effects to an acceptable level. The assessment indicated, therefore, that the residual effects were predicted to be negligible and not significant. Construction vehicle emissions are not considered to be significant owing to a low average number of construction-phase movements. Concentrations of airborne pollutants were modelled to determine the air quality effects of the completed Northstowe Phase 2 development and were determined not to be significant in terms of both existing and future receptors such as residents of Northstowe.

220. The Council's Scientific Officer (Air Quality) has stated that adequate information has been provided by Arup to ensure that planning conditions and S106 obligations will provide satisfactory mitigation for existing and future residents. The S106 obligation will include a contribution towards the cost of air quality monitoring and the provision of land for monitoring equipment.

221. In conclusion, it is considered that with appropriate air quality conditions and a S106 obligation in place the proposed development would be unlikely to contribute to or would not result in an unacceptable risk to the health or quality of life from either operational or construction related air pollution.

Noise & Vibration

222. The noise and vibration assessment considers the suitability of the site for Northstowe Phase 2 and considers the likely construction and operational noise effects on the surrounding environment. Existing ambient noise levels were assessed by carrying out noise surveys at locations agreed with SCDC. These surveys indicated that generally the surrounding areas are quiet residential sites with low ambient noise levels, particularly at night. Near busier roads such as the B1050 and Dry Drayton Road the existing traffic noise levels are relatively high.

223. The assessment was carried out in accordance with recognised industry standards and best practice guidance. Anticipated changes in noise as a result of increased traffic associated with Northstowe Phase 2 were assessed using standard Highways Agency guidance. A CEMP would be put in place to manage construction related noise effects. Construction noise impacts can be mitigated by implementing measures such as acoustic screens or selecting quieter items of plant and using best practical means. Such mitigation measures would be used to minimise noise created by the development, and to reduce noise levels so that they were acceptable and not significantly adverse. Options for mitigating the predicted operational noise effects along Rampton Drift will be investigated further at detailed design stage. Where significant effects from road traffic noise are predicted at on-site houses and buildings, this would be mitigated to acceptable levels by incorporating acoustic mitigation measures in the design of houses and buildings. These measures would include the careful design and orientation of residential buildings and external amenity areas, internal room configuration and layout, the use of high acoustic performance specification glazing and possibly alternative forms of sound / noise attenuated ventilation. However, the exact location and details of these measures would be confirmed in detailed reserved matters applications to the Council and to be controlled by condition as necessary.

224. Construction noise and vibration effects would be for the duration of construction works only, and appropriate mitigation measures would reduce noise effects to acceptable levels and therefore no residual noise effects are expected from construction activities. Once constructed, the operational traffic is likely to result in negligible noise effects except at one monitoring location (Rampton Drift) where a significant noise effect is predicted as a result of large changes in traffic volumes. It is likely that the final design would include buildings between Rampton Drift and the CGB, which would act as a noise barrier and help to reduce noise effects.
225. During construction it has been estimated that 47,526 vehicle movements onto site (one way) would be needed during construction – this is equivalent to nine arrivals per day throughout the construction phase (or 18 two-way movements). This does not represent a significant effect. Consequently, the assessment focused on operational traffic effects. The assessment identified that, during operation there would be increases in traffic flow of more than 30% in an average hour or a peak hour on flows in four areas of the road network;
1. Ramper Road, just east of Swavesey during all periods;
 2. Ramper Road, west of Longstanton bypass in PM peak, 18 hour and daily periods;
 3. The local access road east of Bar Hill (part of the A14 improvement scheme); and;
 4. B1050 between the Bar Hill junction and the new Northstowe access roundabout during all periods. With the noise mitigation measures outlined above in place traffic and transport effects are assessed as unlikely to give rise to significant adverse noise effects.
226. Officers continue to have some concerns in respect of the Off-Site Operational Traffic Noise Impacts on existing local roads and off site noise sensitive receptors as a result of cumulative impacts with other Northstowe phases. This is reflected in the proposed planning conditions, which require on-site and offsite mitigation against construction and operational noise in the form of noise attenuation/insulation and funding will be secured within the S106 agreement to provide noise mitigation measures for any affected properties.

Waste

227. The development proposals outline the provision of a site waste management plan to be secured by way of condition to ensure suitable control of the forecast, extent and route of site construction waste and recycling. Operational waste will be provided by a serviced site and planning obligations toward the provision of a household waste recycling centre, local recycling bring sites and household waste and recycling receptacles. Residential units would incorporate sufficient internal waste and recycling storage, whereas non-residential waste would be provided for by shared or private waste storage and recycling areas. The waste collection solution for higher density areas is still under discussion and a safeguarding condition is recommended to address this.
228. As the waste strategy required will be directly related to and influenced by the final detailed design and layout, housing density / type and construction phasing details, a series of waste and recycling related conditions will be imposed to address and secure suitable waste and recycling management

requirements. S106 contributions in relation to waste and recycling provision are required.

Artificial Lighting

229. In terms of artificial lighting effects, with appropriate use of light during construction and careful detailed lighting design for each reserved matters application and mitigation as appropriate, significant effects resulting from lighting associated with the main development area are unlikely to arise. A moderate effect is considered likely in relation to the Southern Access Road (West), but this is deemed to be acceptable subject to the approval of a lighting scheme.
230. Artificial lighting impact has been satisfactorily assessed in terms of potential significant impacts and effects on humans such as residential receptors. The typical mitigation measures outlined / detailed in the ES that could be considered are in accordance with industry best practice and guidance.
231. However any artificial lighting that is to be installed will need to be approved at the detailed design stage. An artificial lighting impact assessment and scheme type condition is recommended to limit the impact of light pollution from artificial light on local amenity.

Odour

232. The impact of potential operational odour generation associated with any future non-residential uses such as the proposed employment areas, retail outlets / community uses, industrial, commercial or business premises is likely to be negligible if odour abatement mitigation measures and best practical means are implemented to minimise impact. It will therefore be necessary to adequately discharge and or abate odours and fumes to ensure odour nuisance is not caused and to protect the amenity of neighbouring premises. This will be secured by the imposition of an odour assessment / abatement condition on future reserved matters applications when planning class uses are confirmed and detailed design is available.

Contaminated Land

233. The potential for contaminated land has been assessed in accordance with industry standards and best practice guidance. The Northstowe – Geo-environmental Assessment and Outline Remedial Strategy Report, August 2014 prepared by Hyder for HCA is acceptable and additional contaminated land investigation / monitoring is recommended to characterise the site.
234. This will inform the consideration of contaminated land and ground water remediation options as appropriate as part of Detailed Remedial Strategy taking into account the different risk zones and proposed development areas and end uses. The Detailed Contaminated Land Remedial Strategy will require approval and this should be secured by the imposition of a contaminated land condition.

Housing

235. South Cambridgeshire District Council has worked very closely with the HCA to ensure that the housing offer for Northstowe will best meet the needs of a new and diverse community. As well as providing for a range of new housing for market sale, the Northstowe Housing Strategy acknowledges a role for self-build housing as well as consideration of the needs of older residents with an extra care scheme or similar facility. The strategy sets out strategic aims and aspirations for delivery of housing at Northstowe, with an implementation plan setting out how the strategy will be delivered. The aim is to ensure an appropriate and deliverable package with a range of housing which meets local housing needs, allows for innovative opportunities and facilitates pace of development.
236. There will be opportunities for the Council's market rented company, Ermine Street Housing, to invest in the provision of good quality rental homes in the new town. The HCA is keen to work with the Council to ensure that the quality standards of all new build houses meets the Council's own design guide rather than the national minimum standards.
237. A baseline of 20% affordable housing has been established with flexibility to increase this if there is a future uplift in the market or other delivery efficiencies are achieved. This sits between the levels of affordable housing achieved on Cambridge fringe growth sites and new settlements more distant from Cambridge city.
238. It is proposed that affordable housing will be 'pepper-potted' throughout the housing areas in small groups or clusters. The affordable housing will also be tenure blind (in that the affordable housing will be indistinguishable from the market housing). These approaches conform to the principle of affordable homes being built in conjunction with market units, thus facilitating a balanced community and applying lessons from Orchard Park.
239. Northstowe offers the potential for the Council to invest £25m in the town to secure the building of new council houses. This is an innovative way of working and will ensure that the Council remains at the heart of building the new community. This will be progressed outside of this planning application.
240. Housing is an area linked to the viability work and S106 negotiations; an agreed approach and associated conditions will be brought back to the NJDCC for consideration prior to the issue of any consent.

Sports and Open Space

241. The application for Phase 2 provides outdoor community sports areas to complete the Sports Hub (West) of Phase 1, and provides a second Sports Hub at the education campus on the eastern edge of the site. The co-location of community sports and education-linked sports provision is welcomed by both local authorities. The principle of dual use of these facilities has been agreed and is consistent with the strategy set out in the NAAP (para D10.8).
242. The community sports provision is in addition to that required for the secondary school. It has been confirmed that the secondary school will require 11 outdoor pitches, and these have been allowed for in the education area. Indoor facilities would be located at the Secondary School and built as a dual use complex shared with the school. These facilities

will include a sports hall which will be four courts to begin with. A plot will be allocated to ensure that the sports hall could eventually be upgraded to eight courts. Other facilities include a synthetic sand based pitch, fitness suite and studios and a multi-use games area (MUGA).

243. The HCA's proposals for community sports provision at the March NJDCC were:

- i. Two sports hubs with areas of 8.22ha (Hub East) + 2.44ha (Hub West) = 10.66ha.
- ii. On the eastern hub, they proposed to construct a 3G Synthetic Turf Pitch (STP) capable of hosting both football and rugby matches at senior level.
- iii. On the Secondary School site, the proposal at the March NJDCC was to construct a further STP (sand dressed technology), which will be available for community use in peak times, out of school hours, principally for hockey and football.
- iv. Within the requirements of BB98 (passim) regulations, it was also proposed at the March NJDCC to construct a 4 court formal floodlit MUGA on the Secondary School site which will be available for community use in peak times for tennis, netball and basketball.

Since March NJDCC significant improvements have been made to sports provision in the following ways:

- v. e) A sports strategy has been provided to give a full assessment of the formal indoor and outdoor sports facilities required to meet the needs of the new community. The sports strategy states that in addition to the facilities proposed at the March NJDCC a four court sports hall (with a plot/footprint allowing eventual expansion to eight courts) will be provided at the eastern sports hub. An initial building consisting of four courts is considered acceptable. The NAAP provides an indicative list of sports facilities to be explored for the whole of Northstowe and lists an eight court sports hall. Given that Phases 1 and 2 will make up half of Northstowe a four court sports hall meets the objectives of the NAAP. The four court sports hall will be built to ensure that the building can eventually be expanded to eight courts without requiring the closure of the original four court building.
- vi. f) The eastern sports hub has been increased in size to provide an additional 1.2 hectares of land for sports. This has been achieved by redistribution of the open space uses, but does not have an impact on the operation of the water-park.
- vii. g) An extension to the western sports hub has been provided, resulting in an additional area of 0.95 hectares. This area would be located to the east of Long Lane and given proximity to the lane would not permit any artificial lighting. The additional land would be for grass pitches to protect the character of Long Lane and to ensure that there was no reduction to the amount of green separation between Northstowe and Longstanton.

244. The proposed provision of outdoor sport space reported to the March 2015 NJDCC was 10.66 ha, which was below the policy requirement of 14.4 ha. The additional sports provision proposed since March NJDCC has resulted in a total supply of approximately 12.80 ha for outdoor sport.

Whilst the absolute amount of space for sport still falls short of the policy requirement of 14.4 ha, Sport England has confirmed that the current arrangement would provide sports facilities superior to the simple provision of 14.4 ha of grass pitches. Accordingly, in response to the amended parameter plans and the submission of the sports strategy, Sport England has removed its objection and has endorsed the current proposal. The full Sport England response is included in **Appendix S**. It is considered that the amendments to sport provision since March provide an appropriate balance between quantum of space and provision of all-weather pitches.

245. Financial contributions and land for sports is included in the s106 schedule appended to this report.
246. The Councils have proposed that the indoor community sports facilities would be provided as a 'dual use' facility at the proposed secondary school with detailed management arrangements required to be agreed at a later date. This approach is supported by the HCA. The costs over and above those required for the secondary school are included in the s106 items appended to this report. Dual use facilities work well across Greater Cambridge, for instance, at Impington Village College.
247. The application makes good provision for open space, without including Longstanton Conservation Area or the 'cut areas' of the waterpark that are shown as blue on the plans. The overall provision of open space has fallen since March NJDCC from 40.42 ha to approximately 38.29 ha but still significantly exceeds the policy requirement for 10.24 ha. The open space areas include greenways, green separation, and the water park (excluding water bodies). Additionally the town park will provide a further 1.2 ha of open space. The proposed distribution of land between open space and sports pitches has altered since the report presented to March 2015 NJDCC, but the overall proposed provision of land for these uses has remained the same.
248. The scheme is also considered acceptable with regard to access to green space. Natural England referred to their Access to Natural Green Space Standard (ANGSt) in their consultation response. In March 2010 Natural England provided guidance in a document called "Nature Nearby' Accessible Natural Greenspace Guidance'. The 2010 document is not adopted policy and is only advice but it does illustrate that Phase 2 meets all but one of the five categories. The scheme does not meet the requirement for one accessible 100 ha site within five kilometres of a home. The reason Phase 2 does not meet the 100 ha standard is because only a small part of the site is within 5 km of Fen Drayton (although a large proportion of the site would be within 6 km).

Sustainable Development

249. This section has been assessed against the relevant sections of the exemplar list within the DFD (**see appendix L**). The NAAP states that Northstowe will be developed "to a flexible design which will be energy efficient, and built to be an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change." The NAAP provides two options for this delivery:

- a. Provide “an increased level of sustainability across the development as a whole above current requirements to a material extent”, or;
- b. Build “a proportion of the development to advanced practice which fully addresses sustainability issues and minimises any environmental impact by pushing at the boundaries of the proven technology available at the time of the development”

250. Delivering option a) or b) above, would secure the role of Northstowe, as required by policy, as “an example of excellence in the creation of a sustainable settlement”. The endorsed Development Framework Document sets out the parameters for these approaches with the exemplar list of qualities to which the development of Northstowe should aspire.
251. The phase 1 drainage and cycling proposals are leading edge and reflect the highest of standards. Officers and the local cycling groups have worked with the applicants to achieve a high standard of provision for the first phase, and this approach has been extended through the Phase 2 application.
252. In order to provide an assessment of how the twenty exemplar qualities are reflected in the phase 2 proposals the HCA’s Atlas team that works on major site proposals undertook a detailed assessment in February 2015. **(refer to Appendix L)** This demonstrates that the proposals have scored well across most of the qualities. Only in the energy and domestic and non-domestic water-use areas did they achieve an average or policy compliance score. ATLAS recommended that the exemplar elements relating to energy be reviewed, and further it is recommended that this should be done periodically throughout the development as part of the S106 agreement.
- A summary of the HCA’s Atlas analysis of the submission against these standards is outlined below. The overall approach is considered exemplar in relation to:
 - The early provision of high achieving secondary education and community facilities.
 - Community access to enhanced sports provision
 - Overall approach to drainage and adaptation to climate change providing for 1 in 200 year event + 30% climate change, and including SUDs
 - Network of open spaces and corridors allowing for range of habitats (though this assessment was provided before the amendments to the open space parameter plan)
 - Waste management but there is a need to integrate re-cycling facilities at detailed stage and in the Design Code
 - Transport assessment and travel plan with opportunities for improved bus services (assuming these are properly funded through the section 106 Agreement)
 - The approach to broadband connectivity and SMART technology though appropriate mechanisms will need to be in place to ensure delivery.

- Economic Development Strategy setting out clear USP and enterprise role though a clear delivery mechanism is needed because its success is dependent on partnership
- The clear vision for a proposed community-based management and governance but there is a need to clarify details and delivery.

253. The assessment is less favourable in the following areas:

- The standards suggest a Code for Sustainable Homes target equivalent of no higher than CSH4 which would not be exemplar
- There is little focus on renewable energy solutions where feasible for example in the town centre/secondary school.
- The BREEAM 'very good' target is not exemplar and though the planning condition will require this standard, BREEAM Excellent will remain the exemplar aspiration.
- The water strategy for non-domestic buildings could be tightened with more specific proposals, and for domestic buildings could embrace more grey water and rainwater harvesting since the proposed 80litres/day is minimum
- There is little reference in the Construction Environmental Management Plan to apprenticeships, local recruitment and training opportunities though the Economic Development Strategy aims to "establish a compact between house builders in Northstowe and Smart/LIFE/BRE centre of excellence or other similar organisations to provide vocational training for young people"
- The housing strategy should be reviewed to reflect an innovative approach to architectural design and delivery of affordable and private rented homes.

254. With regard to environmental sustainability, the national context for the phase 2 proposals is the change to the Building Regulations that come into force in 2016; the local context is the emerging Local Plan policy CC/3 that concerns renewable and low carbon energy in new developments and the NAAP.

255. From 2016 all new homes will have to be zero carbon i.e. one where CO₂ emissions from the regulated heating uses of building fabric, heating and lighting are limited or mitigated. They can be mitigated in one or more of three ways:

256. Fabric energy efficiency standards (FEES)

- Using low and zero carbon technologies to limit on-site built emissions according to the size of the dwelling
- 'Allowable solutions' – to achieve full zero carbon it is necessary to offset 100% regulated emissions equivalent to CSH5 and therefore the gap will need to be bridged between this Zero Carbon and the carbon compliance levels in points i and ii above. The house builder can choose how to do this through their own or a

contracted third party's actions on- or off-site or to make a payment into a fund which invests in carbon abatement projects.

257. The above (i) and (ii) are known as 'carbon compliance' standards. If achieved, this will meet an on-site energy performance requirement equivalent to Code for Sustainable Homes (CSH) level 4 standards, a 40% improvement on the 2006 Building Regulations requirements.

258. The emerging local plan policy states that the new dwellings and non-residential buildings of 1,000m² or more will be required to reduce carbon emissions by a minimum of 10% over the Building regulations through on-site renewable technologies. This could be site-wide or integrated with new building though for new settlements site-wide renewables and low carbon energy solutions that maximise on-site generation will be sought, such as low carbon district heating systems.

259. The Energy Strategy is based on the assumption that Phase 2 will be built after the 2016 Building Regulations zero carbon standards. To achieve an exemplar quality development would mean building in excess of this. In relation to the FEES, the proposed U values and air tightness are slightly but not significantly higher. The Energy Strategy also identifies the use of solar photovoltaic (PV) panels as the most appropriate way to achieve carbon compliance with a recommendation that 26% of roof space would be devoted to PV. This approach is welcomed as it would contribute to the production of 13% of regulated energy demand being generated on site, which exceeds the DPD policy requirement of 10% regulated energy demand. The strategy recommend off-site allowable solutions as a last resort with favoured solution being the establishment of a town centre CHP or nearby solar and large-scale ground-based PV, and it is recommended that this is explored at reserved matter stages because it will help to achieve exemplar status.

260. The Water Strategy commits to the CSH4 level of 105 litres/person/day, whilst this is not considered to be exemplar, it is similar to that approved in phase 1 and on balance is accepted.

Summary

261. On balance it is considered that in this current submission is acceptable, subject to safeguarding conditions and periodic reviews captured in the S106 Agreement.

S106 Planning Obligations and Viability

262. Should the NJDCC resolve to grant outline planning permission, then a Section 106 Agreement will be required, setting out the obligations that the developer will be committed to provide in order to ensure that the community needs of the development are delivered.

263. A list of items for the s106 Agreement is listed in **Appendix N**. The County Council Economy and Environment Committee approved its requirements for the s106 Agreement at a meeting on 3 February 2015, in its role as statutory consultee. On 12 February, the SCDC Cabinet endorsed its requirements and recommended that particular consideration be given to the provision of Dry Drayton Road ponds in order to provide flood attenuation for Oakington. The list of requirements presented to Committee is greater in terms of quantum of items and cost than the lists presented to the CCC Committee and SCDC Cabinet. Detailed negotiations on the Section 106 Agreement have commenced. As negotiations continue, it is possible that the actual requirements will change or other means of providing or funding the requirements will be found. All phasing, trigger and levels of developer contributions are subject to the ongoing viability work and will culminate in a further report to NJDCC Committee, Cabinet and County Council E&E Committee in July.
264. The Local Authorities and applicant have appointed their respective viability cost consultants. The consultant for the Local Authorities also advised on the viability of the Northstowe Phase 1 application, and has advised on other strategic developments in the sub-region and elsewhere.
265. The following paragraphs outline the approach that the Local Authorities are taking towards place-making.

Education

266. The County Council's approach towards the provision of education at Northstowe applies lessons learnt from Cambourne by early provision of secondary education, and dual-use indoor and outdoor sports facilities.
267. Construction of the first phase of the secondary school will take place during the build-out of Northstowe Phase 1, and will provide four forms of entry to serve children from Longstanton and Northstowe Phase 1. The land for the secondary school is located within the area of the Phase 2 application, and the subject of a land transfer agreement with the County Council. Secondary education for Northstowe Phase 2 will be provided by the expansion of the secondary school to eight forms of entry.
268. Northstowe Phase 2 will have an education campus that will include all phases of education: Early Years, Primary, Secondary, Post-16 and Special Education Needs. These will be built out in a number of different phases to match the available capacity with demand from housing development. The education campus will include dual-use indoor sports facilities as well as outdoor pitches and sports areas for use by pupils and the wider community. The shared use design and layout will be considered carefully at future design stages. This approach is welcomed by the County Council, and supported by District Council officers as well as the Cambridge Meridian Academies Trust. The vision builds on the Cambridgeshire village college ethos that was first established in the 1930's, and has stood the test of time.
269. The site set aside in the Northstowe Phase 2 indicative masterplan is the site identified in the Northstowe DFD and Phase 1 S106 agreement. The amendments which have been made have been in consultation with the County Council and are supported. It is considered that the modified approach and flexibility within the site provides opportunity to generate

better linkages between the secondary school, Post-16 provision and the town centre than would have been possible previously. This will further support the development and delivery of the Northstowe Economic Development Strategy and may help create better links to community facilities. There will need to be clear road crossing points to allow for ease of access to both the primary and secondary schools, with priority given to pedestrians and cyclists.

270. The County Council had a significant objection to the Land-use Parameter Plan, which indicated that part of the eastern education site may be used for residential development. Following formal amendments the land allocated for education use has been increased to meet the council's minimum requirements and the objection is now withdrawn.

271. Northstowe Phase 2 will have two primary schools, the first with three forms of entry (FE), and one with two FE. The first primary school, which will be 3FE, will be constructed adjacent to the secondary school on the education campus. The second primary school will be located to the west of Rampton Drift. This primary school will be located centrally to the site where it is proposed to re-use the former officers mess building, with good access to the school from the surrounding road network. It is also set back from the primary road network, which allows for ease of movement to the school. Therefore the location is supported.

272. The application proposes re-use of the Officers' Mess building for the second primary school. Evidence was requested to support this approach and has now been received. This has given the County Council assurance that the site and partial use of the Officers' Mess can provide modern high quality education whilst retaining the heritage and character of the site. The reuse of this site for the second primary school is supported subject to appropriate funding and detailed site specific and technical surveys. As the school will be required later in the phase 2 implementation, the councils would support an interim community or business use of the site and buildings.

273. The schools are overlooked by residential development that is stated to be up to 3 storeys high in some locations. This is appropriate and should ensure that the school buildings are not unduly overlooked.

274. The details for the school sites will be brought forward as full planning applications, by the County Council and Cambridge Meridian Academies Trust for the secondary school, and the County Council with yet to be identified providers for the primary schools and special school.

Community

Economic Development and the Town Centre

275. The Area Action Plan highlights the ambition for Northstowe to support a mixed economy and provide a range of employment, in order to support the development of a socially inclusive community. Northstowe Phase 2 includes the majority of the town centre. The town centre should be built in phases, as the town develops and will require its own strategy. A town centre strategy was submitted with the application and a planning condition will ensure that this document is expanded upon to provide a more detailed town centre strategy as Phase 2 develops. The vision is that it will provide

a vibrant and dynamic centre for Northstowe as well as serving residents of neighbouring villages. It will provide most of the shops, services, leisure and community facilities expected for the new town, including: shops, restaurants, bars and pubs.

276. A town square and park is required to provide a vital and distinctive space in the town centre. They will be a high-quality space designed for everyone to enjoy. During negotiations, the HCA has agreed to increase the land provided for the town square and park from 0.45 to 1.2 ha. **Appendix M** includes comparative information on parks and squares in other towns.
277. There is a reciprocal relationship between the town centre, education campus and commercial business. For instance, businesses will want to move to Northstowe if there is a high quality sports, leisure and childcare offer; and shops, pubs and services will be more successful if their customer base includes locally-based employers. The education campus is well-connected to the Regional College and other tertiary education providers by the Guided Busway, and Northstowe offers significant opportunities for skills and training programmes.
278. The HCA commissioned an Economic Strategy on behalf of all partners during 2013. The Strategy identifies the inter-relationship between education, employment, the town centre and the creation of Northstowe as a great place to live, work and play. The Northstowe Joint Development Control Committee and Parish Forum were consulted during the development of the Economic Strategy, as well as the Local Enterprise Partnership (LEP) and local business forums. The Strategy has an action plan, and a steering group has been set up to take this area of work forward.
279. Northstowe Phase 2 provides 21,200 square metres of employment floor space for Use Class B1, comprising a mix of offices, workshops, research and development and light industry. The employment floor space will be located in the town centre area. The scale of development is in accordance with the site's allocation as a Strategic Employment Location. Consistent with the approach to higher density development in the town centre it is proposed that employment floor space be provided as a mix of dedicated employment buildings and as floor space above other commercial uses. This approach is considered to provide a mix of floor space that will be attractive to potential occupiers. The specific location and type of the employment floor space will be determined as part of subsequent reserved matters applications.
280. The Environmental Statement estimates that the proposed Phase 2 employment floor space has potential to generate 2,088 jobs. When combined with the wider provision of employment generating uses, it is estimated that a total of 2,248 gross jobs could be created by Phase 2. The London Stansted Cambridge Consortium has shown considerable appreciation of the economic potential of Northstowe, and is interested in working closely with the Northstowe Economic Development Group.

Community Services

281. A senior officer group has overseen the development of multi-agency proposals for public service provision in the new town. The senior officer group included directors from Cambridgeshire County Council and South

Cambridgeshire District Council and a representative of the National Health Service (NHS).

282. A multi-agency working group, led by the County Council, has reviewed and refreshed the substantial body of work that was conducted for the Northstowe 2007 Outline Application, in the context of today's policy and financial constraints. There has been input from the NHS, Emergency Services and voluntary sector.

283. This application includes the Town Centre which will be the main focus for community and social activities for Northstowe.

284. The facilities will include core services such as Health, Library and Children's Centres, as well as community space and offices for the town council. The requirement and financial contribution for these facilities is included in the list of s106 requirements, appended to this report, and will be covered in more detail in a future report expected to be presented to Committee in July 2015.

Burial Ground

285. The HCA committed to working with the District Council to explore the provision of land for a burial ground as was noted at the March NJDCC, and has since commissioned a ground conditions report. The NAAP does not require burial space for each specific phase of Northstowe but does require Northstowe to provide a full range of publicly provided services and facilities. Given the space constraints at Phase 2 the provision of a burial ground on the application site is not possible. The HCA has recently confirmed that it will deliver a burial ground on Phase 3 on land near to the Southern Access Road (West). A delivery plan will be presented before the July committee. The provision of burial space is not a policy requirement for Phase 2.

Conclusion

286. The report assesses the application in the light of national and local planning policies and consultation responses. Officers have been in close dialogue with the applicant in order to address the concerns which have arisen.

287. The proposed development is policy compliant and acceptable in principle; however, it is a question of whether members are satisfied that the parameters of the development are acceptable in the context of the exemplar objectives of the proposed development.

288. The amended parameter plans and accompanying sports strategy have achieved the objective of providing satisfactory sports provision since NJDCC in March.

289. The applicants have conducted a comprehensive Environmental Impact Analysis, which demonstrates that the proposed development will not cause significant harm, subject to appropriate mitigation.

290. Subject to the negotiation of the S106 and scheme viability and suitably

worded planning conditions, the development proposals are considered to represent an acceptable form of sustainable development that would facilitate the second phase of development thus enabling the delivery of the wider town. This delivery would encompass a phased approach, in parallel to major infrastructure improvement works to the A14.

291. At this time no adverse impacts of the resolution to approve this scheme are considered to be significant or demonstrable to outweigh the benefit that would result from such resolution.

Recommendation A

292. Resolution to approve the grant of outline planning permission for phase 2, subject to each of the following (including exchange of requisite documentation):

293. S106 items and triggers, which remain under negotiation;

294. Agreement as to the planning conditions, currently in draft form as set out in Appendix O.

Recommendation B

Southern Access Road (WEST)

Background

295. The NAAP recognises the need for new primary road accesses to Northstowe. The proposed Southern Access Road (West) will provide the highway link set out in NAAP Policy NS/10.3.a. The link road has been designed to directly tie into the proposals being brought forward by the Highways Agency for improvements to the A14.

296. Policy NS/10 of the NAAP states that adequate highway capacity will be required to serve all stages of development, which may include new roads into the southern end of Northstowe from Hattons Road and from Dry Drayton junction.

Proposal

297. Planning permission is sought for a dual carriageway; however, traffic modelling as detailed in the Transport Assessment has indicated that in early years there may only be a requirement for a single carriageway as the forecast flows are significantly lower than both the capacity of a dual and single carriageway road.

298. The main vehicular access to Northstowe Phase 2 - the Southern Access Road (West) - is proposed from Hatton's Road (B1050) / the A14 Huntingdon Road. The new route provides a direct, dedicated access to Northstowe and does not require traffic to pass through the villages of Longstanton or Oakington. There will also be access via Phase 1.

299. Access from the Southern Access Road (West) to Phase 2 is proposed as a single carriageway north/south through Phase 3. The existing perimeter

road within Northstowe will be utilised for construction traffic and emergency access (to ensure resilience if there is an incident on the main route). Longstanton Road will be closed to through traffic movements between Longstanton and Oakington (although these are prohibited currently it is still used by some through traffic movements) but retain walking, cycling, equestrian, bus (from Oakington) and emergency vehicle access.

300. Highways England is developing a revised junction at Bar Hill and Dry Drayton as part of the A14 improvement scheme. Highways England and Northstowe roads have been designed in parallel. The section of the B1050 from the Bar Hill junction to the new Northstowe access roundabout will be dual carriageway. The Southern Access Road (West) will link to the B1050 to the south west of Phase 2 (and future phases) via a proposed new access roundabout. The application is for a dual carriageway from the B1050 to the southern end of Phase 3 land.
301. The option for an interim solution of a single carriageway has been tabled with the County Council and the applicant would welcome the opportunity to further explore how this might be delivered, noting that the scheme has been designed to allow an interim road arrangement. The road will be provided as one of the early elements of Phase 2 and will be used as a construction access to Northstowe Phase 2. This approach is in accordance with NAAP Policy NS/24.2.
302. It is proposed that surface water will be discharged through roadside ditches to localised ponds where it will be stored and discharged at a controlled rate in order to avoid flooding.

Consultation response

303. As part of the public consultation in respect of the proposals, external access from the west (Bar Hill junction) and east (Dry Drayton junction) were consulted on. Since then, extensive transport modelling work has been completed by the HCA to assess the effect of Phase 2 and inform the Access and Travel Strategy for the development. This work has shown that provision of a second southern access link from the existing Dry Drayton junction into the southern end of Northstowe does not bring significant benefits for Phase 2, and in fact leads to additional traffic generation and mainly draws traffic from the western access and the A14 local access roads. For this reason, provision of this link is not included as part of Phase 2.

Assessment and summary

304. Analysis undertaken as part of design development has demonstrated that the Southern Access Road (West) could be provided as a single carriageway rather than a dual carriageway for Phase 2, as the forecast flows are significantly lower than both the capacity of a dual and single carriageway road.

Recommendation

305. Resolution to grant full planning permission for the construction of a highway link (southern access road west) between the proposed new town of Northstowe and B1050, improvements to the B1050 and associated

landscaping and drainage subject to agreement as to the planning conditions, currently in draft form as detailed in **Appendix O**.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007) and Northstowe Area Action Plan 2007.
- Submitted South Cambridgeshire Local Plan 2014
- Northstowe Development Framework Document.
- Planning File Ref: S/2011/14/O (These documents need to be available for public inspection.)

Documents referred to in the report including appendices on the website only and reports to previous meetings

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Appendices:

Appendix	Title
A	Planning Policy List
B	External Consultation Summary
C	Internal Consultation Response Summary
D1	Neighbour Representations Summary
D2	Neighbour Representations Rampton Drift Summary
E	Indicative Masterplan
F	Land Use Parameter Plan
G	Landscape and Open Space Parameter Plan
H (2 plans)	Movement and Access Parameter Plans
I	Building Heights Parameter Plan
J	Proposed Levels Parameter Plan
K	Density Parameter Plan
L	Exemplar Assessment
M	Town Square and Town Park Comparisons
N	S106 Heads of Terms
O	Draft Planning Conditions for Outline Application for Phase 2 and Southern Access Road (West)
P	Site plan
Q	Plan showing extent of green separation and buffers
R	Meeting summary of Northstowe Transport Working Group 11 March 2015
S	Response from second round of consultation May/June 2015

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Appendix A Planning Policy

The list below details all the planning policy documents and specific policies within them which are relevant to the assessment of the planning application submission:

National Planning Policy and Practice Guidance

National Planning Policy Framework, March 2012

On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a planning practice guidance (**PPG**) web-based resource. This was accompanied by a Written Ministerial Statement, which included a list of the previous planning practice guidance documents cancelled when this site was launched.

PPG will be updated as needed and this web-based resource follows the format recommended by the External Review of Planning Practice Guidance, which the Government previously consulted on.

DCLG will be actively managing the planning practice guidance, and any necessary updates will be made as soon as possible.

All guidance will also go through a regular review process to ensure it is relevant, usable and up-to-date. It is important to note that this does not mean that the practice guidance material will be changed continually, or that everything will be updated or amended every time it is reviewed.

Development Plan

Cambridgeshire County Council

Cambridgeshire and Peterborough Minerals and Waste Plan, July 2011

South Cambridgeshire Adopted Plans

Northstowe Area Action Plan DPD, July 2007:

NS/1 The Vision for Northstowe NS/2 Development Principles NS/3 The Site for Northstowe NS/4 Green Separation from Longstanton and Oakington NS/5 The Town Centre NS/6 Local Centres NS/7 Northstowe Housing NS/8 Northstowe Employment NS/9 Community Services, Facilities, Leisure, Arts and Culture NS/10 Road Infrastructure NS/11 Alternative Modes NS/12 Landscape Principles NS/13 Landscape Treatment of the Edges of Northstowe NS/14 Landscaping within Northstowe NS/15 Linking Northstowe to its Surroundings NS/16 Existing Biodiversity Features NS/17 New Biodiversity Features NS/18 Use of Existing Buildings NS/19 Public Open Space and Sports Provision NS/20 Countryside Recreation NS/21 Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal
NS/22 Telecommunications Infrastructure NS/23 An Exemplar in Sustainability NS/24 Construction Strategy NS/25 Strategic Landscaping NS/26 Making use of Existing Buildings / Resources on Site NS/27 Management of Services, Facilities, Landscape and Infrastructure NS/28 Timing / Order of Service Provision

Core Strategy Development Plan Document, 2007:

ST/2 Housing Provision ST/8 Employment Provision ST/9 Retail Hierarchy
ST/10 Phasing of Housing Land

Development Control Policies Development Plan Document, 2007:

DP/1 Sustainable Development DP/2 Design of New Development DP/3
Development Criteria

DP/4 Infrastructure and New Developments DP/6 Construction Methods HG/3 Affordable Housing ET/1 Limitations on the Occupancy of New Premises in South Cambridgeshire ET/2 Promotion of Clusters SF/6 Public Art and New Development SF/7 Underground Pipes, Wires, Fibres & Cables 60 SF/10 Outdoor Playspace, Informal Open Space, and New Developments 62 NE/1 Energy Efficiency NE/4 Landscape Character Areas NE/6 Biodiversity NE/8 Groundwater NE/9 Water and Drainage Infrastructure NE/10 Foul Drainage - Alternative Drainage Systems NE/11 Flood Risk NE/12 Water Conservation NE/13 Hazardous Installations NE/14 Lighting Proposals NE/15 Noise Pollution NE/16 Emissions NE/17 Protecting High Quality Agricultural Land CH/1 Historic Landscapes CH/2 Archaeological Sites CH/4 Listed Buildings CH/5 Conservation Areas TR/1 Planning for More Sustainable Travel TR/2 Car and Cycle Parking Standards TR/3 Mitigating Travel Impact TR/4 NonMotorised Modes

South Cambridgeshire Submission Local Plan March 2014

Decision makers may give weight to relevant policies in accordance with NPPF paragraph 216.

Other Guidance

Cambridgeshire Quality Charter for Growth The Manual for Streets 2, 2010

Supplementary Planning Documents

Cambridgeshire County Council:
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide, Supplementary Planning Document, 2010

South Cambridgeshire District Council:
Public Art, 2009
Trees & Development Sites, 2009
Affordable Housing, 2010
District Design Guide, 2010
Biodiversity, 2009
Landscape in New Developments, 2010
Open Space in New Developments, 2009
Listed Buildings: Works to or affecting the setting of, 2009
Development affecting Conservation Areas, 2009

Appendix B – External Consultations

Parish Councils

Cottenham Parish Council

Questions arising from Cottenham PC:

- What provision of recreation services supplementary to local services, could Cottenham benefit from?
- What provision of transport, commuter, and leisure routes for non-motorised users could Cottenham benefit from?
- Transport routes for motorised users - considerations:
 - Road access – no direct access from Oakington, or Longstanton, to Northstowe in Phase 2 re: the development framework document.
 - Mitigation of traffic impacts – Section 106 traffic monitoring.
- Haulage routes - potential concerns:
 - **Reiterate the need for adherence to agreed preferred haulage routes** guidance.
- Drainage - potential concerns:
 - **Flood mitigation** – Cottenham Lode is in Flood Zone 3.
 - **Potential concerns** – delivery of the attenuation pond timing, sufficient water holding capacity, telemetry failure events.
 - Current flooding locations according to the Flooding Memories study.
 - Leisure and wildlife amenity of lakes and swales – a positive opportunity.
- A14 considerations and impacts potentially, alongside the Northstowe Phase 2 Development: haulage routes and traffic capacity on local roads. Concerns..?

Recommendations from Cottenham PC:

Transport:

- Stress the importance of construction traffic keeping to route agreements during the extended construction phase
- Stress the importance to local communities on a firm decision being made regarding the closure and maintenance status of Longstanton Road, the old airfield road
 - Suggestion has been made that a raising bollard might be an option
 - **If the road is to be used, it may impact on traffic volumes through Oakington, and potentially through Cottenham.**
 - **And the current road surface has been deemed unsuitable for that level of traffic;**
- Stress the importance of the Northstowe permanent and temporary monitoring traffic data recording sites, in particular to evaluate impacts on local traffic

- Stress the health and economic benefits of cycle access to Northstowe by a safe route, to encourage commuters, youth, horse riders, and local walking groups
 - support for cycle infrastructure improvements from King Street to the guided busway, and then beyond and across the CGB 'raised' horse crossing to Rampton Drift.

Drainage:

- Stress the importance of early delivery of the attenuation ponds, and flood mitigation measures:
 - The importance that the maintenance and condition of the raised banks of the Cottenham Lode are inspected regularly during the construction phase for Northstowe, and any unexpected flood events resolved and mitigated.
- The attenuation ponds, water parks, and incorporated SUDS features are seen as positive flood mitigation measures, and the earliest feasible delivery is supported.
- Greater detail to be included in relation to flood risk specific to Cottenham and the Cottenham Lode.
- Uncontrolled Flow in the higher catchment at Bar Hill, Oakington, Girton and Histon all of which will be taking increased development with rapid run off in varying degrees.
- Secondary flow from Northstowe via Reynolds Brook entering the Lode via a gravity control flap in the Rampton side Lode bank. Whilst the Old West IDB will negotiate payment for pumping excess water when Lode levels are high the PC should seek assurance that Old West IDB has the pumping capacity to deal with flooding in the interim period until Reynolds Brook is?or may be ? superseded as a surface water drain in Northstowe Phase 3. In short, based upon the flooding in 2001 / 2003 when properties in Rampton were flooded any failures in this system could threaten Cottenham.
- To this the controlled main discharge from the Northstowe reservoirs is added directly to Beck Brook. Highlight potential telemetry failure which could lead to overtopping of the Lode bank at Rampton. Cottenham Lode discharge to the Old West is NOT CONTROLLED. Any failure of high level flood banking or of either of the two under lode low level culverts at Broad Lane and Smithy Fen will threaten Cottenham residents. If the containment at Northstowe has water above the surrounding land then it will come under the Reservoirs Act
- Should ask for robust downstream Flood Risk Assessments including Breach Modelling and guarantees that any required betterment downstream in the IDB catchment and EA main river is adequately funded by S106 payments.
- The drainage issues are in hand, as long as the telemetry works and the maintenance after the system is delivered is appropriate. The maintenance needs to cover outside of the immediate area such as maintenance of the flood defence 'levees' along Cottenham Lode. There should be a process, and accountability for remediation and error checking

Histon and Impington Parish Council

Objections fall under three headings;

Retail:

- The scheme does not allow for major changes in consumer behaviour that are happening.

- The scale of provision is significantly higher than required by the development itself and will therefore put the viability of other centres at risk.
- Large amounts of free parking will attract shoppers from a wide area.

Affordable Housing:

- 20% affordable housing is too low, it should be 40%. Low levels of affordable housing will affect the ability of new low paid workers to live in the area and will harm businesses.

Transport & Traffic:

- The airfield road must be physically closed and as soon as possible.
- The overall traffic plan is unacceptable because no information has been given on queue lengths at junctions in Histon & Impington that would permit a validity test of the model; no consideration has been made with regard to the impact of excessive queue lengths at the Histon & Impington junctions; the modelling basis makes a false assumption (ie that the total number of jobs in South Cambridgeshire is fixed) and therefore is likely to be an underestimate.

Longstanton Parish Council

- The bridleway crossing the Guided Bus from Rampton Road is dangerous. This needs investigating.
- The town centre needs to be in place at the beginning of the development to eliminate the first several thousand homes being 'dormitory' residences.
- Town square is too small.
- Lack of green space in town centre. This space should not have sport provision.
- Lack of car parking consideration on the town centre. Nothing to show that adaption for growth has been considered e.g. car parks that can become multi-storey
- Car parking needs to be adequate at recreation grounds.
- No provision for burials.
- No provision for landmark buildings in the town centre.
- Commuters from Northstowe using the Southern Access Road will have trouble joining the B1050 as traffic flows from Willingham. Need clarification on how pedestrians and agriculture will share the bridge on Wilsons Road.
- No provision for care homes or lifetime homes. The 5% of shared housing seems to be of a better standard than the private housing.
- The conservation area that belongs to Longstanton should not be included in the plans and it distorts the amount of green space Northstowe actually has.
- Very few green spaces in Northstowe.
- Unacceptable for cars and buses to share busway.
- Should be minimum of 2.5 car parking spaces per house. National average for car ownership is 2 cars per household with 16% having 3 cars. This area has a higher than average car per home average with over 35.4% of homes having 2 or more cars (2011 Census – ONS).
- Any turbines should be located to the NE of Northstowe
- Maximum number of roofs should face south to support solar panels.
- Environmental standards should exceed the minimum standard.
- Established trees, especially around Rampton Drift should be maintained.

- Increasing building heights in town centre should be explored to reduce density around the outskirts of the town.
- Buildings adjacent Rampton Drift should not exceed 2 storeys in height.
- Minimum room sizes condition required. Reject the under occupancy argument.
- No provision for a hotel.
- Clarification is needed in respect to access to Longstanton throughout the construction process and the routes for Rampton Drift.
- Rampton Drift sewers to be connected to the Northstowe sewer network.
- Confirmation that Rampton Drift will have street lighting once classified as a road.
- Residents need to have assurance that flooding protection has been considered for Rampton Drift.
- Consideration needs to be given for the effect the construction. Need to consider working out from Rampton Drift.
- The green spaces of Rampton Drift need to be maintained by Northstowe.
- As with Northstowe, Rampton Drift needs to have fibre broadband installed.
- Plans of the town centre need to be more detailed in order that the residents of Rampton Drift will have some idea of its impact.
- Need better consultation on the requirements of the town centre and what should be included.
- Supermarkets should be towards the outskirts of the town to minimise traffic in the town centre.
- Clarification of the scheme to bring homes in Rampton Drift up to the environmental standards expected in Northstowe.
- There is a clear lack of green space and separation around Rampton Drift.
- The currently unadopted road in Rampton Drift needs to become adopted and maintained along with the others.
- What is being put in place to help reduce the impact construction will have on Rampton Drift residents?

Longstanton Parish Council 2nd Response:

- A community space is needed where people can meet, facilities for older children, teenagers young adults.
- Money should be made available for Longstanton to provide its duty of care to its new residents.

Oakington & Westwick Parish Council

Comments fall under numerous headings:

Transport:

- Of the three scenarios for Phase 2, the 'Do something 1' scenario is preferred.
- Support the closure of the Airfield Road to normal vehicular traffic. Needs to be strict control with a physical barrier.
- Should be an allowance of two parking spaces per property to follow the Local Plan recommendation and to minimise the wide scale erratic and dangerous parking prevalent at Orchard Park.

- The description of amenities and facilities in Oakington is incorrect. There is a village store and sub-post office, and there is no Crossways Hairdressers, and there is a public house.
- Description of the Citi 6 bus schedule is incorrect, it runs weekdays from 0700 to about 1830, not 2300. The Citi 5 hourly evening service diverts through the western end of Oakington between 1900 and 2300.
- The traffic model appears to be deficient. There are obvious discrepancies (for example the assertion that closure of the Airfield Road in DS1 will increase traffic at the Longstanton Road/Dry Drayton Road junction in Oakington).

Flooding & Drainage:

- The additional attenuation ponds each side of Dry Drayton Road should be implemented as part of the phase 2 design, and not delayed until phase 3.
- The two 2014 flood events in Oakington and Westwick need to be further considered when determining the drainage strategy for Northstowe. Any development causing water back up or reduced flow in the Beck Brook downstream from Westwick needs to be avoided.
- The failsafe position should be no discharge from Northstowe attenuation ponds into Beck Brook.

Framework Travel Plan:

- The same mistakes in Oakington retail outlets and bus service times exist here as commented in the transport section.
- Do not believe a target of 0% bus use within Northstowe by 2031 is sensible if the bus services are properly deployed.
- We have long pressed for a vehicle turning point at the Oakington Station Road/CGB junction. If designed correctly to allow for Citi 6 buses and other vehicles to turn it might receive our support.

Construction:

- Concerns that work on the Southern Access Road (West) and particularly the roundabout near Longstanton Road will be disruptive for residents nearby.
- The area of the Southern Access Road (West) and particularly the roundabout near Longstanton Road are in the one area of Phase 2 that drains towards Oakington. Provision of adequate drainage and water attenuation should be a condition.

Waste:

- The UWS (Underground Waste System) should be used.

Health:

- Provision of counselling support for residents during the construction and early occupation phases needs to be robust, pro-active and capable of expansion until the town matures.

Utilities:

- There appear to be requirements for major expansion of utilities. The parish requests that disruption should be minimised with local roads not closed during such works.

Environment:

- Suitable measures should be put in place to prevent rat-running through local villages, and particularly across the Airfield Road, when works to the B1050 occur.
- The Southern Access Road (West) should be built as a dual carriage way initially, rather than built single and widened later as it will reduce costs and would be less disruptive.
- The potential noise and negative visual impact from the Southern Access Road (West) should be reduced by suitable tree and hedgerow planting.
- It is stated that for a number of local roads in the nearby villages that 'this route already experiences high traffic volumes and some HGV traffic and as

such users of this route would be used to these traffic flows.’ The parish does not believe that this constitutes justification for planning to maintain or increase such traffic levels.

Rampton Parish Council

- Design and Access Statement:
Concern was expressed about the inadequacy of 1.5 car spaces per residential unit, particularly where housing density will be highest.
- Environmental Statement:
There were no immediately contentious items. In common with other similar documents and statements it was suggested that all parties – planners, developers and builders agree to some items being auditable so the approved planning documents have a degree of mandatory compliance for ‘desirable common sense’ items.
- Arboricultural reports:
The reports were considered thorough with as many trees as practicable being retained.
- Construction Environmental Management Plan
In the dust and inspection proposals there is no mention of the busway and cycle route requiring special consideration. The dust management plan should limit dust generation during commuting hours (or provide adequate dust suppression spraying). Other items mentioned were the lack of inclusion of amphibians and reptiles in section 6.4 which only specifically mentioned mammals and birds, and the apparent lack of consultation with neighbouring villages when unexploded ordnance is being detonated on site.
- Economic Development Strategy
The Parish Council feel there should be more consultation with local businesses. The “forum” process that is linked with Northstowe development should also involve local businesses.
- Energy Strategy
The issue of wind power (16 medium or 5 large turbines) must be resolved *before* the main development starts..
The assertion in the Energy review that Heat Pumps are a ‘rejected’ option seems flawed. It is accepted that air sourced heat pumps can be noisy and increase possible neighbour conflicts, but ground sourced heat pumps (GSHP) must be considered as usable.
The assumptions about the area of roof top solar PV assumes the same (26%) area usage on both residential and commercial property. As much of the commercial property could have flat roof area the percentage value should be higher.
- Flood Risk Assessment and Drainage Strategy.
The final proposals presented should contain descriptions of an auditable drainage system maintenance programme both in and downstream from Northstowe.
- Framework Travel Plan / Transport Assessment.
The Parish Council wish to see an upgrade to commuter cycleway standards for the whole Cottenham/Rampton/Northstowe route.
The Busway crossing point into Northstowe at the end of Reynolds Drove should be flattened and be given a request bus stop similar to the one at Fenstanton Lakes.
The flattening of the crossing should also include the provision of access restrictors for anything other than cycles.
Cycle rack stations should be equipped with suitable charging points.
The assumptions about travel options seem to imply a reduction in the number of cycle journeys.

- Health Impact Assessment
The Parish Council fully support the early provision of a Community Development worker
- Stakeholder and Community Engagement
There is no mention of security or policing. Good open views and the absence of concealed areas that encourage loitering and/or crime must be built into the design fabric. The recent request that the floor areas of houses be allowed to drop below the recommended guidelines suggest an element of 'building on the cheap'. All houses should be built with adequate security measures as standard.
- Sustainability Statement
It is important that some (not all!) of the sustainability aspirations (and others) are made auditable, and marked as such in the final proposals.
- Town Centre Strategy (incl retail assessment)
The proposals are interesting, but rely heavily on the developments ability to attract suitable businesses.
- Utilities report
Would like to see the main electricity supplies going into the development underground rather than on pylons/post.
- Waste Strategy
Cost cutting may result in the higher density areas of the town having refuse bins as permanent pavement litter.

Swavesey Parish Council

- Future maintenance of attenuation ponds and swales:
The Council expressed its concerns over proposals for Anglian Water to maintain these ponds and swales. A question was also raised as to how funds for the maintenance in the future are to be raised.
- Southern access road, from Hattons Rd B1050 into Northstowe. Surface water run-off from this road would be managed at a 1:100 year event flood risk.
The Council is concerned that this is not a high enough capacity. Concern was also raised that the water flow west, from the new road, would flow into existing drainage ditches alongside the existing Longstanton Bypass and onwards in to the Swavesey catchment at a much faster rate. How is this flow to be managed to ensure it does not cause additional problems through the Swavesey catchment?
- Ramper Road. Ramper Road has always suffered from rat-running to avoid the A14. Ramper Road is only just wide enough for two-way traffic and not in a condition to take an increase in traffic use. Could measures be considered to ensure that Ramper Road and roads through Swavesey and Over and not adversely affected by Northstowe development?

Swavesey Parish Council 2nd Response:

- Between 12-19th January 2015, a Police traffic monitor was installed on Ramper Road, in the residential section in Swavesey:

Ramper Rd from 12th January – 19th January

- Total number of vehicles passing through the check (East & West)
8,541
- Vehicles detected at 30-39 MPH 3,052

- Vehicles detected at 40-49 MPH 119
 - Vehicles detected at 50-59 MPH 1
 - Fastest speed 58 MPH
 - Goods vehicles detected 427 none over ACPO
 - Vehicles exceeding ACPO limit for prosecution (limit+10%+2mph) 36
mph 3,001
 - Ratio of speeding vehicles over ACPO limit 35.13%
- Also, in December there were a number of accidents around the Utton's Drove junction, where there is a sharp bend.
 - The Council is very concerned that the Northstowe development will have a serious impact on Ramper Road and the level of traffic it takes.

Willingham Parish Council

- - Recommend refusal because of increased use of B1050. Regulating the traffic lights at the Over Road/Berrycrofts/High Street/Station Road crossroads is too simplistic.

Statutory and Other Consultations

Anglian Water

- A high level option has been identified to connect the proposed development site to the Water Recycling Centre at Uttons Drove via a to-be-constructed pumping station and rising main. This can be delivered under section 98 of the Water Industry Act. To ensure that the detail for this option can be defined and implemented Anglian Water request that an appropriate condition is imposed on the planning permission. The wording of the condition should ensure that the development is not commenced until a strategy is submitted and agreed, and that there is no occupation until the strategy has been implemented.

Water Recycling Centre

- The receiving Water Recycling Centre has capacity to treat the phase two proposal for 3,500 dwellings and associated uses. This capacity is dependent on necessary discharge consents to accommodate additional flow being permitted.

Surface Water Network

- Anglian Water have held discussions with the applicant and their developers on the adoption of surface water SUDS infrastructure. There is not yet a formal agreement in place.
- Anglian Water request that an appropriately worded condition is imposed to ensure that the development is not commenced until a strategy is submitted and agreed, and that there is no occupation until the strategy has been implemented.

Cambridge Cycling Campaign

- Object because the scheme does not meet the requirements of the Department for Transport:
1. *Permeability of Private Motor-Vehicles*
 - The grid layout with has no restraint on permeability of motor-vehicles. The proposal encourages car traffic to rat-run through residential secondary streets.
 2. *Insufficient Width of Cycle Routes*
 - Primary Streets
 - The cycle routes are of insufficient width. The cycle lanes on primary routes will narrow from 2.1m on phase 1 to 2m in Phase 2. The effective width of the cycle track is reduced in reality by 0.5m because people would not be able to cycle next to the water feature. A cycle lane needs to be 2.5m without any obstructions within 0.5m of this space. The space allocated to the primary streets is sufficiently wide enough to accommodate such widths of cycle lanes and all other features required except the water features.
 - The transport assessment states that the primary roads will be 7.3m in width but the design and access statement suggests 6.1m.
 - Secondary Streets
 - Some secondary streets have been shown as having bicycle routes. In contravention of Department for Transport guidance these are shown as single bi-directional lane.
 - It is questioned where the car parking would be provided on secondary streets.
 - A cycle lane that has an effective width of just 0.5m, and in the 'dooring zone' of the parked cars cannot be considered acceptable.
 - Tertiary Streets
 - There are concerns that on-street parking which is not shown will eat into the pedestrian space. If 3m of space is provided for pedestrian movements then this should not be reduced to less than 1m by anti-social parking. More detail is needed as to how anti-social parking of private cars will be managed and controlled.
 - Busways
 - There is insufficient detail of the bus stops and how they would be designed, both in terms of pedestrians crossing the cycleway and in terms of the provision of cycle parking at these stops.
 - Greenways
 - It is not understood how the DfT's guidance for the minimum width of 3m for a bi-directional cycle track that are non shared with pedestrians has become a 2m wide shared use space for people cycling and people walking. There should be a minimum of 3m of cycle track and 2m of pedestrian footpath that are segregated both in space and in levels and surface materials.
 3. *Lack of Connectivity with Wider Region*
 - The proposed plans for linking the development to the outside world are lacking in clarity.

- There is concern that bicycle routes are categorised into three different types: commuter routes; leisure routes and quiet roads. It isn't understood why there is the need for such classification as everyone should be encouraged to cycle. There is no traffic assessment of the roads or streets within or outside of Northstowe that would support such a classification. It is recommended that such an assessment is performed to replace the arbitrary classification that has been used.

4. Too many conflicts between people walking and people cycling

- There are many places where it is assumed that those not in cars can successfully share the same space.
- Within the town centre there appears to be no bicycle infrastructure at all. All access to the town centre appears to be using secondary streets of unknown design and therefore it is assumed that there would be no bicycle infrastructure.

5. Very low cycle parking provision

Residential

- Whilst the plans suggest that 1.5 car parking spaces will be provided per dwelling, there is no equivalent statement for bicycle parking spaces. The only statement given is that there will be a 'minimum 1 secure space to be provided, within the curtilage where possible.' Clarification is needed on this point.
- The 3,500 houses will provide 4,420 secure car parking spaces and 857 unallocated car parking spaces, there is no similar breakdown for secure bicycle parking and on-street bicycle parking.
- The standard cycle parking provision, according to the developer is one space per residence. If each bedroom of a five bedroom house had one person in then this would allow each person in that house to have one fifth of a bicycle.
- Assuming one person per bedroom, secure bicycle parking provision should be over 10,000 and not the 5,867 proposed. On the assumption that a couple will live in a master bedroom this number would need to be closer to 13,000.

On Street Cycle Parking

- The provision of bicycle parking on all streets with the same absolute number of spaces as car parking must be provided within this planning application.
- Officer Response:
- This has been raised with the applicant and a response is awaited.

Education

- The ambition of 30% of primary school and 60% of secondary school children cycling to school is exceptionally low. Space for secure cycle parking for students should be provided on a one per student basis.
- There is no secure cycle parking for teachers or other staff at schools.

Town Centre

- The town centre is said to provide 57,500 m² of retail space. Give that cycle parking would be provided at one secure space for each 25m² this equates to 2,300 bicycle parking spaces. Such a large number of spaces would require more than just on-street bicycle parking. Structures similar to the Cambridge railway multi-storey cycle parking structure should be used. The developer is

only proposing one space for each 50m² of retail space which is against policy.

Other facilities

- Many facilities are being planned within the development and many don't mention secure bicycle parking eg) the sports hub and water park. Additional text is required to describe the level of secure provision.

Car Clubs / Car Sharing Schemes

- There is no mention of car clubs or car sharing schemes.

Policy TI/3 Parking Provision

- Conditions should be placed on the development eg) buildings cannot be occupied until the levels of secure cycle parking have been proven to have been provided, both on-street and within the curtilage of the buildings, and that no town centre buildings can be occupied until secure parking is provided and can be used that meets the requirements of the local policies.

6. Excessively high design speeds for roads

- The design speed for the primary roads is stated to be 30 mph which is too high for a primarily residential development with housing on both sides of the street. Such a scenario will encourage people to drive instead of walk/cycle to their destination. The primary roads should have a design speed of 20 mph.
- The secondary streets should provide only 5.5m of space for motor vehicles and should have a design speed of 20mph.

7. Unsafe designs for the access road

- There are concerns about the design of the southern access road. These concerns are around the route into the developments, and the junctions with the Airport Road, Wilson's Road, the B1050 and the Phase 1 Cycleway.

Route into the development

- The volume of traffic on the secondary road out of Northstowe will be such that bicycle traffic will be intimidated and significantly delayed. The delays to the bus traffic may have a highly detrimental effect on the use of the bus. It is requested that the eastern primary road in this area is routed either out via Phase 1 only or via the line for the eastern primary road set out for Phase 3.
- There are concerns that the western primary road will dump all its traffic on the secondary road. It is requested that the western primary road is fully built at this time and that the secondary road is used as the haul road.
- There are concerns about how the bicycle traffic would be routed through this junction in the future. Large roundabouts, as proposed here should not be expecting bicycle traffic to join the main flow of motor vehicle traffic to negotiate the junction. A long term solution is that this roundabout is built slightly higher than ground level such that a bicycle underpass can be built.

Airport Road Junction

- The main southern access road appears to be four lanes wide at its junction with the existing Airport Road. It is unacceptable that a major bicycle route should be given only a Pegasus crossing and not a toucan crossing or similar. It is not understood how somebody on a bicycle travelling north would be able to cross over this road.

- There are concerns that the 'bus only access' ramps from the access road will be illegally used by ordinary motor vehicles.
- Given that the transport assessment does not propose any buses travelling along this road, it is questioned why such a junction is needed in the first place. It is therefore requested that this junction is removed.
- Given that the access road will have significant flows of traffic there are concerns that any signalised crossing at this point will prioritise the movement of motorised vehicles over sustainable modes of transport. It is requested that this junction is converted into a grade separated junction that allows bicycle and equestrian traffic through at ground level and that the road goes up and over the cycle route 24 without disruption.

Wilson's Road Junction

- The provision of a 'straighter' Wilson's Road is welcomed. If this route is considered as a serious cycle route then it must be properly surfaced. Details are requested of the design of Wilson's Road as a cross-section.

B1050 Junction

- On the assumption that the junction would not be signalised the cycleway should cross at ninety degrees to the flow of traffic without any sharp corners just before or just after.
- The bicycle crossing of the side of the road is too close to the junction. Therefore the bicycle crossing point should be moved back far enough that all vehicles will be able to stop in the distance between the roundabout and that crossing point. The bicycle crossing point should have a central refuge area that allows for the queuing of bicycle traffic waiting to cross the other lane. This should be a minimum of 2.5m long and 4m wide and protected with kerbs.

Phase 1 Cycleway Junction

- The drawings that show the B1050 junction with the southern access road do not show any details about the Phase 1 cycleway along the B1050. It has been mentioned that this route is being provided, yet according to the proposed planning application, this cycleway will be removed from the junction and terminated at communications town.
- On the assumption that this cycleway will be drawn onto the diagram when plans are amended it would have to be questioned how this cycleway will be able to access the proposed 4m wide cycleway being provided by the A14 improvements. Any proposed solution should either be completely signalised or grade separated.

Access to New Close Farm, Business Park

- It is requested that provision is made for non-motorised users to access New Close Farm Business Park.

8. Additional Considerations

- During all stages of this development temporary road closures should privilege pedestrians and cyclists over motor vehicles. Cyclists should never be required to dismount at an obstruction.

Cambridgeshire Ecumenical Council (CEC)

- The CEC is interested in the possibility of shared space.

- There are usually no major obstacles in the way of sharing more widely with other Christian groupings.
- A church-managed community centre would be a possibility. Such land could be offered at market value with a bidding process. If this were to become a more definite suggestion there would be an interest in pursuing it.
- The other major faith groups (those who are involved with the Faith Reference Group for NW Cambridge) have been informed about the proposal for Northstowe. Responses have been received from three of them (Ba'h'ai, Buddhism and Judaism) who have all expressed some interest but have made no specific suggestions.
- Sharing buildings presents major difficulties for some faith groups and that overcoming some of these difficulties.

Cambridge Meridian Education Trust (CMET)

- Proposed area set aside for the schools is inadequate
- Schools should share facilities for economies of scale
- The adjacent sports hub should share facilities with the school.
- A S106 agreement is needed to establish facilities including a subsidy to ensure sustainability for the community sports provision in the early years of establishing the new community.
- There is a Lack of consistency between documents as to what facilities will be provided where.
- Schools should not be constrained to two-storeys.
- The sports fields may be prone to flooding.
- The secondary school should be an exemplar building that lends itself to teaching about the latest sustainable technologies (this should be in the S106).
- Clarity is needed on which facilities could be co-located with the school eg what will the leisure (10,000m²), health, community, fitness centre (6000m²) and youth facilities (2000m²) be?
- Where will indoor sports be located (ie swimming pool, 8 court sports hall, fitness suite, squash courts and indoor bowls)? Can they be co-located with the secondary school?
- Where will cultural facilities for the education uses that the planning statement refers to be located? Would like funding for a 400 seat theatre venue with high-quality projection facilities, gig venue, art gallery, and dance studio in the S106 agreement. Subsidy to ensure the sustainability of this provision should be included in the S106 agreement alongside a commitment to fund and Arts and Community Development Manager.
- Proposed parking for the schools is inadequate. Parking provision should not encroach on the 12Ha allocated to the secondary school.
- The drop-off / pick up zones should be separate from the parking area.
- Require guaranteed access for primary and secondary curriculum to education zone at the water park.
- NEAP on edge of schools site should be explored about how to integrate it with the sports hub.
- The developer should commit to offering apprenticeships in all areas of the build as part of the S106 including a post for the management of this.
- The developer should offer guaranteed job interviews to local unemployed people.
- The schools area should be included in the public art strategy and there should be S106 funding for the project management of this type of activity.

- Clarification is needed as to where pedestrian crossings will be placed and commitment is needed to safety of students.

Cambridgeshire Constabulary

- Part 5 DAS (page 89) indicative drawings are poor because they show rear gardens of terraced plots backing onto the fronts of terraced house. Block design with active frontages providing good surveillance of public spaces and through routes should be encouraged.
- Page 133 of DAS shows houses with alleyways at the back. This should be avoided.
- The layouts on page 135 are much better.

Cambridgeshire Fire and Rescue Service

- Adequate provision should be made for fire hydrants either by way of a s106 agreement or planning condition.
- Access and facilities for the Fire Service should be provided in accordance with the Building Regulations Approved Document B5, Section 16.
- An increase in call volume and emergency incidents will result from road networks in and around the new development along with increased volume on the major networks providing access to it.
- There is not capacity to deal with the estimated need. Attendance times to the location would be from existing stations located at Cambridge and Cottenham for the first response calls. The risk profile for the new development is likely to require a higher level of response which is not achievable from existing locations, and would impact on the services ability to maintain existing risk cover to Cambridge and the surrounding areas.
- Consideration will be required for the deployment of additional resources during the construction phase in order to provide adequate emergency cover and response capability.
- Provision of a fire station for use by on-call staff is needed. The station will need to include a garage space for a fire engine. Cost of construction is £640,000. If alternative training facilities can be readily accessed the site could be reduced in size with a build cost of £507,000.
- The fire engine will need to be housed in the garage space 24/7. Crews will need to attend the station as a minimum of one evening of 3 hours per week. Access and attendance will then be dependent on call frequency to the local area.
- In order to mobilise the fire engine a minimum of 4 staff must be available within 5 minutes of the fire station. The optimum crew is 5 personnel. In order to achieve this across 24/7 365 days of the year approximately 12-15 new staff members would be required. All of these would be new staff who would require recruitment, selection and base training.
Using an equivalent size station and expected training need and call rate, the annual staffing/running costs would be approximately £140,000.
- The training, management and supervision of the new station would be integrated into existing staff structures.
- The first 12 months would require an additional resource to coordinate and support new staff, whilst providing enhanced cover in the area, awaiting a fully functional crew and station. This resource could be based at nearby

Cottenham or in temporary accommodation on site. The approximate cost would be £45,000.

- Using existing resources from existing CFRS locations will not provide a response service which fits within the current expected target response times as stated within the county Integrated Risk Management Plan (IRMP).
- It is important that new housing is well-designed. CFRS requirements for new developments in general are set out in the guidance note 'Building Safe - designing out fire'.
- Sprinkler systems are exceptionally effective through their ability to control a fire before it develops to life threatening proportions. This is the **number one preferred option**
- Without the sprinkler provision, an emergency response capability would be required within the community. The problem with this option is that it doesn't reduce the risk level it just provides an emergency response facility to tackle the risk. This has far less impact and relies on CFRS being able to recruit, retain and fund equipment and personnel to operate such a facility. This cannot be guaranteed. It is estimated that the facility would be required once 2000 phase 2 properties are occupied. This would be added to the occupancies of phase one and the surrounding villages, thereby lifting the area into a higher risk profile area.

Cambridgeshire Local Access Forum

- The way in which the development fits into the wider landscape is unclear.
- Not much attention has been paid to ensuring the future occupants will be able to access the wider region.
- There appears to be only one main road that will join up with the existing road past Noon Folly and onto the A14. Although there is a proposed new road to the South West to link to the A14 it may not be complete for several years and should have a cycle lane alongside for accessing the neighbouring villages over the A14.
- Adequate arrangements for access and crossings to the development on the other side of the main through route by the Longstanton Park and Ride should be included.
- The amount of green space is less than previously proposed. Children need local green spaces rather than drainage areas etc. Green areas should be distributed between and adjacent to the residential areas they support. If it's necessary to take a 20 minute walk to a green space the route should be separated from the traffic by a wide verge/bank.
- There needs to be all-users level access over the guided busway towards Rampton
- Welcome the proposed bridleway leading off the road to Rampton.
- The longstanding issue of travellers on the Aldreth Causeway should be addressed to make using the route to and from Aldreth feasible.
- The best leisure journeys will be towards Swavesey and the RSPB reserve at Fen Drayton.
- The cycle network is on the road from Longstanton to Swavesey which will not be pleasant.
- The airfield road could become a useful within-town exercise-promoting cycle route or dog walking/jogging track.
- A booklet of walks and rides around Northstowe should be produced and included in promotional material.
- Any reclassified footpaths should be of appropriate width.

- The existing public right of way routes should be maintained, reclassifying them to bridleway from footpath where possible to enhance usability by riders/cyclists as well as walkers.
- Safe through access should be maintained for horse riders and cyclists between Longstanton and Oakington who currently use the airfield road.
- A circular perimeter natural boundary with perimeter bridleway/cycleway should be created, similar to that at Cambourne. The circular route should be in addition to the guided busway bridleway.
- The town should have a green border in between its houses/built environment and the busway. There is no need to build right up to the edge of the busway, park and green space is proposed in this area.
- Where surface improvements such as hard surfacing are carried out on bridleways for cyclists, a soft regularly-mown grass or cinder-type surface should be kept alongside too, for enjoyment by walkers and riders.
- With regard to riders, the views of Keeble Cottage Equestrian Centre, Charlotte's Riding Stables in Oakington and the livery yard at the Longstanton end of Rampton Drift public bridleway/byway should also be sought.
- The old airfield road at Oakington should be made a Right of Way and should be designated a bridleway.

CTC right to ride network

- Objections concern the following unacceptable elements of the proposed design:
 1. The proposed grid network of roads is too permeable for motor vehicles. In particular, the design should limit the number of roads that cross and/or connect to the central busway spine.
 2. The secondary road sections show a carriageway that is too wide, which reinforces their inappropriate use as through roads for motor vehicles.
 3. The standard of cycle provision is too low. It fails to align with the planned cycle provision in Phase 1 and it is unacceptable for Phase 2 provision to be built to a lower quality than Phase 1.
- In general, it appears that the Design and Access Statement favours journeys by cars over other modes. This is also reflected in the detailed design: the proposed road network will allow cars to travel at 30mph along an unrestricted and fully connected grid network of roads while providing a poorer quality of provision for cycling than is proposed for Phase 1.
 - All of the roads, including all the primary roads, should be designed as 20mph roads in line with national guidelines for urban roads.
 - All of the secondary roads should be designed as no through routes for motor vehicles to minimise vehicle movements on these roads. These roads can be designed for mixed use where cycles safely share the carriageway with motor vehicles.

OBJECTION 1:

The internal road design is too permeable for motor vehicles.

The following changes are essential:

1. There should be no through routes for motor vehicles on any of the secondary cross routes, while remaining fully permeable for cycling and walking.
2. Motor vehicle permeability should be limited to the two primary access roads. Plus at most one or two primary cross route between the western and eastern primary roads.

OBJECTION 2:

The primary road alignment and the associated cycle path provision alongside the primary roads should be more consistent with Phase 1. The following changes are essential:

1. The primary road alignment should reduce the length of straight alignment. These roads should be designed as 20mph residential roads and this requires the alignment to be changed to include multiple horizontal deviations and other more effective speed reduction measures.
2. Segregated cycle paths are needed on both sides of the primary roads. The Phase 2 primary road cycle paths must be at least 2.5m wide. This is wider than Phase 1 to reflect the more central location where higher levels of cycling are expected.
3. An additional width of 0.5m should be added on any sections where the cycle path is adjacent to a vertical barrier.
4. The detailed design of the primary road cycle paths should align to the design for Phase 1.

OBJECTION 3:

The secondary road design is inappropriate. The carriageway section is too wide and none of these roads should be a through route for motor vehicles.

The following changes are essential:

1. All of the secondary roads should have a narrower carriageway and should be designed for low vehicle speeds and for low numbers of vehicle movements.
2. There should be no through routes for motor vehicles along any of the secondary roads. There must be no connection to the central busway spine and no through motor traffic on any of these secondary roads.
3. A bidirectional cycle path on one side only is not acceptable for any of the secondary roads. The secondary route can be redesigned as a shared space and no segregated cycle paths are needed. But, if segregated cycle paths are included, there should be a cycle path on both sides each with a minimum width of 2.1m to provide continuity with the primary road cycle paths.

OBJECTION 4:

The central busway cycle path design is poorly designed and inconsistent with Phase 1.

1. The cycle path width should be increased to at least 3.5m and ideally to 4m. This is wider than the corresponding path in Phase 1 to reflect the more central location.
2. An additional width of 0.5m should also be provided on any sections where the cycle path is adjacent to a vertical barrier.
3. The cycle path should be located on the same side of the busway for the whole of the Northstowe development. It is understood that the west/south side will be used for Phase 1.
4. An additional cycle path of similar quality should also be added to connect between this busway cycle path and the NCN24 cycle route along Longstanton Road.

This connection is needed to provide an alternative direct cycle route to Cambridge (an alternative to the Guided Busway bridleway).

OBJECTION 5:

The primary road connections to the southern access road are unacceptable and inconsistent with Phase 3.

The plans indicate that there will be a total of 3 primary access roads that link to the southern access road. Only the central access road will be built initially but all 3 are planned at a later stage. There is a suggestion that the initial central road will be

closed at some point in the future but this creates an unacceptable conflict in the short term and has the potential to maintain this conflict in the future.

The following changes are essential:

1. The primary connection to the southern access road should be along one of the two long term alignments
2. The proposed addition of a third (central) primary access road is unacceptable - even as an interim step - and it must be removed.
3. If part of that third (central alignment) primary road is retained for providing access, it must be converted into a secondary street with no through connection to the central busway for motor vehicles while (of course) retaining full permeability for cycles and pedestrians.

OBJECTION 6:

The junction/ crossing between the southern access road and Longstanton Road must be redesigned to provide a safer and more convenient crossing for cyclists using NCN24.

- The proposed crossing design is potentially dangerous and unacceptable. In part, this problem is related to objection 5 where the third central primary access road creates this dangerous crossing. However, a similar crossing will still be needed to cross the other realigned access roads and a better junction design is needed.
- Separately, there should be a good quality cycle route added to provide a direct desire-line connection between the central busway cycle path and Longstanton Road. The redesigned junction must support this alternative cycle route.

OBJECTION 7:

The proposals for additional cycle routes outside of the Northstowe site are too limited in scope. The plans include some welcome elements outside of the development but the proposed new routes are too limited in scope and there are some undesirable gaps.

The following changes are essential:

1. The proposed cycle path alongside the new southern access road is welcome but the proposed width of 3m is the minimum for this location. The cycle path should be separated from the carriageway by a verge with a width of at least 1m and ideally 2m. This verge should include some light and sound screening.
2. The outline of new cycle routes north of the guided busway should be more detailed. This development should be expected to fund the completion of a new cycle path between the villages of Rampton and Willingham. This development should also fund some widening and general improvements to the existing cycle path between Rampton and Cottenham.
3. The development should also include improvement to the byway/bridleway connection between Northstowe and Rampton to provide access to these new cycle routes.

Cambridge Water

- Cambridge Water currently has available water resources to supply the Northstowe development overall, however the existing network will require reinforcement when certain trigger points are reached:
0-3000 dwellings: no network reinforcement, local off-site and on site mains required only.

- 3001+ dwellings: Coton booster upgrade and trunk main reinforcement, reinforcement to be completed and commissioned before the 3001st connection is made.

English Heritage

- No objection subject to condition.
- The applicant has correctly identified the heritage assets, both designated and undesignated.
- In respect of the undesignated heritage assets it is welcomed that the proposal aims to retain the Officer's Mess, The Guardhouse and the Water Tower as this enables future residents/visitors to understand the history of the site.
- In respect of designated heritage assets, namely the Oakington pillboxes, it is noted that the proposal will result in some change to their setting but that they will remain in an essentially open landscape. These changes will not result in significant levels of harm to their significance and their interlocking fields of fire will be discernible.
- The development site boundaries incorporate part of the designated Longstanton Conservation Area. It is important that the reserved matters proposals preserve and enhance the character and appearance of this space. A condition is required to requiring the treatment of this part of the Green Separation to retain the areas existing character and appearance.

Environment Agency

Development and Flood risk

- The surface water drainage scheme submitted is in line with those agreed under the strategic drainage scheme and is in accordance with the policies of the Northstowe Area Action Plan (NAAP). The EA have no principle objections concerning Phase 2 of Northstowe, although further information regarding the detailed drainage design would be required prior to the commencement of works onsite. It should be noted at this time (November 2014) that the Webbs Hole Sluice Pumping station and the Land Drainage Solution (LDS) have yet to be completed. It is essential that these are completed prior to the habitation of Northstowe as the foul drainage system is reliant upon this work being completed. Planning conditions are required. The first condition regards ensuring the completion of the Land Drainage Solution (LDS) within the Swavesey Drain system. The LDS shall include the installation of a pumping station, to the prior agreed specifications of the local planning authority, at Webb's Hole Sluice. A further condition requires the submission of a detailed surface water drainage strategy for the application site prior to commencement of that Development Phase to which the drainage relates. A third condition requires a detailed scheme for the future responsibilities for the management of the surface water drainage.

Groundwater & Contaminated (GW&CL)

- This site is partly located above a Principal Aquifer, WFD groundwater body, WFD drinking water protected area and is adjacent to a surface water course. It is considered that the previous military airfield and

barracks land use is potentially contaminative. The site is considered to be of high sensitivity and could present potential pollutant/contaminant linkages to controlled waters. Potential contamination risk to the Principal Aquifer from current or historic contamination in areas of the proposed Phase 2 development overlying the Principal Aquifer should be addressed. The EA consider that planning permission could be granted providing conditions are implemented. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and the EA would wish to object to the application. The first of these conditions relates to provision of a remediation strategy and provision of a remediation strategy if contamination is identified.

Area Environmental Planning (AEP)

- Water Quality/wastewater. The condition mentioned under the development and flood risk section with regard to ensuring the completion of the Land Drainage Solution (LDS) within the Swavesey Drain system is needed to ensure adequate infrastructure. The scheme shall have reference to how the drainage pipe-work and infrastructure shall be monitored during implementation, fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority. It is important for the efficient and effective operation of drainage systems – both on-site and in the wider catchment of the Utton's Drove wastewater treatment works - that clean and foul drainage remains separate.
- Waste. The application has presented a comprehensive Waste Management Strategy for the proposed Phase 2 development at Northstowe. The Waste Strategy has presented an excellent approach to the management of waste from the construction through to the operational phases.
- Water resources.

The EA could not find a reference to a specific Water Cycle Strategy (WCS), however the targets mentioned above would comply with what we expect to see in a WCS.

The development lies within the area traditionally supplied by Cambridge Water Company. It is assumed that water will be supplied using existing sources and under existing abstraction licence permissions. The planners should seek advice from the water company to find out whether this is the case, or whether a new source needs to be developed or a new abstraction licence is sought. The Agency may not be able to recommend a new or increased abstraction licence where water resources are fully committed to existing abstraction and the environment.

It is assumed that new houses will be constructed with water meters fitted. Other water saving measures that we wish to see incorporated include low flush toilets, low flow showerheads, water butts for gardens etc. The Environment Agency also supports the idea of greywater recycling as it

has the potential to reduce water consumption in the average household by up to 35%.

- Fisheries, Biodiversity & Geomorphology (FBG)

Any wetlands or waterbodies proposed as part of the development should be designed and managed in such a way as to positively contribute to the nature conservation value of the sites. Measures should include establishing coherent ecological networks that are more resilient to current and future pressures. Opportunities to incorporate biodiversity in and around developments should be encouraged. The EA requires four conditions. One condition will require a scheme to be agreed to ensure that the bat populations found on site are protected whilst another conditions will be needed to protect the badger population on site. The other two conditions require a scheme to be agreed to ensure that the lizard and grass snake populations found on site are protected and a scheme to be agreed to ensure that the bird populations found on site are protected.

Environment Management (EM)

The key documents, from the E&M perspective, namely the Drainage Strategy and the Outline Site-wide Construction Environmental Management Plan, appear to present a considered and thorough approach to managing the risks of pollution from the construction phase and the longer-term surface and foul drainage solutions. The EA would not have any objections. In order to deliver it will be important to secure full agreement with the sewerage undertaker regarding the foul water drainage design, capacity and permitting, as well as approval from our colleagues regarding SUDs and contaminated land issues. The EA requires a condition to ensure the implementation of an approved Construction Environmental Management Plan.

Highways Agency

- No objection subject to condition:

No part of the proposed development beyond that referred to as sub-phase B in section 7.7 of the Northstowe Phase 2 Transport Assessment Main Report (dated August 2014) shall commence prior to the opening of (i) the A14 Cambridge to Huntingdon improvement scheme; and (ii) the widening of Hattons Road to dual carriageway between its junctions with the A14 at Bar Hill the proposed Northstowe southern access route.

Reason(s) for the direction given at b), c) or d) overleaf and the period of time for a direction at e) when directing that the application is not granted for a specified period:

To ensure the safe and efficient operation of the A14 Trunk Road

HSE

- The proposed development site lies within the consultation distance of the former Home Office Immigration Reception Centre at Oakington Barracks, Longstanton, which is a major hazard site by virtue of the quantity of LPG held on site. The Immigration Reception centre closed in 2010 and hazardous substances are no longer present on the site. HSE withdraws the consultation distance unless SCDC advises that this site does currently hold hazardous substances consent under the Planning (Hazardous Substances) Regulations 1992, as amended. If there is an existing hazardous substances consent for this site then SCDC should consider formally revoking it. On the assumption that the consultation distance is withdrawn there will be no need for SCDC to consult HSE on any developments in its vicinity including those associated with the Northstowe development.

Longstanton & District Heritage Society

- Applicant should make a firm commitment to providing a building and funding for a heritage centre and café in the former Guardroom. Developer contributions should be used to maintain this facility for the duration of the building works via a S106 agreement.
- There needs to be some acknowledgement of the LDHS archives and heritage protection for these.
- Require a town park with a war memorial.
- Former Station HQ should be retained.
- Longstanton Conservation Area should not be urbanised at all and should remain as natural as possible.
- Welcome the retention of the Officers Mess, the Guardroom and water towers.
- Welcome the uses for the Listed pillboxes.
- Welcome the applicant's acknowledgement that not all archaeological sites have been identified and that watching briefs will be put in place.
- Impact of the development on the residents and village of Longstanton has not been adequately addressed.
- Funding should be provided for the refurbishment of St Michael's Church.
- Longstanton conservation area paddocks should be formerly designated as green separation.
- Concerned about the high level of development on land that lies between Rampton Road and the Phase 1 area. Additional planting should be provided along its route.
- Extent of sports pitches is a concern. They should be removed and replaced with informal green space.
- Landscaping in the areas of the pillboxes and along the boundary with Phase 3 is insufficient.
- Green separation adjacent to Long Lane is insufficient.
- Insufficient green corridors to allow wildlife and walkers to cross the town without coming into contact with cyclists
- Landscaping of the heritage core area and town centre is insufficient especially as there is no town parkin either the town centre or adjacent to the heritage core.
- Insufficient green separation between land designated for residential areas and parts of the conservation area including Long Lane.
- Proposed density of 35-40 per hectare is too high for land adjacent to Long Lane.

- Density of 61 dph for the Station HQ site is a clear indication that it will not be retained.
- Character of Longstanton paddocks should be retained and cycle tracks should not go through them.
- Public access to Longstanton paddocks should be carefully controlled.
- Important for the disabled, dogwalkers and those with young children to have access to informal open space without having to avoid cyclists.
- Long Lane should be redesignated as a footpath or bridleway (footpath preferable because of the damage horses cause in wet weather).
- There should be no street lights erected along Long Lane because it will harm the conservation area.
- Object to the closure of the track that runs from Rampton Road to the Guided Busway because it is an historic route which, like Long Lane, plays a vital role in maintaining some of the historic character of Longstanton.
- The plans don't show a safe and disability friendly crossing point of the GBW.
- The provision of a 5 storey building on the site of the Station HQ is not in keeping with the surrounding area and would detract from the conservation area. Building of 5-6 storeys should be restricted to the town centre.

National Grid

- National Grid has identified that it has apparatus in the vicinity of the enquiry which may be affected by the activities specified.
National Grid should be informed as soon as possible about the decision the Local Planning Authority is likely to make regarding this application. Due to the presence of National Grid apparatus in proximity to the specified area, the contractor should contact National Grid before any works are carried out to ensure that the National Grid's apparatus is not affected by any of the proposed works. This assessment solely relates to National Grid Electricity Transmission plc (NGET) and National Grid Gas plc (NGG) apparatus.

Natural England

- Areas allocated to informal green space are relatively modest in extent compared to the amount of housing.
- The developer should compensate for loss of farmland bird habitat by having off-site creation.
- At least 3 of the greenways should be informal to allow for wildlife habitation
- Natural England ANGSt (accessible natural green space standards) need to ensure: 1) the larger greenways of 50m or more should be included as natural green space to ensure the majority of dwellings are within 300m of a green space of at least 2ha although some housing in the town centre would be 300m from a green space 2) The proposal does not meet the requirement to have a minimum of 1ha of Local Nature Reserve (LNR) per 1000 population.

Natural England additional comments:

- In response to RSPB's recommendations improved facilities at Fen Drayton reserve would contribute significantly to increasing the capacity of the site to accommodate visitors and thereby contribute to delivery of the Cambridgeshire Green Infrastructure Strategy and improved compliance with the Accessible Natural Greenspace Standard (ANGSt). The requested contribution to provide management to benefit farmland birds would target a number of species which cannot readily be accommodated within the development site.

- There are five tiers to the ANGSt standard. Phase 2 could largely meet the lower two tiers of the standard through on site green provision.
- The proposal would need to rely on off-site green spaces to meet the higher tiers (availability of 100ha and 500ha sites). The Northstowe site will meet the 500ha element of the standard through proximity to the Fen Drayton site. Furthermore, as Northstowe is just over 5km from Fen Drayton it is also close to meeting the 100ha part of the standard.
- Whilst Northstowe achieves a relatively high level of compliance with the size and distance criteria in ANGSt it is notable that this is heavily reliant on Fen Drayton as there are no other similarly large sites in close proximity.
- Cambridgeshire Green Infrastructure Strategy: Both SCDC and CCC were partners on the Green Infrastructure Forum. Both Northstowe itself and Fen Drayton are included in the strategy as Target Areas. Fen Drayton is recognised in the strategy as a gateway to accessible high quality countryside. The objectives for Fen Drayton are to achieve improvements to habitats, public access, visitor facilities and community engagement.

NHS

- For Phase 1 GP services will be provided from the existing Longstanton surgery which will have to be expanded whilst children's services would be located for the first 5 years at the first Northstowe primary school.
- A new health facility is needed for Phase 2, probably in the town centre area.
- Objection to current phasing proposals because there is a need for health infrastructure to be implemented earlier.
- Need a health building with a minimum floor space of 1740 m2 and an option for expansion of 1000m2.
- Further detail needed on parking for health facilities.
- Developer contribution needed to mitigate provision of health infrastructure and establishment of health services in Northstowe.

Old West Internal Drainage Board

- The Board finds the application conditionally acceptable, and is supportive of the planning conditions relating to drainage matters that have been presented by the Environment Agency.
- The Board has suggested informatives regarding drainage.

RSPB

- No objection providing sufficient mitigation can be identified to address potentially significant impacts on sites of nature conservation interest.
- Concerns regarding:
 1. Lack of analysis regarding impacts on Ouse Washes Special Protection Area (SPA) and other site with regard to changes in hydrological nature of the area
 2. Lack of analysis regarding likely increases in recreational pressures on sites of nature conservation (SNCI) in the surrounding area
 3. Potential need for a Habitats Regulations Assessment (HRA) with regard to points 1 and 2
 4. Level of off-site mitigation and enhancement of an appropriate scale to adequately deal with the impact on farmland birds
 5. Lack of detail regarding the cumulative impact on farmland bird species and increased pressure on SNCIs

Sport England

- Object at present due to lack of outdoor space provision and out of date facility strategy.
 - The Original Sports facility strategy for Northstowe 2008 has not been reviewed. An updated strategy needs to be approved following consultation with Sport England and other stakeholders.
 - Lack of detail on types of facility that will be provided in each hub.
 - Provision of outdoor sport space at 10.66 ha is well below requirement of 14.4 ha. It is stated that additional provision could be brought forward in Phase 3 if sport provision is not meeting demand. Sport England reject this approach because additional provision could not be guaranteed.
 - Indoor sports. The original 2008 strategy highlighted the need for the following facilities to meet demand from the new population:
 - 8 court sports hall
 - 6 lane 25m swimming pool
 - Health and fitness suites
 - 2 squash courts

It was proposed that the indoor community sports facilities would be provided as a 'dual use' facility at the proposed secondary school with detailed management arrangements to be agreed at a later date. Sport England needs confirmation that the broad outline of proposed sports facilities will remain. It was also proposed that one of the full size AGP's would be provided at the school site and a further full size AGP at the central sports hub. Other areas that need reviewing are the provision of multi-use games areas, bowling greens and youth facilities such as skate parks and BMX tracks.

Sport England consultation with National Governing Bodies of Sport (NGB's):

FA (Football): No response received

ECB (Cricket): - Swavesey Village College is the education establishment that will be linked initially and which needs much improved cricket facilities to cater for both the internal programmes they run and the partnership they have established with Over CC.

- Ultimately two cricket pitches would be needed but this is a long term plan.
- There is a need for provision on the development which caters for junior cricket developed in partnership with the (new) schools in particular and supported by the local club.
- The game of cricket is changing to a shorter format with less emphasis on clubs and more on teams who look for venues to hire. The current plan would not appear to serve that sort of opportunity.

RFU (Rugby Union)

- The RFU would prefer to see investment prioritised into existing clubs in the area to increase capacity.

England Hockey – No comments.

Swavesey & District Bridleways Association

- Maintain existing public right of way routes, reclassifying them to bridleway from footpath.

- Maintain safe through access for horse riders and cyclists between Longstanton and Oakington
- Create a perimeter natural boundary with perimeter bridleway/cycleway, similar to that at Cambourne for enjoyment of all. The circular route should be in addition to the guided busway bridleway.
- The town should have a green border inbetween its houses/built environment and the busway to give a nicer environment for everyone to be in.
- Where surface improvements such as hard surfacing are carried out on bridleways for cyclists, a soft regularly-mown grass or cinder-type surface should be kept alongside too for enjoyment by riders and walkers.

Swavesey Internal Drainage Board

- The IDB objects because the application is premature. The IDB will continue to oppose any development which will increase the rate of run-off and volume of treated effluent discharge into the Swavesey Drain system until the outstanding issues have been resolved. The main concern is about the increased rate of surface water and the increased volume of treated effluent discharging into Swavesey Drain or its associated tributaries. These watercourse are either main rivers, under the control of the Environment Agency, or Award Drains, under the control of South Cambridgeshire District Council. None of them are under the Board's jurisdiction. They form part of a 'higher level' drainage system that borders and bisects the Board's area, placing it at risk if they were to breach or overtop. These systems can influence the Boards' operation, as the Swavesey Drain system approaches capacity during relatively low rainfall events, and restricts the operation of its pumping facility, and has previously and continues to cause flooding in the area due to overtopping of the adjacent flood defence embankments particularly when Webbs Hole Sluice becomes 'tide locked' by high water levels downstream.
- The western section of the Southern Access Road (West) is within the catchment of Longstanton Brook and other tributaries of Swavesey Drain. It is noted that the stated rate of discharge from the associated balancing ponds is 1 l/s/ha, which is considered to be below the current Greenfield rate of run-off, regulated by a Hydrobrake. However, given that the lowest rate achievable using such a device is 4-5 l/s it is uncertain how this will be achieved when the largest catchment appears to be below 4ha. The use of such devices are potential maintenance issues that will require regular attention.
- No final decision on the provision of conveyance through Mare Fen, how this conveyance will be maintained, if provided, or installation of the required pump at Webbs Hole has been made. It is imperative that a hydraulic model of Swavesey Drain and associated tributaries that includes these additional discharges is undertaken before planning permission is granted by SCDC.
- A drainage strategy must be included to demonstrate that suitable consideration has been given to ensure surface water drainage treated effluent disposal can be accommodated within the site, and that issues of ownership and maintenance are addressed.
- The discharge of surface water treated effluent from developments should be designed to contribute to an improvement in water quality in the receiving water course or aquifer in accordance with the objectives of the Water Framework Directive.

- All proposals should have regard to the guidance and byelaws of the relevant Internal Drainage Board.
- The development must not have a detrimental effect on existing flood defences or inhibit flood control and maintenance work.
- The requirements under the Land Drainage Act must be complied with before any work is commenced on site.

Swavesey Internal Drainage Board (additional comments)

Agree with the thrust of the following condition:

'The proposed development (Northstowe Phase 2) shall not be occupied until such time the Land Drainage Solution (LDS) within the Swavesey Drain system is completed, unless otherwise agreed in writing by the local planning authority. The LDS shall include the installation of a pumping station, to the prior agreed specifications of the local planning authority, at Webb's Hole Sluice, unless otherwise approved in writing by our respective authorities. Reason: To prevent the exacerbation of flooding and pollution in the water environment by ensuring the satisfactory disposal of treated foul water drainage from, and to ensure the integrity of, the Utton's Drove Sewage Treatment Works in accordance with Policies NE/10 and NE/11 of the adopted Local Development Framework.'

However, the IDB states that it is necessary for the completion of the LDS to include embankment works through Mare Fen, which formed part of the original proposals. This work is necessary to enable the Swavesey Drain to be maintained and to ensure that conveyance in the channel is retained. Without these works the LDS would be undermined. It is unclear to the Board on whom the costs of the Mare Fen works would fall.

Wildlife Trust

- Not commenting as unlikely anything meaningful by way of biodiversity enhancement can be achieved. The development is not sustainable from a natural point of view.

Wildlife Trust 2nd Response

- When the housing allocation was determined by the planning inspector the number of dwellings was increased and proposals for strategic green infrastructure provision on or adjacent to the site were removed. The planning inspector argued that as Fen Drayton nature reserve was a short bus-ride away on the guided busway that this could act as de-facto strategic green infrastructure for Northstowe. As such it is imperative that the developers as part of the phase 2 application make a significant contribution to upgrade visitor infrastructure at Fen Drayton to provide for visitors.
- It is essential that off-site biodiversity mitigation measures to address the further loss of farmland bird habitat and the impacts on a range of priority bird species are provided.

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Appendix C – Internal Consultations

Cambridgeshire County Council (CCC)

The County Council's formal response was approved by the Economy and Environment Committee at meetings on 5 February 2015 and 10 March 2015, and by the Chair and Vice Chair under delegated authority regarding certain matters.

TRANSPORT COMMENTS

The overall approach that the developer has taken to developing the transport strategy in terms of the proposed location and types of land use to minimise travel, the provisions for walking and cycling, public transport measures, and travel planning, followed by highway engineering measures that seek to mitigate residual traffic impacts, is welcomed. In particular it is important that the development brings forward attractive walking and cycling routes on-site, and provides attractive walking and cycling facilities to external destinations.

As with any significant development, there are a large number of transport matters that require further exploration. The current key matters identified by officers are set out below.

Transport Modelling

Overall it is considered that the applicant has applied a thorough approach to considering the transport impacts of the Phase 2 development in terms of modelling. This has included undertaking a benchmarking exercise to compare base year Cambridge Sub-Regional model (CSRM) predictions with observations, and some adjustments to further improve the model.

Although the approach to modelling is considered thorough, it does require further verification and cross referencing to give comfort that the outputs are reasonable and correlate with other models and approaches including some 'first principles' checks.

In addition, further review of modelling undertaken by the Highways Agency (HA) in connection with the A14 Huntingdon to Cambridge scheme, is required to ensure a consistent understanding of the two sets of proposals.

The modelling has been undertaken to give an indication of the predicted traffic flows, and use of other transport modes, associated with the development and hence provides a basis for determining what mitigation measures are required.

Highway Access Strategy

Modelling shows that development of Phase 2 can only happen with delivery of the HA's A14 Huntingdon to Cambridge scheme.

The modelling also suggests that, for Northstowe Phase 2, suitable highway access capacity can be provided via a combination of:

the northern signalised access on the B1050 proposed for Northstowe Phase 1; and a new single carriageway southern access road connecting to a new roundabout on the B1050, together with a dual carriageway connection from that roundabout to an improved A14 Bar Hill Interchange (as proposed by the HA).

It is proposed that in Phase 3 that the southern access road west would be upgraded to dual carriageway, and that a southern access road east linking to Dry Drayton Road, would be provided.

The suitability of this proposed highway access strategy can only be confirmed when officers have fully reviewed all of the model outputs submitted by the applicants within their Transport Assessment, including potential additional sensitivity tests to further demonstrate the robustness of the analysis.

In addition to the above analysis, there will also be a need for a detailed engineering review of all of the proposals, including road safety audits, before any highway access strategy can be confirmed as technically acceptable.

Unguided bus only road through the site

In addition to new highways, the applicant is also proposing to construct a new length of unguided bus only road which would pass through the site. This is in line with the Area Action Plan (AAP) proposals and is therefore welcomed. However one key matter for further discussion is that there are interim proposals for around 700m of this route to be shared by buses and general traffic. This would then revert to dedicated use once Phase 3 is delivered.

Further consideration needs to be given to this proposal as the AAP aspires to provide a dedicated busway for the end-state Northstowe and, as a result, this needs to be discussed further with the applicant. Whilst it might be possible to introduce this as an interim measure, it could potentially be difficult to remove it, and return the road to buses only if required at a later date. Buses could also be subject to delays. Measures will be required to ensure that buses are not delayed. Further consultation and work with the applicant has resolved this issue to agree that monitoring and a back stop date can be agreed to ensure temporary provision for dual use and to ensure no delays ensue to public transport. No access to a neighboring plots to be accessed directly from busway, secured through condition.

Parking Provision

Car and cycle parking provision is another area for further discussion. Officers' initial reaction is that residential car parking levels as currently proposed may be too low overall although it is recognised that a balance needs to be struck between over-providing (and potentially encouraging car use) and providing adequate provision whilst seeking to encourage use of other modes. Prior to amendment the application proposed an average of 1.5 car parking spaces per household, this was considered insufficient with an average of 2 spaces per household perhaps more suitable and in line with the emerging policy. Given the issues and problems that have been experienced in sites elsewhere in the County there was Member support for seeking higher levels of residential parking spaces in Northstowe Phase 2. In addition, there needs to be careful consideration of the design of residential car parking, including the ability of residents to park cars within the curtilage of dwellings and garages of a size that cars can be parked in them. Particular consideration needs to be given to residential car parking in the town centre and that sufficient and accessible parking spaces are provided. Further work with the applicant has now agreed an average of 1.75 spaces per dwelling over phase 2 and the applicant has provided a detailed evidence base to support this being appropriate provision. The applicant has also agreed that the use of car parking courts will not be a design feature. This has enabled the county to withdraw its holding objection to the application.

In addition, a detailed strategy with supporting analysis is required for the town centre parking allocation to ensure that a balanced provision is made that both encourages non-car access, but also ensures the town centre remains viable through adequate car parking being provided.

Initial reviews also suggest that the proposed levels of cycle parking may be inadequate, particularly for households. This is also below emerging policy and is a key element in enabling residents to own and use a bicycle.

Other Measures

The Transport Assessment sets out a range of proposed highway and non-highway measures including some local highway schemes, public transport provision including enhanced bus services, and new and improved walking and cycling routes that would accompany the full development. These all require further detailed assessment by County officers.

Cycling Provision

Cycling provision is essential in order to encourage people to use sustainable modes of transport rather than cars. It is important that cycling provision is considered and designed in from the start in order to maximise the opportunities and that Phase 2 adopts or exceeds the exemplar standards in phase 1.

Summary of Key Issues

- A number of general modelling clarifications relating to further analysis of the CSR model outputs including the performance of the model after benchmarking, consideration of impacts on the B1050 corridor, reassurance on the consistency of traffic flow forecasts prepared by the HA for the A14 scheme and outputs from the Northstowe modelling, together with some further comparing of model outputs with other data and comparison with a basic first principle's approach.
- Reassurance on the approach to highway design, and the implementation and co-ordination of improvements to the B1050 to be delivered by the HA at the A14 Bar Hill interchange, and the proposed dual carriageway up to and including the roundabout at the western end of the proposed Southern Access Road (West).
- Further discussion on the detailed modelling and design of the Southern Access Road (West) junctions to ensure that they accommodate expected traffic flows and provisions for cyclists.
- The potential need for sensitivity tests to be undertaken for key junctions, particularly including those on the B1050 where there is an early traffic peak, and at other locations if required.
- Bus-related matters including the proposed interim shared use treatment of the busway. Further discussion is also required regarding the level of CGB bus service, and other local bus services, that would need to accompany the development together with the location of bus stops.
- Concern that the provision of car parking for residential uses may be insufficient, and that provision in the town centre needs to be appropriate. Further detail is needed about the demand for, and the amount and location of, residential and town centre car and cycle parking.
- Further discussion is required regarding the amount and location of cycle parking for dwellings, the width and design of cycle routes along all roads and the busway, and east west links particularly to the town centre.

- Further details are required of the cross section and layout of the link road (west) as well as the busway, primary streets and secondary streets.
- Further discussion is required over the use of swales, particularly their profile, depth, restraint for vehicles, pedestrian crossing places, access to dwellings and street layout for parking, pedestrians and cyclists.
- Concern that the target for car trips in the Travel Plan may be too high, and that not enough prominence has been given to the role of alternative modes of travel to and from Northstowe. The travel plan targets could be more ambitious, and its implementation and monitoring would need to be linked to the travel plan for Phase 1. Details on the location of car club bays and operator, and the need to provide for a higher proportion of internal cycle trips particularly to schools and the town centre will need further discussion.
- Details of the committed improvements to the Public Rights Of Way network are limited and it is considered need to include more measures. These need to be discussed further, particularly with a view to establishing that the correct destinations and route types are proposed for improvement. This is likely to result in a request for additional connections or provision for users to be provided, and is the subject of ongoing discussion with other stakeholders.
- Further details are required on the future Airfield Road, its method and timing of closure, enforcement of its use, and design of its junction with the access road into Northstowe.
- Further discussion is also required with regards to agreeing the proposed off-site transport mitigation measures. These range from levels of bus service required and associated financial support, to the adequacy of the highway access strategy discussed above. In terms of local impacts and how potential local increases in traffic flows might be mitigated, these include proposals for Willingham crossroads, potential traffic calming of Ramper Road between Longstanton and Swavesey, and proposals for Rampton Road between Willingham and Rampton. In terms of cycle network enhancements, further discussion is also required on improvements to cycle access to Northstowe from Swavesey, Over, Cottenham, Rampton and Girton.

In summary there has been significant progress on the application and following submission of formal amendments and discussion with the applicant the County Council is now in a position to withdraw the holding objection on Phase 2. There are still areas of detail to be worked upon but consider that this can be dealt with through condition or legal agreement.

Sustainable Drainage Systems (SuDS)

The Lead Local Flood Authority have a watching brief regarding SuDS at this moment in time. The Environmental Statement and FRA/Drainage Strategy predominantly focus on flood risk and pollution control there is little emphasis on how this is to be integrated into the outdoor space. Access to SuDS features and an understanding on their purpose are important across the site as well as good integration into the urban landscape. Additionally there did not appear to be an indicative SuDS layout with estimated storage at each location other than waterpark, further detail should be worked up early on to demonstrate that these elements can be brought into the overall design of the development without being lost amongst other site requirements.

The section on future maintenance and adoption is unclear at the moment, this should be clearly set out particularly due to the interlinking with the first phase of the water

park. Anglian Water should be approached as soon as possible to establish whether they will consider adopting the second phase of the strategic SuDS infrastructure. Overall there is a need to ensure that run off from new developments is carefully managed so that surface water flood risk is not increased in surrounding areas or water quality reduced to nearby water bodies.

Informative

Please note any ordinary watercourses including those with award status within the site which require certain works (e.g. diversions and/ or culverting) will require prior written consent from Cambridgeshire County Council under the Land Drainage Act 1991. This is irrespective of any planning permission given. Failure to obtain such consents may result in Enforcement action.

MINERALS AND WASTE & STRATEGIC WASTE COMMENTS

Planning Statement

The policy review in the Planning Statement omits any mention of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and Site Specific Proposals Plan (Feb 2012). Both have policies, allocations and designations which are directly relevant to Northstowe Phase 2, and which need to be reflected in the development's Construction Environmental Management Plan (CEMP) and the Waste Strategy.

Environmental Statement, Waste Strategy and CEMP

Although the Waste Strategy acknowledges the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011), unlike the planning statement, it is worth noting that both waste planning policy (including supplementary planning documents) and waste disposal (including the provision of household recycling centres) is the responsibility of Cambridgeshire County Council (CCC). At present CCC provides 9 household recycling centres (HRCs) rather than the 10 referred to within Paragraph 4.2.1.7. South Cambridgeshire District Council is responsible for the waste collection within Cambridgeshire which includes Bring Sites. At present the Waste Strategy does not appear to make this distinction.

The preparation of a Soil Resources Survey and Plan, the latter of which will be linked to the CEMP is welcomed. It is also noted that a Materials Management Plan detailing the strategy for the re-use of soils will be prepared.

Construction, Demolition & Excavation (CD&E) Waste Arising – an accurate estimation of construction waste has not been given at this stage, pending the decision on what types of construction methods will be used. Benchmarking has therefore been done. Similarly a pre-demolition audit of the existing buildings to be demolished has not been completed, so it has not been possible to accurately estimate demolition waste arising from these sources. This means that figures in the Environmental Statement, Waste Strategy etc. are based on general assumptions rather than detailed forecasts related to this development. Firm arising figures for the different inert waste streams are necessary for the waste audit and strategy, CEMP, and Site Waste Management Plan (SWMP) to be effective. It is noted that the latter will be a living document and will also contain waste forecasts. The Waste Strategy states that it includes a preliminary SWMP (Appendix b). However, this is an outline of what might be included in a SWMP rather than a detailed SWMP. The forecasts of

inert waste arisings should be refined as soon as possible, and be reflected in the detailed CEMP and SWMP's that are proposed for each separate phase of the development. This should be secured by planning condition.

Inert Waste Management Measures – the application and detailed proposals do not mention or include the provision of the temporary waste management facility required by Policy CS28 of the Cambridgeshire and Peterborough Core Strategy (adopted July 2011). Policy CS28 identifies the need to maximise the re-use, recycling and recovery of inert waste streams from construction and demolition and requires all strategic development (and it specifies Northstowe) to have temporary inert waste recycling facilities in place throughout their construction phases. A corresponding allocation is made in the Cambridgeshire and Peterborough Site Specific Proposals Plan (adopted February 2012) for an Area of Search for this facility (SSP Policy W1T). This needs to be taken forward, and secured by a planning condition. The temporary inert waste recycling facility will be key in facilitating the delivery of sustainable construction waste management for the development, and any associated aspirations which will be set out in the supporting SWMP, Waste Strategy and CEMP (site wide and for the following phases) for Northstowe Phase 2.

Operational Waste – although it is the strategic service that CCC will be considering when assessing this Phase 2 application, the continued commitment to the delivery of the Northstowe HRC is welcomed. However, whilst the acknowledgement of the HRC service is welcomed, we are concerned that although Paragraph 6.2.3.1 of the Waste Strategy acknowledges that 'phase 2 will be expected to make a financial contribution to this facility' the RECAP Contributions Assessment as part of the RECAP Tool Kit shown on pages 53 and 54 of the Waste Strategy states that it is not relevant and reference should be made to the S106 Heads of Terms for Phase 1 where land has already been provided. As early discussions have been in line with the statement made within Paragraph 6.2.3.1 we expect the toolkit to be updated as appropriate.

Suggested Conditions

Site Waste Management Plan and Waste Audit

Prior to the commencement of development a full Site Waste Management Plan and Waste Audit must be submitted in writing and approved by the Local Planning Authority. This shall include details of:

- a) Construction waste infrastructure including an inert waste management facility to be in place during all phases of construction;
- b) Anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;
- c) Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site;
- d) Any other steps to ensure the minimisation of waste during construction;
- e) The location and timing of provision of facilities pursuant to criteria a/b/c/d;

- f) Proposed monitoring and timing of submission of monitoring reports;
- g) The proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development;
- h) A RECAP Waste Management Guide toolkit, including a contributions assessment, shall be completed with supporting reference material;
- i) Proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by users and waste collection vehicles is required.

The agreed Site Waste Management Plan shall be implemented.

Reason: To ensure that waste arising from the development is minimised and that which is produced is handled in such a way that maximises opportunities for re-use or recycling in accordance with Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Policy DP/6 of the South Cambridgeshire District Council Development Control Policies DPD (2007).

Phase Specific Construction Environmental Management Plans

A phase specific Construction Environmental Management Plan (CEMP) shall be submitted and approved for each phase of the development hereby permitted. Each phase specific CEMP shall accord with and give effect to the waste management principles set out in the adopted Cambridgeshire & Peterborough Minerals and Waste Core Strategy (2011) and Waste Hierarchy.

Each shall address the following aspects of construction:

- a) A construction and phasing programme;
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers;
- c) Construction hours;
- d) Delivery times for construction purposes;
- e) Soil Management Strategy including a method statement for the stripping of top soil for re-use; the raising of land levels (if required); and arrangements (including height and location of stockpiles) for temporary topsoil and subsoil storage to BS3883:2007;
- f) Noise monitoring method including location, duration, frequency and reporting of results to the LPA in accordance with the provisions of BS 5228 (1997);
- g) Maximum noise mitigation levels for construction equipment, plant and vehicles;
- h) Vibration monitoring method including location, duration, frequency and reporting of results to the LPA in accordance with the provisions of BS 5228 (1997);
- i) Setting maximum vibration levels at sensitive receptors;
- j) Dust management and wheel washing measures to prevent the deposition of debris on the highway;
- k) Site lighting;
- l) Drainage control measures including the use of settling tanks, oil interceptors and

- bunds;
- m) Screening and hoarding details;
 - n) Access and protection arrangements around the site for pedestrians, cyclists and other road users;
 - o) Procedures for interference with public highways, (including public rights of way), permanent and temporary realignment, diversions and road closures;
 - p) External safety and information signing and notices;
 - q) Liaison, consultation and publicity arrangements including dedicated points of contact;
 - r) Consideration of sensitive receptors;
 - s) Prior notice and agreement procedures for works outside agreed limits;
 - t) Complaints procedures, including complaints response procedures
- Membership of the Considerate Contractors Scheme;
- u) Location of Contractors compound and method of moving materials, plant and equipment around the site.

The Construction Environmental Management Plan shall be implemented in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: *To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers and to comply with Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.*

Children, Families & Adults Comments

Housing

Planning statement 6.6.5 – lifetime homes, clarification that 25% of all homes in phase 2 will be of lifetime home specification (all affordable housing ~20% and 5% of market homes). This is a low figure and we would like to see it increased. Considering the Homes and Communities Agency aspiration is that by 2013 all new homes will be being built to Lifetime Homes standards it is felt a high proportion is warranted. The County Council considers it important that Northstowe includes sufficient affordable housing, so that key workers, including teaching assistants and care workers, can afford to live and work in the area. The 20% figure in the application is well below the 40% in the emerging South Cambridgeshire policy and should be tested further as part of the ongoing viability and S106 discussions with robust justification provided if a higher % cannot be achieved.

Housing Strategy page 2 – welcome the opportunity to review the housing strategy after a period of 2 years, as this will enable emerging extra care, and supported living strategies from CCC to be incorporated. However, clarification will be required on when the 2 year period begins and how much influence a updated/amended housing strategy will hold on the detailed plans. This has particular reference to the last line of the 3rd para under 'objective: Public Sector Working Together' (page 3) where early determination of requirements is requested.

Housing Strategy page 7 - Extra Care provision welcome the statement regarding provision for older people. Consideration should be giving to the timing of this requirement (likely to be much later in the life of the development) and therefore how land can be secured for this purpose.

Housing strategy page 11 'Objective : Support the early establishment of a new community' - this is a critical area for CFA and the approach suggested is welcomed. However insufficient ownership has been placed on the applicant and subsequent developers to contribute to this process. An example could be a commitment that non developed land could be handed to the community on a temporary basis for community uses (maintenance issues would have to be discussed)

Employment

Planning statement 6.7 – Consideration has not been given to the employment opportunities during the build out of Northstowe phase 2. It is requested that the application reflects that employment opportunities will be made available to local Cambridgeshire residents, in particular through making available apprentices and other training opportunities for young people in the surrounding area

Town Centre

Town Centre Strategy - Overall there seems to be a lack of focus on the town centre providing quality community services and facilities (which is a policy on page 33) and detailed in principle 7 page 10 (where the benefits of co-location is touched upon). There is a lot more focus on health services; it would be good if this could be extended for all public and community service.

Town Centre Strategy - Although it is mentioned there is little detail regarding the use of temporary provision and how this would align with the planned phasing of the town centre. More clarification is required.

Town Centre Strategy - Principles pg 6-13. It is disappointing that there are no principles relating to inclusivity, accessibility and the town centre being a focus for the community and a place for community development.

Town Centre Strategy – page 17. Difficult to comment on this table without space allocation (mentioned in comments under land use). It would be beneficial to specify the type of civic use expected in the town centre and the provision of civic hub (shared building providing library, access to local authority services & support including Children's centre outreach services etc). There is also concern that this table does not reflect the desire to have buildings with flexible shared use which may require a combination of D1 and D2 use classification.

Town Centre Strategy -6.2 anchors Pg 18. Welcome the opportunity that the secondary school will offer temporary community facilities but this would need to be explored in much greater detail, does this mean informal meeting space and drop in facilities? Would expect that a form (even if it is temporary) of a community Hub should be included as an early anchor. It is restrictive to only include health facilities. Also a community hub could provide additional education facilities (as they mention) and may include health facilities (such as in the Southern Fringe).

Town Centre Strategy – 8.1 need clarification on how community, health and childcare facilities (both temporary and permanent) are aligned with the town centre phasing.

Town Centre Strategy – page 30 welcome the power of 10 concept for the town centre.

Town centre Strategy – general comment would look for the link between the learning campus and the community facilities to be protected. For example for Consent Streets so that the type and nature of shops is managed e.g. to avoid betting/ fast food establishments.

Sustainability

Sustainability statement – general comment – sustainability statement fails to place sufficient focus on sustainable communities. National strategy for delivery of sustainable development discusses the importance of sustainable communities through improving people's lives through improving service delivery to new developments.

It is disappointing that the Community Development strategy was not attached in more detail to this document rather than as a mention in the housing strategy (appendix to the Planning Statement).

Sustainability Statement – Section 5.2 does not reflect the importance of room sizes in the well-being of the community's residents. Public health are currently identifying evidence to show the impact of small room sizes on wellbeing. Also we would like to see more cross referencing to flexible community space, and meeting the needs of existing and future generations. For example, adaptable housing; not just lifetime homes but also for extended families to live together, use of land mark sign posting around the town in order to ease navigating around the town for older people and the need for informal meeting spaces where people can get to know their neighbours and feel safe.

Sustainability Statement – section 11. To create a sustainable community there must be a combination of social inclusion, appropriate homes, appropriate jobs, services and community infrastructure. In order to facilitate community engagement and inclusion it is crucial that services and facilities are delivered at the right time and in the right location. Edgar definition defines sustainable communities as: active, inclusive, safe, well run, environmentally sensitive, well connected & well served. Targets & dialogue should be included in the document to reflect these elements.

Sustainability Statement - Health and wellbeing – comments in Health Impact Assessment (HIA) comments.

Sustainability Statement - Social infrastructure, disappointing that comments around the benefit provided by co-locating services and greater emphasis has not be captured. This is in terms of providing early support and promotes easy access to a range of services.

Sustainability Statement – Inclusivity, welcome the comment on the presence of community facilities enabling people to interact and establish relationships. However, the formation of these social networks requires support beyond just providing the infrastructure. Much of the research into new towns and community emphasise the importance of community development work beyond simple welcome events to help form these links. It is also well documented that despite good community development work, some residents will still struggle with loneliness and isolation following moving to Northstowe. Left unsupported these feelings can rapidly escalate to poor mental health; therefore it is seen as important that preventative specialist support is available in Northstowe in conjunction with the community development work.

Health

Health Impact Assessment - 5.2. Consideration should be given to the Local authority services that contribute to the health and wellbeing of residents particularly the role of the Locality Team and specialist mental health community workers. This should be understood in terms of capacity to deliver services to Northstowe. The benefits to financially supporting the local authority to provide sufficient preventative and early support should be explored. NB: this goes beyond providing the infrastructure to meet the discussed need by providing the actual support required to avoid the need escalating.

Health Impact Assessment - 5.9. Whilst the role and benefit of a Community development worker is appreciated there is a need for an additional resource to mitigate for the impact expected in Northstowe.

Health Impact Assessment - 5.9. Concerned that this section does not provide sufficient assurances that the need to support the community to form social networks has been reflected and addressed. 5.9.4 Emphasises the need for community integration with neighbouring villages but not community development within Northstowe itself.

In addition we would require more clarification on bullet one of the recommendation/monitoring. Using the number of complaints as a measure of disruption of community facilities is not acceptable.

Health impact assessment – B1.4.10 clarification required. When assessing the existing health profile has the finding of the Joint Strategic Needs Assessment (JSNA) for new communities been taken into consideration? This is particularly relevant in terms of the Mental wellbeing when looking at the existing population. The residents of Northstowe are more likely to follow the trends documented in the JSNA than the surrounding area.

Health impact assessment – C2. Welcome the recognition on page C3 that capacity of existing services affect the accessibility of services. This should be considered in terms of social (local authority) support services too.

Mothers of young children are also a vulnerable group in terms of mental wellbeing (JSNA).

Health impact assessment – HUDU Matrix. We do not feel the text in evidence, impact & recommendations columns relate to the more detailed discussion and evidence base documented in appendix B & C. More cross referencing is required recognising there is a health impact and developing a plan for how the developer will work with the relevant agencies to mitigate it.

Land Use

Planning Statement 4.1.3 - Greater clarification is required on the 'Health, Community & fitness' category. Concern that 6,000sqm will be insufficient for health and community facilities appropriate to the size of Northstowe. The Town Centre facilities should be sufficient to cover the whole of Northstowe (including phase 3) although we appreciate that these may be delivered when Phase 3 comes forward. Will require a better understanding of how this allocation will be split between each category.

Planning Statement 4.1.3 - greater clarification is required on the 'Youth Facility'

category. Does this category reflect indoor and/or outdoor facilities? Does this category include LEAP/NEAP provision if so 2,000 sqm will not be sufficient. If not how much has been allocated to local play areas?

Planning Statement 6.10 – clarification requested between children play space and informal outdoor space and the space provided by the Town square

PUBLIC HEALTH COMMENTS

Introduction to response from Public Health

The Health Impact Assessment (HIA) as submitted as part of the above application has been reviewed along with the other documents which are specifically mentioned in the HIA. The inclusion of an HIA for this application is welcome. Generally the HIA is a comprehensive account of the potential health impacts which could affect existing nearby residents or the future residents of Northstowe Phase 2. Appropriate health facilities (including opportunity for an NHS dental practice) need to be provided as part of Phase 2.

The outcome is that the Health Impact Assessment as submitted has been assessed as grade B. Grade B meets the required standard of the HIA SPD policy (only HIA's graded A or B are acceptable). Generally the HIA is a comprehensive account.

General comments on the HIA

General comments on the HIA:

- There is no mention of any provision for Gypsies or Travellers.
- There is not much detail about housing design e.g.
 - provision of Cycle Storage areas within each property,
 - provision of specific housing for older people
- There is no HIA of the connectivity of Northstowe to the other surrounding villages
- The Cambridgeshire “Building Communities that are healthy and well” document has not been used – This is a requirement of the South Cambridgeshire District Council HIA SPD
- The Local Policy included in Appendix A included Public Art – this has not been addressed within the main HIA
- There are concerns that the mix of employment is not balanced in that it may not be sustainable to concentrate on higher paid research and development type jobs at the expense of lower skilled/paid jobs.

Specific Comments on Section 5 of the HIA

Housing Quality and Design:

- **Existing Conditions**
The appropriate reports have been used. There should have more details on the affordable housing proposals broken down by tenure.
- **Impact Assessment – Construction Phase**
The impacts considered include air quality, noise and visual intrusion linking to

mental health. The assessment has also considered affordability on the local rental market due to renting by contractors for their workers.

- **Impact Assessment – Early Occupation**
Same as construction phase. The benefits include access to a range of housing types and tenures.
- **Impact Assessment – Full build out**
There is an aim to achieve a minimum of code for sustainable homes level 4 for some market homes but this figure is not defined and needs to be confirmed as part of subsequent negotiations.
- **Health Effects**
There are potential negative effects on Mental Health due to construction – particularly to occupants of Rampton Drift including vulnerable groups of older people and children living nearby. The HIA states that these are to be controlled through the CEMP although the precise effects which can be controlled and by how is not clear. Minimum space standards are mentioned in relation to density but it is not clear that the minimum space standards will be met for all dwellings.
- **Recommendations and Monitoring**
The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent.

Access to healthcare services and other social infrastructure:

- **Existing Conditions**
The assessment of the existing services is fine.
- **Impact Assessment – Construction and Early Occupation Phases**
The assessment that there are likely to be increased demand on existing healthcare services during both the construction and early occupation periods is fine, and mitigation is therefore required.
- **Impact Assessment – Full build out**
The assessment for the full build out period is fine
- **Health Effects**
There are concerns that there is likely to be a significant gap in terms of healthcare facilities provided in the town centre due to the projected phase build out of the town centre. The facilities in Longstanton, which are being expanded to cope with phase one and the existing communities of Longstanton, will reach capacity before the healthcare facility in the town centre is built. Therefore the town centre facility will need to be brought forward in the phasing schedule or an alternative temporary capacity will need to be provided.
- **Recommendations and Monitoring**
The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent. There is a recommendation on provision of transport, but this has not been mentioned in the assessment so it's unclear as to why it needs any mitigation measures. The recommendation on the use of school facilities will need community access agreements and it is suggested this forms part of the planning consent otherwise there could be limited community facilities if the school options are not available.

Access to Open Space and Nature:

- **Existing Conditions**
The assessment of the existing conditions is fine although the loss of the existing golf course as part of phases one and two should have been included.
- **Impact Assessment – Construction Phase**
The assessment of the impacts during construction are fine. There may be impacts on the open space in phase one during the construction of phase two, in addition the phasing and build out will need to ensure that the open space remains

- accessible.
- **Impact Assessment – Early Occupation**
No comments
- **Impact Assessment – Full build out**
No comments
- **Health Effects**
There is no assessment of the distance to open space from phase two residential dwellings which should form part of the access to open space assessment. There is little detail on the provision and location of open space. This will need to be included as part of any reserved matters applications.
- **Recommendations and Monitoring**
The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent. For the second recommendation “*Reinstatement of areas of existing open spaces or footways required for construction should be to the same standard as prior to construction*” this should be amended to read “...same standard or **better** as prior...”

Air Quality, Noise and Neighbourhood Amenity:

- **Existing Conditions**
This section is factually incorrect, an Air Quality Management Area (AQMA) has NOT been declared for the site, however, an AQMA has been declared for certain lengths of the A14 north of Cambridge and may include the A14 close to the proposed southern access road.
- **Impact Assessment – Construction Phase**
The assessment that dust is not normally associated with negative health effects is disputed, dust may exacerbate existing preconditions such as asthma and respiratory conditions. Reference is made to the CEMP with regards to contaminated waste, these references need to be expanded to include UXO as well as contaminated land. The Travel Plan will need to include both construction and construction worker traffic due to the length of the build out to reduce emissions and noise.
- **Impact Assessment – Early Occupation**
The assessment is fine
- **Impact Assessment – Full build out**
The assessment is fine but advice should be sought from the Environmental Health Officer at South Cambridgeshire District Council with regards to the significance of concentrations of airborne pollutants from traffic.
- **Health Effects**
The assessment of the health effects is fine but it is worth noting that the duration could be for a number of years and may be considered long term rather than short term.
- **Recommendations and Monitoring**
The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent. Conditions should also be attached which control the location and design of any haul roads in order to protect existing residential properties and the occupants of the early phases of phase 1 and 2. There is also likely to be noise from the commercial uses in the town centre which may need to be conditioned at reserved matters stage.

Accessibility and active travel:

- **Existing Conditions**
The assessment of the existing conditions is fine but the assessment would benefit from assessing the usage patterns of the Cambridgeshire Guided Bus cycle path as this is not illuminated and during the early evenings. In winter this

may cause a usage drop leading to a more seasonal pattern of use, and an increase on road traffic during the winter months and therefore additional pressure on the local road network.

- **Impact Assessment – Construction Phase**
The assessment is fine but should mention the need to separate haul roads from traffic and pedestrians where feasible as part of a road safety strategy.
- **Impact Assessment – Early Occupation**
No comments
- **Impact Assessment – Full build out**
Safer routes to schools should be one of the guiding principles and seems absent from the HIA. The principles of this section are fine but the “how” is missing and there are no specific references to other plans which may help achieve the aims.
- **Health Effects**
The assessment of health effects is fine but there needs to be careful phasing and mitigation to ensure that as much open space remains accessible during the 15+ year build out.
- **Recommendations and Monitoring**
The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent.

Crime Reduction and community safety:

- **Existing Conditions**
The assessment of the exiting conditions is fine
- **Impact Assessment – Construction Phase**
The assessment of the construction site being a possible target for crime is correct and as such a security strategy should be agreed with the Police and South Cambridgeshire District Council prior to the commencement of construction on site.
- **Impact Assessment – Early Occupation**
As above in addition the presence of occupied dwellings intermixed with construction activity may give rise to feelings of insecurity of the early occupiers of phase two, therefore a community development approach is recommended to alleviate any insecurity prior to occupation and to continue until, if not after, final full build out is complete.
- **Impact Assessment – Full build out**
The assessment is fine but the final paragraph mentions potential negative impacts due to the night time economy and there appears to be no mitigation measures proposed to control this.
- **Health Effects**
The assessment of the health effects is fine.
- **Recommendations and Monitoring**
The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent but clarification is needed as to what is meant by “early occupation” in the second bullet about providing support services for young people. An appropriate trigger level to provide services for young people needs to be set as part of any consent.

Access to healthy Food:

- **Existing Conditions**
No comments
- **Impact Assessment – Construction Phase, Early Occupation, Full build out**
The assessment of the impacts during the various phases of the development is fine.
- **Health Effects**

The assessment of the health effects is fine.

- **Recommendations and Monitoring**

The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent. There needs to be a strategy to prevent the possible proliferation and location of fast food outlets in the town centre and the wider phase two development to control:

- Outlets near schools or on routes to schools
- Outlets near or in open green space
- The numbers of outlets

This could involve declaring Northstowe a consent street area prior to commencement of construction, and early discussions with Public Health and the South Cambridgeshire District Council would be beneficial.

Access to work and training:

- **Existing Conditions**

No comments

- **Impact Assessment – Construction Phase, Early Occupation, Full build out**

The assessment of the impacts during the various phases of the development are fine, although an assessment of the potential of Northstowe becoming a “learning” centre could have been assessed, including the location of the library and education in terms of bringing positive health benefits to residents and those from further afield.

- **Health Effects**

The assessment of the health effects is fine.

- **Recommendations and Monitoring**

The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent. In addition a strategy to promote local job opportunities both during and post construction would be beneficial, these may include linking with local construction colleges. There is an opportunity to see education as an opportunity throughout the life course as a continuum of learning rather than focusing on specific age groups if Northstowe is to become an “exemplar of education”.

Social Cohesion:

- **Existing Conditions**

The assessment is fine but there is likely to be issues with integrating the existing communities of Oakington, Longstanton and Rampton Drift.

- **Impact Assessment – Construction Phase**

No comments

- **Impact Assessment – Early Occupation**

The assessment is fine but there will be the need for additional community development work/workers to build on the work on the phase 1 development and to work on phase 2 before the first occupation of phase 2.

- **Impact Assessment – Full build out**

The assessment is fine.

- **Health Effects**

The assessment of the health effects is fine.

- **Recommendations and Monitoring**

The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent, and would suggest a facility is made available prior to commencement of works on phase two for community development to have a base, this may be a temporary facility and could be based in phase one during the early period prior to construction of phase 2.

Minimising the use of resources:

- **Existing Conditions**
There is some confusion regarding the terminology of Waste recycling centres which should be clarified, there is a difference between Household Waste Recycling Centres and “Bring Sites”.
- **Impact Assessment – Construction Phase, Early Occupation, Full build out,**
No comments
- **Health Effects**
The assessment of the health effects is fine.
- **Recommendations and Monitoring**
The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent. The issue of litter can also be controlled by good design as well as by monitoring.

Climate Change:

- **Existing Conditions**
No comments
- **Impact Assessment – Construction Phase, Early Occupation, Full build out**
No comments
- **Health Effects**
The main findings of the assessment are fine, however an assessment of building design (cooling and heating technology) would have been beneficial, Surface water flooding both during construction and full build out could also have been included.
- **Recommendations and Monitoring**
The proposed recommendations and monitoring suggestions are fine and these should be conditioned as part of any consent, in addition there could be innovative solutions to flooding and runoff through permeable hard standing areas and pavements.

Summary of comments on the HIA

In summary the main concern relates to the likely significant gap in terms of healthcare facilities provided in the town centre due to the projected phase build out of the town centre. The facilities in Longstanton which are being expanded to cope with phase one and the existing communities of Longstanton will reach capacity before the healthcare facility in the town centre is built. Therefore the town centre facility will need to be brought forward in the phasing schedule or an alternative temporary capacity will need to be provided.

In addition the following conditions should be imposed on any consent:

- Community access agreement(s) for the school(s) to provide access to both community building space and open green space
- A condition to control the location and design of any haul roads in order to protect existing residential properties and the occupants of the early phases of phase 1 and 2.
- Trigger levels are set which clearly define what is meant “early occupation” particularly in regards to the provision of support services for young people.
- A strategy is needed to prevent the possible location and proliferation of fast food outlets in the town centre and the wider phase two development to control, a strategy or planning restrictions should consider:
 - Outlets near schools or on routes to schools
 - Outlets near or in open green space
 - The numbers of outlets

This could involve declaring Northstowe a consent street area prior to commencement of construction, and early discussions with Public Health and the South Cambridgeshire District Council would be beneficial.

- a strategy to promote local job opportunities both during and post construction, these may include linking with local construction colleges and include consideration of apprenticeships.
- A facility/building is made available prior to commencement of works on phase two for community development to have a base.
- A condition to require a “Safer Routes to Schools” concept is included in any school travel plan.
- A security strategy is agreed with the Police and South Cambridgeshire District Council prior to the commencement of construction on site, and a community development approach is taken to alleviate any insecurity prior to occupation and to continue until, if not after, final full build out is complete.
- The mitigation measures proposed in the CEMP should be conditioned.

In addition the applicant should consider the following issues as part of any reserved matters applications.

- There is also likely to be noise from the commercial uses in the town centre
- More precise detail on the location of smaller areas of open space.

Comments on other documents submitted as part of the Application

Construction Environmental Management Plan (CEMP):

- Section 6.2.4 mentions the need to avoid bonfires – this should be conditioned that no bonfires are allowed on site during the construction period.

Planning Statement:

- There is no provision for Gypsies or Travellers mentioned in the Planning Statement
- In section 4.1.3 table 4.3 gives an allocation for town centre floorspace for “health, Community, Fitness Centre” this needs to be split down by each use to give a precise allocation for the “Health” use.
- Section 6.13.2 mentions a short section of the busway route will temporarily be shared with traffic – there needs to be a health impact assessment of this proposal.

Town Centre Strategy:

- There is no mention of public toilet facilities in the town centre
- There needs to be a “community space” early on in the phasing of the town centre
- The Health facility will need its own parking provision for those with mobility issues who may not be able to walk from a central car park. In addition it will need access and parking for ambulance vehicles.

LIBRARIES, ARCHIVES AND INFORMATION COMMENTS

There is no specific date or phase given for the construction of the library (or shared community building which the library is part of) The town centre construction is from 2019 – 2031 and in the Town Centre Strategy (pg 18) it states that the library could be an early anchor for the Town Square but this is a suggestion and not definite.

Nowhere does it suggest the library will be in a shared building or a standalone

building . We would want to co-locate library, learning and information services as part of multi-service / multi-agency provision / one stop shop provision if at all possible.

SPORTS COMMENTS (combined with SCDC Sports and Leisure comments)

Comments on whole Northstowe site

The Sports Principles paper developed along with South Cambs DC should be used to underpin all of the sports facility provision at Northstowe.

We should "Continue to develop and invest in a network of high quality, fit for purpose sports facilities that facilitate increased participation, improve health and well being and enhance the quality of life for existing and new communities".¹

The development of sports clubs, whether social or competitive, assists with community cohesion and the general health of the population. The provision of formal and informal open space allows people to relax and enjoy their leisure time.

Modern sports facilities should be:

- Integrated into the overall design of a new development through the planning and consultation process
- Positioned in accessible locations with the potential for users to arrive by foot, bike, car or bus.
- Fully accessible to everyone with well-designed sports and ancillary facilities e.g. car parking, reception area and changing rooms
- Where appropriate, clustered with other sport facilities to provide a multi sports hub
- Designed and built following consultation with users, and national and local sports organisations and to technical standards and guidelines drawn up by *Sport England* and/or the Sports Governing Bodies.

New provision could be provided through:

- Upgrading and enhancing existing facilities
- Co-locating with other community facilities e.g. a school, if evidence shows that this is the best place to position them and if a mutually acceptable dual use agreement is in place for a minimum of 21 years.

Space

Standards should be established regarding accessibility, quantity and quality of sports facilities, taking into account local demographic forecasts and the existing and projected rates of participation. These are locally determined by:

- Local Authority demand analysis and planning documents²
- A Playing Pitch Strategy (for outdoor sports)
- A Sports Facilities Strategy (for indoor sports).

Modelling of local supply and demand is supported by a range of documents, including Local Authority Sports and Leisure Strategies, local sports clubs

¹ Cambridgeshire Sports Facilities Strategy 2008-2021. Strategic Leisure.

² Examples : Fenland Sports Facilities Demand Analysis 2026 and South Cambs : Sport Play and Open Space Supplementary Planning Document, Jan 2009

assessment of demand and *Sport England* publications³

Service Standard

High quality services which are:

- Within a 20 minute walk of quality provision in urban areas⁴
- Within a 20 minute drive of quality provision in rural areas
- Delivered through an extensive range of public and commercial sports facilities
- Monitored regularly to assess performance against recognised standards⁵

Core services

- Access to local facilities and a supportive infrastructure to aid participation in sport by all members of the community
- A wide range of sports facilities that encourage participation, competition and excellence
- Opening hours and a pricing structure that reflects the needs and capabilities of the local population to participate in sport
- Well-designed facilities to guarantee equality of access for all and a quality experience for everyone participating in sport

Enabling provision

- Locally based sport development worker(s), building links within and between new and existing communities.

Comments on Phase 2 application

- Policy NS/19 of the Northstowe AAP states:
"The requirements of the strategy for formal sports provision which are directly related to the needs of the future residents of Northstowe and its implementation will be met in full by the development in terms of the quality, quantity and location of facilities provided"
- The proposal within the paper still does not provide enough open space for outdoor sport as required within the N'stowe AAP. The accepted requirement is for 14.39 hectares not 10.66 as outlined

The original 'Sports Facilities Strategy for Northstowe' was produced in 2008. It is a concern that this strategy has not been reviewed and fine tuned. It is very important to review the strategic vision for sport in Northstowe so that the development of indoor and outdoor sports facilities in the town meet the required standards.

³ Sport England key documents:

- *Sport England's Active Places database and Active Places Power strategic planning tools.*
- *Sport England's Facilities Planning Model.*
- *Sport England's Active People and Market Segmentation tools.*
- *Sport England's Sports Facilities Calculator*
- *Sport England's Playing Pitch Strategy guidance*

⁴ Sport England key documents:

- *Sport England's Active Places database and Active Places Power strategic planning tools.*
- *Sport England's Facilities Planning Model.*
- *Sport England's Active People and Market Segmentation tools.*
- *Sport England's Sports Facilities Calculator*
- *Sport England's Playing Pitch Strategy guidance*

⁵ 'Quest Accreditation' Quality Assurance Scheme.

Para.6.10 states that a strategy for formal sports and play provision will be prepared following the granting of outline consent. This should be produced earlier than this to assist design and specification and also to inform Members and the general public when they are considering applications for Phase 2 and 3.

The overall requirement for outdoor sport in 2008 was calculated at 38.2ha, adjusted to 34.6ha to take account of the proposed provision of two full-size Artificial Grass Pitches (AGP's). However, there is no reference to overall outdoor sport provision for Northstowe in the current application. Again, a revised strategy is essential to confirm the new requirements for outdoor sport.

With regard to Phase 2, it is stated that provision for outdoor sport will equate to 10.66 hectares, however the policy requirement for phase 2 is calculated at 14.4 hectares, a shortfall of 3.74 hectares.

This phase includes the Eastern Sports Hub and the remainder of the Northern Sports Hub (most of which was included within Phase 1 of the development).

There is a lack of detail with regards to the full range of sports facilities to be provided within each sports hub e.g. grass pitches, artificial grass pitches, tennis courts, athletics tracks, multi-use games areas etc. It is difficult to make an informed comment if the facility mix and proposed location and layout has not been include.

The 2008 strategy for delivering indoor community sports facilities for Northstowe is via shared use facilities on the proposed secondary school site with detailed management arrangements to be agreed at a later date.

The original 2008 strategy highlighted the need for the following facilities to meet demand from the new population, with these provided in phase 2:

- 8 court sports hall
- 6 lane 25m swimming pool plus learner pool
- Health and fitness suite
- 2 Squash courts

It was proposed that the main indoor community sports facilities for the whole of Northstowe would be provided as a 'dual use' facility at the proposed secondary school.

The current application does not contain detailed plans for the proposed secondary school, in particular the community sports facilities. Again it would assist the process to review and revise the sports strategy with regard to indoor sports provision.

Other issues/questions:

- How useable will the school sports pitches be if they are on the flood plain? Has the 'Institute of Groundsmen' been consulted on the suitability of the surface/sub surface?
- ATPs that have water on them and then freeze will be very expensive to maintain and repair.
- To meet South Cambs and Sport England standards formal water space (swimming) is required in Northstowe. The sport stakeholder group had outlined the secondary school as the optimum provider but I do not see a pool and adjoining learner pool identified in this application?
- There seems to be a super-sized AGP suggested in the text to provide for

different sports to be played. This is not a practical or logical solution and cannot be supported. Ideally phase 2 should provide one full sized, floodlit, sand filled AGP at the school site and one floodlit, 3G rubber crumb surface full size pitch within the adjoining sports hub.

- Given that the density of housing is greater than phase 1 there need to be opportunities for people to access sport and leisure.
- This proposed reduction in provision will reduce the potential usage for the local population and increase the carbon footprint as people have to travel away from Northstowe to play sport. A lose- lose scenario from the off in an 'exemplar' development.
- Social inclusion, community engagement /cohesion , volunteering opportunities (25% of all volunteers are in sport) and the health and fitness of the community are also compromised just when the nation has a health crisis and the Governments main focus is to prevent obesity and diabetes.
- You cannot count school pitches as community pitches.
- Whilst many of the school sports facilities are provided for community use (acknowledged as very good practice) they cannot and never were regarded as community sports facilities or counted against SCDC sports standards .
- Community standards for pitches and buildings are higher than school standards. We need to ensure the pitches are properly drained especially given their location on the floodplain.
- Will there be a learner pool at the SEN unit?
- The school talk about dual use but what is the fall back position if over time the school decides it cant afford the upkeep of those facilities. What access can be secured for the community to sports provision in perpetuity?
- This is for a range of reasons for concern if the school manages all the sports provision including the following:
 - They will not be operated, maintained or owned by SCDC, or a community organisation ,so there is no guarantee of a long term sports provision for the community at the school site.
 - The school cannot use its budget to support the upkeep and maintenance of 'community ' sports facilities. If they are making a loss, the school cannot assist with a ' survival' payment.
 - The school will always have priority use. For example the school may want a pitch for a school match and consequently will not want the community to be using the pitch at that time.
 - The wear and tear on school pitches in particular by over use by the community can cause frustration/cancellation.
 - The four court multi use netball/tennis area within the school is a curricular space provided for the school. It cannot be part of the pitch replacement calculation for N'stowe.
 - The full size sand dressed pitch at the school is essentially provided for hockey. Hockey is not played on grass pitches so a sand dressed pitch does not replace 3 grass pitches. It is one pitch and should be counted as one pitch.
- There doesn't appear to be any detail on what type of public changing facility there is
- What indoor sport is being provided?
- There seems to be a mega ATP being suggested at the school combining different surfaces (hockey/football). This is not practically possible.
- There are lots of LAPs being suggested but it would be better to discuss combining some of these to become Leaps/Neaps with the required buffer zones in order to give children better access to activity.
- There appears to be no green areas in the town centre

- Open space has to be useable. The land designated as of significant archaeological interest therefore should not count towards that provision.

ARTS COMMENTS

*'Spaces for the creation, production, performance and showcasing of arts are an essential component of sustainable and successful communities; the arts are able to bring people together, create links between different communities, and encourage people to feel a sense of pride and belonging in their local area.'*⁶

*'Arts leaders and organisations occupy a major place in the 'Big Society': as civic leaders they contribute to the cohesion of their local communities, civic pride and quality of life.'*⁷

Arts activities create opportunities for community interaction and build a sense of place. They can inspire learning and support skills and personal development as well as health and mental well-being and are an essential component of positive activities for young people. High quality, sustainable and well-located arts facilities need to be taken fully into account in the planning of new development and in regeneration, they sit within the category of social and community needs. The arts play a vital part in social and economic regeneration.

Modern arts provision should be:

- Flexible to meet the needs of diverse audiences
- Flexible to meet the demands of different and new art forms
- Integrated into the overall design of a new development
- Fully accessible to everyone with well-designed facilities
- Positioned in accessible locations

New provision will facilitate an ongoing and meaningful experience of the arts and may best be provided through:

- A specifically designed and built arts facility
- An enhancement of existing facilities and venues
- Co-location with other cultural and community facilities

Space / Premises:

- 45 square metres per 1,000 population⁸

(NOTE: The benchmark outlined above should be seen as a starting point for negotiation. It should be translated into local benchmarks by local authorities, supported by local evidence of need, and the derivation of local costs. This will include an assessment of:

- The location, size, and services offered by arts venues.
- Quantitative and qualitative assessments of their current adequacy
- An assessment of needs and opportunities taking account of the estimated population increases or changes in the distribution of population in growth areas⁹)

⁶ Arts, Museums and New Development, A standard Charge Approach, March 2008.

⁷ Arts Council England – Why the Arts Matter 2010

⁸ Arts, Museums and New Development, A standard Charge Approach, March 2008.

⁹ TCPA Culture and Sport Planning Toolkit, May 2013.

Service Standards

- Opportunities to participate in a wide range of arts activity
- Opportunities to access high quality arts practice
- Equitable and inclusive access across the County

Core Services:

- Access to and local opportunities to participate
- Galleries housing permanent collections and temporary exhibitions; Multi-use arts venues and theatres;
- Production, rehearsal and education space for arts.
- Opportunities for participation available from birth to old age
- Access to a range of high quality arts provision

Enabling provision

- Locally based arts development worker (s), building links within and between new and existing communities.

We see no mention of the above in the phase 2 planning application. We would like to see an arts strategy developed for the whole site to include phase two. The town centre is a major provision in phase 2. As such consideration for arts provision, which could include a performance space, display areas, public art or a myriad of other options should be explored and provided to meet a local need. This is the advice given in the Town and Country Planning Toolkit, 2013. There is no mention of resources, particularly in the early years of the phase two development, of an arts development post. This would assist with establishing arts groups, performances, displays etc. in Northstowe. The County Council considers that overarching strategies on culture and public art should be produced in order to provide guidance on these important elements. These could be conditioned to ensure that they are produced prior to submission of the Reserved Matters applications.

MUSEUMS COMMENTS

“Museums enrich the lives of individuals, contribute to strong and resilient communities, and help create a fair and just society. Museums in turn are immensely enriched by the skills and creativity of their public”¹⁰

Application of the Association of Independent Museum’s 2010 *Economic Assessment Toolkit* suggests that the value of visitors to museums in Cambridgeshire in 2012-2013 approached £4m¹¹.

Modern and attractive museum facilities should be:

- In accessible locations with good transport links
- Located in a significant local building or co-located with community facilities thus enhancing the community landscape
- Accessible to the whole community and users across the age ranges and people with a disability
- An inspiring, safe, local space for both local community and visiting audiences
- Interpreting the collections in ways which support users’ learning and enjoyment¹²

¹⁰ <http://www.museumsassociation.org/museums-change-lives>. *Museums Association 2013*

¹¹ *East of England Museums Benchmarking* <http://sharemuseumseast.org.uk/wp-content/uploads/2014/03/Benchmarking-2012-13-All-museums-FOR-PUBLICATION-ONLINE.xls>

New provision may best be provided through:

- Upgrading of existing facilities through redisplay, refurbishment and extension to provide better access and interpretation.
- Co- location with other cultural or community facilities
- Utilisation of a redundant historic building, for which it provides a viable use.

Space / Premises:

- 28 square metres per 1000 population¹³.
- Public space should include, reception area, public exhibition area (permanent) and preferably also temporary exhibition space. Non public space should include collection and archive/library storage areas.

Service standard:

Accredited museums must obtain or exceed published minimum standards in collection care and documentation, both in how they are managed and governed and on the information and services they offer to their users.¹⁴

Core Services:

- Access to collections, either on-line or in person
- Visit available from birth to old age.
- Access to a range of excellent quality interpretation material within the collections
- Flexible opening hours

Enabling provision:

- Locally based museum development worker(s), building links within and between new and existing communities.

¹² *Arts, museums and new development: a standard charge approach. MLA 2008.*

¹³ <http://www.museumsassociation.org/museums-change-lives>. *Museums Association 2013*

¹⁴ *Arts Council England (ACE) Accreditation Scheme*

EDUCATION COMMENTS

General – relate to Illustrative Masterplan; Design and Access Statement; Parameter Plans and Planning Statement:

Following detailed pre-application discussion with the developer, a number of assumptions have been made about Northstowe Phase 2. Understanding these is critical for providing a context for the comments made in relation to the 0-19 year old educational provision required as being necessary to mitigate the impact of the development proposals.

Northstowe phase 2 is proposed as being for development of up to 3,500 homes. The Council has assumed a standard housing mix, but based on information provided by the developer, and in consultation with Council officers, has assumed only 20% of these homes will be classed as affordable housing. This is a significant assumption, as the percentage of social housing is one of the main factors in determining the overall pupil yield forecast from a development. The long term pupil forecast for the phase 2 proposals are outlined in table 1 below.

Table 1: Long-term forecast for 3,500 homes in Northstowe Phase 2, assuming 20% affordable homes

Age range	Total forecast child yield	Forecast pupils per year group	Forms of Entry ¹⁵ (FE)
0 to 3	746	187	n/a
4 to 10	1089	156	5.2
11 to 15	778	156	5.2
16 to 18	467	156	n/a

It is critical that these comments are read only as a comment on the proposals set out in the Phase 2 outline planning application. Any changes to the number of homes, housing mix and specifically tenure mix will lead to changes in the forecast pupil yield for the development. Revised assessment of the demands of the development will be required should this key assumption change.

The Council had a significant objection to the Land-use Parameter Plan, which indicated that part of the eastern education site may be used for residential development. . The overall site area of the eastern education site at 16.74 hectares was 2 hectares smaller than the County Council would typically require for the range of education provision which will be located on this site; this will include all phases of education (Early years, Primary, Secondary, Post-16 and Special Education Needs). Following formal amendments the land allocated for education use has been increased to meet the councils minimum requirements and the objection is now withdrawn.

Early Years and Childcare:

The County Council has a statutory duty to facilitate the market to secure sufficient early years and childcare provision. Although its role is as a commissioner of provision rather than as a provider. A key part of this role is to ensure that there are sufficient places to enable eligible 2 year olds (currently approximately 40% of 2 year

¹⁵ A single form of entry is 30 places x the numbers of years in the school. Thus, for primary school 1 FE is equal to 30 places x 7 Year Groups and for secondary school 1 Fe is equal to 30 places x 5 Year Groups

olds) and all 3 and 4 year olds, to access 15 hours free provision each week.

There is also a duty to secure a range of different types and patterns of provision to support families in returning to work. This will include the promotion and development of the childminder market as well as full day-care for 0-4 year olds.

The planning application includes the provision of two new primary schools, which will provide some mitigation towards the impact of the proposed development.

In line with the Council's established policy, these schools will include accommodation to facilitate pre-school provision. Each school would typically be expected to provide a class base for each form of entry, thus a 2 FE primary school will provide 2 class bases. Each class base can provide up to 52 sessional places for 3 and 4 year olds or 48 sessional places for funded 2 year olds. Across the two schools, it is anticipated that there five class bases, which equates to places for up to 260 3 and 4 year olds, or 240 funded 2 year olds.

Against a likely overall demand of around 480 places for funded 2's, 3 and 4 year olds it is clear that this is insufficient to allow the Council to fulfil its statutory duties. It is important to note that eligible children will also be expected to access their free entitlement through a range of different types of provision. This includes other Private, Voluntary and Independent pre-school settings, full day-care and childminders.

It is also important to highlight that this level of demand assumes that these children only take their 15 hour statutory entitlement. Evidence clearly demonstrates that provision of additional hours is needed to meet the needs of families. Therefore, additional early years settings will be needed throughout Phase 2 of Northstowe to ensure that the demand for provision can be met.

In addition to these sessional places, there will also be a need to secure appropriate provision to enable other pre-school and day-care providers to open. The County Council would not seek to have these sites secured through the outline planning application, but would request that sufficient plots of land are given a D1 planning allocation, to facilitate the delivery of private providers, to establish provision as the development progresses. This may include exploring opportunities which may arise in relation to other service provision, for example, co-location of a pre-school with Community Facilities. Provision should be in accessible locations, and should reflect different patterns of accessing provision. This includes families opting for a setting close to their employment and not just homes. To reflect this, opportunities to secure sites within the town centre, local centres and employment hubs should be encouraged. In addition, there should be consideration as to how private pre-school and early years provision can be encouraged and maximised through and within the S106. The County Council has recently incorporated this approach into the S106 at Alconbury Weald.

Primary education provision:

The phase 2 application provides for 2 primary schools (one 2 FE and one 3FE) to be delivered as part of the delivery of phase 2. Between them, these schools will provide 1,050 primary school places. When considered alongside the longer forecast demand of Northstowe phase 1, this is sufficient demand to mitigate the impact of the development proposals.

There will be a need to carefully consider the timing of delivery of these schools to ensure that there is sufficient capacity in Reception and Key Stage 1 year groups to

meet the demand of the new community.

The timing of these schools, PS1 in Sub Phase C (2019-21) and PS2 in Sub Phase E (2023-2026) will be critical to ensuring that the Council can commission sufficient primary education provision. It is considered that the proposed phasing is appropriate, to allow development of the schools alongside the corresponding residential development.

It will however, be critical, that:

- the S106 agreement provides sufficient assurance that free-serviced sites, as defined by the County Council's policy (Cabinet 2014), are provided in a timely manner;
- in the planning and delivery of subsequent phases of delivery sufficient consideration is given to securing safe walking and cycling routes to schools. It is noted that once travel patterns are established in the early stages of a school being open it can be more challenging to change these. It is therefore, critical, that throughout the delivery of each sub-phase, every effort is made to promote sustainable modes of travel.

It is stated that the eastern schools would be up to 12m in height while the western school would be up to 9m. It is requested that flexibility is maintained on these heights to meet the requirements for a primary school that may be up to two storeys and a higher secondary school. Maximum of heights would be of **15m** and **12m** respectively may more suitable. It is positive that no minimum heights for the schools have been set.

The schools are overlooked by residential development that is stated to be up to 3 storeys high in some locations. This is appropriate and should ensure that the school buildings are not unduly overlooked.

Primary School 1 site:

The first primary school is proposed as being delivered adjacent to the secondary school, to the west of the site. The final location of the primary school within the site is yet to be determined. The developable areas established through the parameter plans are considered to provide sufficient flexibility for the County Council and other stakeholders to finalise the site area outside the Outline Planning Application process.

The relationship between the primary school and the primary road will be crucial. Specifically, the Council is concerned that there is the potential that the location and design of the primary road, adjacent to the primary school, will not allow for a free ease of movement for parents and pupils to and from the school. To address this, the Council requires the layout of the primary road to be carefully managed with clear crossing points to allow for ease of access to both the primary and secondary schools, with priority given to pedestrians and cyclists.

Primary School 2 site:

The second primary school site is located to the east of the centre of the Phase 2 development, surrounded by residential land uses with a secondary access route from the western primary access road. The location of this primary school is supported, being located centrally to the site and community it will serve, and with good access to the school from the surrounding road network. It is also set back from the primary road network, which allows for ease of movement to the school.

The Council has previously raised concerns about the proposal for the school to be delivered through the re-use of the Officer's Mess building. Evidence was requested to demonstrate that this approach will not undermine the ability to deliver a high quality and sustainable environment for the delivery of education, and the Council objected to this proposal in the absence of such information, and the expectations for use of this site for education purposes raised through the planning application. Evidence has now been received that gives the County assurance that the site and partial use of built form can be used to provide modern high quality education whilst retaining the heritage and character of the site. Therefore the objection is now lifted in this regard subject to the applicant providing additional resource to fully fund the development of the school and the reuse of the building as far as it practicable. The reuse of this site for the second primary school is supported subject to appropriate funding and detailed site specific and technical surveys.

Paragraph 72 of the National Planning Policy Framework (NPPF) sets out that the government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It also sets out that the authority should give great weight to the need to create, expand or alter schools. In this regard it is imperative that the education authority have the ability to build a purpose built school that meets the stringent Building Bulletin requirements. It is highly unlikely that the officer's mess building will be of an appropriate size, scale, height and layout to meet the educational requirements for the school, even with significant amendments. It will significantly constraint any school development on the site and is not supported by paragraph 72 of the NPPF.

The reuse of the officer mess building is supported following submission of feasibility studies. Further technical studies will need to be carried out and the applicant will need to mitigate financial risk to the county council. However as the school will be required later in the phase 2 implementation, the council would support an interim community or business use of the site and buildings.

Secondary education provision:

Secondary education for Northstowe phase 2 will be provided by the expansion of the secondary school from the 4 FE delivered in response to Phase 1 to 8FE.

The site set aside in the Northstowe Phase 2 indicative masterplan is closely aligned to the site identified in the Northstowe DFD and Phase 1 S106 agreement. The amendments which have been made have been in consultation with the County Council and are supported. It is considered that the modified approach and flexibility within the site provide the opportunity to better generate linkages between the secondary school, Post-16 provision and the town centre than would have been possible previously. This will further support the development and delivery of the Northstowe Economic Development Strategy and may help create better links to community facilities by enabling the school's design to better relate to the wider community.

The relationship between the secondary school and the primary road will be crucial. Specifically, the Council is concerned that there is the potential that the location and design of the primary road, adjacent to the primary school, will not allow for a free ease of movement for parents and pupils to and from the school. To address this, the Council requires the layout of the primary road to be carefully managed with clear crossing points to allow for ease of access to both the primary and secondary schools, with priority given to pedestrians and cyclists.

A further consideration is the relationship between the secondary school and indoor and outdoor community sports provision. This is especially true in relation to the potential for shared use and management of these facilities. It is noted that the overall site area for formal outdoor space is significantly below the SCDC policy requirements. The outline planning application suggests that this will be offset, in part, through the provision of All Weather Pitches. The County Council would suggest that if this approach is to be accepted, that these should, where possible and appropriate, be located on, or as close to the secondary school site as possible. This will promote greater security for these facilities, as well as allowing their use by as many people as possible, which could further enhance the sports curriculum delivered at the secondary school.

There is a need to clarify the approach for delivering community sports provision in Northstowe, specifically for defining the long-term governance arrangements to ensure that the facilities which are provided remain viable and of high quality. Discussions between the Councils and Cambridge Meridian Academy Trust have begun. It is important to understand SCDC's long-term aspirations for management and governance of public assets in Northstowe at an early stage, and to ensure that there is political support for arrangements which are put in place.

Post-16 and Special Educational Needs provision:

The approach outlined in the Phase 2 planning application for securing Post-16 and Special Education Needs provision are supported.

Specific Comments:

Environment Statement - Noise

Noise levels are predicted to be below 55dB across most of the site. Although the 2031 Do-Something noise contours across the site indicate that the criteria in BB93 are likely to be met, it must be asserted that further assessment will be required to ensure that these standards will be met. CCC Education have no objection to the location of the schools on noise grounds, however further information is required to give certainty regarding noise emissions to the school sites to demonstrate noise will not be a constraint to development. This particularly relates to the Secondary School and Primary School site PS1, which are more likely to be affected by noise from the guided busway and the primary road.

In the event that planning permission is granted for the proposals a pre-commencement condition should be imposed requiring more detailed noise surveys to determine noise levels to the school sites, with mitigation measures/attenuation to be provided as appropriate. Any mitigation/attenuation as required should be provided by the applicant for the wider development.

On Northstowe Phase 1 application the Environmental Health Officer has recommended a number of conditions with regard to noise and concern regarding noise from the school to the neighbouring residential uses. Whilst CCC do not consider schools buildings to be of noise disturbance to neighbouring residents, it is important that the Environmental Health Officer is happy with the land use arrangements, to avoid any need for mitigation and conditions on the school application at detailed application stage. Officers should discuss this matter with the Environmental Health Officer, prior to determination of the application.

Environment Statement – Ecology

It is stated that the edges of the school fields would be left to grow long, to widen the buffer zones wherever possible and provide cover for wildlife. It is not considered appropriate to set out requirements for internal use of the school site at this stage. Ecological enhancements will be planned at detailed applications stage, along with a number of other educational requirements for the school.

CEMP

The CEMP submitted with the application states that haul routes and operating plants will be sited away from potential receptors such as schools to help control vehicle and plant emissions. This is supported.

Framework Travel Plan

The Framework Travel Plan states that residential parcels of Phase 2 are within an 800m/10 minute walking distance of the secondary school and the majority of homes would be within a 400 metres/five minute walking distance of a primary school. This approach is reasonable and is supported.

Movement and Access Masterplan

The movement and access masterplan continues to show a foot/cycle path through the larger school site. The County Council strongly object to this as it is a major constraint on the effective masterplanning and development of the site for education purposes – especially as it splits the developable area in two. It poses significant challenges in terms of safe-guarding, with an open access path running through the centre of the school site.

HERITAGE COMMENTS:

There are several elements to the heritage of Northstowe: the mitigation (fieldwork) required in advance of development, public engagement with archaeological fieldwork, the presence of designated and non-designated historic assets in and around the development area that will become part of the new town, and the presence of several existing heritage groups and interests in the area.

To begin, the mitigation of each phase of Northstowe will continue to be defined by the Historic Environment Team in discussion with each developer and their agents (D9/a of the NAAP). The delivery of these phases of work is a stipulation of the NPPF, and is to a great extent independent of other heritage activities at or around Northstowe. Nevertheless, the outcomes of these fieldwork phases will provide a great deal of information about the landscape that should be made available to new residents, existing populations and researchers alike (also in line with the NPPF) and D9/d of the NAAP.

The area in and around Northstowe is itself an asset that presents a great opportunity to enrich the new town, and make it more than another housing development. The historic station of RAF Oakington has stories and connections to tell, and it is fantastic that the HCA are looking to keep three non-designated structures alongside the listed pill boxes; finding a sustainable future for all of these is important (D9/c of the NAAP). These are the Guardroom, the Officers' Mess and the Admin Block. Outside the airfield, there are the village cores and the area of Longstanton Paddocks.

There is already a significant and active heritage presence around Northstowe in the surrounding villages. This includes the Longstanton & District Heritage Society, the Oakington & Westwick History Society, and the Churches Conservation Trust at St

Michaels Longstanton, plus there is a new network of aviation museums and interests across Cambridgeshire being created.

Therefore the heritage 'offer' at Northstowe has to achieve the following:

- Tell the story of RAF Oakington
- Provide a forum for the findings of the development – led archaeological work
- Find a use for the designated and non-designated historic assets
- Protect the integrity of the surrounding designated assets (D9/b of the NAAP)
- Engage with new residents and existing populations
- Provide a “sense of place” for Northstowe

This is a broad vision for Northstowe's heritage, and would benefit from a proactive programme of delivery consistent across current and future phases. We would suggest the establishment of a 'heritage vision and master plan' for the new town that can be supported by all parties. This would contain objectives for the heritage assets in and around the development area, proposals for exhibition spaces and the roles of the various local societies. This master plan would be 'owned' by a heritage panel that in turn could give way to a Heritage Trust that ultimately could fundraise, manage and advise the new town.

This approach has several advantages:

- It provides for a joined up approach by all parties with a unified goal and direction for the conservation of heritage assets
- Each member is part of the whole yet keeps their own identity
- It allows heritage to be embedded in the new development at the outset
- It gives a local voice to conservation matters
- Heritage is a good news story: this provides a PR platform
- Ultimately it offers a basis for a Heritage Trust to look after its own interests and find raise accordingly.
- It can also provide better return for core funding.
- It allows the town to document it's own originals: how many place s can say that?

There are main heritage and archaeology elements are as follows:

- 1) Long term storage of archive: we envisage that the main 'bulk' archive will be lodged with the County Council, for which appropriate costs will be payable; however this archive would also form the basis for displays in the Guardhouse, although the storage requirements are better met elsewhere. This storage cost can be included in the developer funded archaeology costs.
- 2) Public Archaeology: displaying materials, exhibits and presentation/interpretation assuming a suitable venue is available and suitably equipped.
- 3) Display areas: providing the venue for (2) above. This is an unknown at present.
- 4) Management of pillboxes: as designated heritage assets these will need to be looked after.
- 5) Longstanton Paddocks is a non-designated heritage asset that lies between the old and new settlements. It too needs to be managed.

These sites and objectives will require someone on the grounds to deliver, oversee and guide the outcomes, plus to liaise with other stakeholders and views. Obviously there are also the other structures on site to consider.

For these and all the reasons above, we would suggest the creation of a heritage panel with membership from local communities and societies, local authorities and developers. We can then drive the heritage of the area forwards as an integral part of the development.

BROADBAND COMMENTS:

Broadband is now considered the fourth utility and has become a major consideration in the purchase of a new house, as well as being essential to attracting businesses. Its importance is set to grow as more things within the home become connected and as consumers access more services via the internet.

Early provision to new communities is crucial to ensure that developments are attractive places to live and that residents can access the services they need via the internet as well as being able to work from home reducing the impacts of new developments on the local transport network. It also supports the local economy as Businesses are unlikely to be drawn to setting up and operating from a new development that has no access to broadband, limiting the economic growth of the new town. Retrofitting this infrastructure can be costly and also disruptive to the street scene. Failure to have appropriate broadband provision can also lead to a digital divide and issues of social isolation and exclusion for the new residents.

The County Council expects that Northstowe will from the outset have the open access infrastructure needed to enable Broadband providers to connect fibre to homes and businesses. We would also expect the developer to demonstrate that a commercial agreement is in place for Internet Service Provider(s) to connect all premises on the site to the fibre network. This will ensure that residents and business have the connectivity they need and support Northstowe in becoming a thriving community. The County Council expects that this will be secured through the following planning condition:

Superfast Broadband

With the exception of any enabling or infrastructure works, no development shall commence on each reserved matters area of the development until a strategy for the provision or facilitation of broadband to future occupants of that reserved matters area has been submitted to and approved in writing by the Local Planning Authority in consultation with Cambridgeshire County Council. The strategy shall ensure that upon occupation of each dwelling or commercial premises in that reserved matters area, the infrastructure to facilitate fibre optic cables from a site wide network to each dwelling or commercial premises contained within that reserved matters area has been provided in accordance with the approved details. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a superfast broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy. Other forms of infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be included where possible and viable. Major infrastructure development must also provide ducting that is available for strategic fibre deployment. The approved strategy shall thereafter be implemented in accordance with its terms.

Reason: *To provide high speed technology and communications in the interests of sustainability to reduce reliance and car-based travel, and to ensure that the needs of future residents to connect to the internet does not necessarily entail engineering works to an otherwise finished and high quality living environment.*

SECTION 106 REQUIREMENTS:

Appropriate Section 106 funding is required to mitigate the impacts arising from Northstowe Phase 2. The County Council would require contributions, in the form of financial contributions and free-serviced land, for a number of services and infrastructure provision. Details of these requirements will be worked through with SCDC as part of the S106 and viability negotiations. As part of the viability discussions it is important that the HCA behaves transparently with the two local authorities on its viability modelling

South Cambridgeshire District Council

Building Control

- Rainwater disposal. Flooding appears to have been adequately addressed.
- Water usage. The proposal to limit use to 110 l/per person per day is welcomed and is well above current regulatory requirements of 125l/per person.
- Energy consumption and carbon reduction initiatives are welcomed and will go some way to arriving at the near zero carbon requirements of the proposed 2016 regulations. The 2016 regulations are not yet available.

Historic Buildings

- Concur with English Heritage's views.
- The current Longstanton Conservation Area Appraisal was adopted in September 2005 so is relatively recent and may not therefore be a high priority for reassessment.

Ecology

This development proposal impacts upon a wide range of habitats and species by virtue of its sheer extent over land which has been allowed to semi-naturalise following cessation. The Environmental Statement (ES) address this point through the standard approach of Ecological Impact Assessment (EclA) developed by the CIEEM.

Bats

Buildings 2, 55 and 56 were found to support roosting bats. Building 5 has the potential to support roosting bats - require further consideration and discussion with the applicant to ascertain the level of information to be provided in the EMP.

One bat tree roost was identified for common pipirelle bat at tree 158. The tree was not considered to be directly affected by any construction work but could be indirectly affected if wooded areas are not properly protected during construction.

Overall the site was not considered to be of any greater importance to bat populations beyond parish to county level. This assessment is accepted.

Lighting and habitat loss associated with the construction of the development has the potential to disturb foraging and commuting bats. A significant effect has been

assigned due to the diversity of bat species that use Long Lane but this impact is only affected at the parish level.

Clearance of trees and other vegetation is also likely to have a short term effect upon bat foraging and commuting routes but is not considered to be significant given that extensive new planting is to be delivered.

Lighting along the greenways and around the waterpark has the potential to significantly reduce the value of these areas to feeding bats. It is very important that careful consideration is given to the type and standard of lighting around.

European Protected Species licences will need to be secured by the applicant from Natural England prior to any activity taking place that could disturb bats or damage their roosts. Compensation will be required and this could take the form of bat boxes and /or features within the proposed buildings. Reference is made in paragraph 10.6.82 to a bat house, this type of species specific habitat enhancement is welcomed. The applicant's ecologist shall be providing further information that will be included in the EMP.

Paragraph 10.6.83 states that further work would need to be undertaken on tree 158 and buildings 2, 22, 55 and 56 to confirm the roost status and to inform the EPS licence. This information should have been collated in order to inform the decision making process that this ES supports. Discussion is needed with the applicant as to why this further survey work is still required. The same discussion is required with regard to the lack of detailed surveys on the scattered trees and potential for light disturbance to a number of waterbodies along the route of the haul road if lighting is required. These discussions are underway and the provision of bat mitigation and update surveys will be in the EMP.

Paragraph 10.6.98 states that pillboxes B11, B12 and B13 would be enhanced as bat roosts. Full details of the means of achieving this are required so that there is a balance between the need to conserve listed structures and to provide for bat conservation.

Badgers

One main badger sett was recorded within the development area and is associated with the grey badger clan. Four distinct badger clans were identified for the Phase 2 area. Whilst this impact is not desirable, with suitable mitigation and the provision of new grassland habitat to provide new foraging, the lasting impact has been considered as only parish level given that badgers are not a rare animal. This is accepted. Repeat surveys will be required prior to developing parcels of land to ensure that badgers have not colonised new sites.

A significant adverse effect on badgers (mainly the grey clan) is likely at the parish level due to the loss of permanent foraging habitat.

A badger licence would be required prior to undertaking any potentially disturbing works. It is also stated that the licence would also cover the creation of an artificial set to compensate for the closure of a main sett (sett 22). Whilst this approach is welcomed, further details are requested on the exact form of the proposed sett and its final location, this should be addressed in the EMP.

A number of badger tunnels would be provided under the proposed busway. However, it is then stated that guide fencing would be provided. This integration of

the guide fencing needs careful consideration if it is not to prevent persons from crossing road. Further discussion/clarification is required as to how the badger mitigation is to properly work.

Water vole and otter

It is considered that otters probably only utilise the site occasionally.

Water voles were not recorded in the development site. They were recorded from the Longstanton Brook. It is not thought that there is a potential for this species to be disturbed by the development works.

Breeding bird survey

A total of 73 species of bird were recorded of which 62 were either confirmed as breeding or were considered as probable breeding on the site. Of particular interest is the probable breeding of 3 Schedule 1 species; quail, barn owl and hobby. The site provides a diverse range of habitats.

Paragraph 10.4.79 states that kingfisher has not been observed in the local area and is not considered relevant to the site. This statement is clearly wrong as they breed on the lake (being called the Kingfisher Lake) adjacent to the golf course in Phase1. However, the breeding presence of kingfisher is not considered to be directly affected by development of Phase2. The provision of new ponds may provide new feeding grounds and artificial nest sites are being provided.

The removal of vegetation during the nesting season poses a real threat to nesting birds. This will be addressed through timing of work (including building demolition). Where active nests are found suitable buffer zones will be put in place. The Ecological Clerk of Works will be responsible for overseeing this mitigation should it be required. This approach is acceptable.

The ES states that white-throat can occur in built-up areas, that statement is not accepted in the context of the new town that Northstowe will present.

Paragraph 10.6.79 makes reference to a barn owl tower. Further details have recently been provided by the applicant and will be taken forward in the EMP.

The intention to provide a range of specialist nest sites for birds is welcomed. The final form of this type of provision should be addressed through the site's design code and Ecological Management Plan.

Some regard has been given to the securement of off-site habitat compensation through the conversion of arable fields to rough grassland at the reserved matter stage. This is not suitable as by that stage development will be commencing and is unlikely to be able to wait whilst any land purchasing/leasing arrangements are resolved. It had been requested that a greater degree of effort was made to secure off-site habitat creation. The failure of that mitigation leaves a significant impact upon farmland species.

Great crested newt

The number of survey visits have now been undertaken in accordance with English Nature's "great crested newt mitigation guidelines".

The GCN peak count was 13, recorded from pond 4 in May 2012. This equates to a medium population. It is believed that GCN are mainly breeding off-site with wandering individuals being recorded away from their main population. The site (or at least part of it) should be considered as providing terrestrial GCN habitat. GCN are assigned district value for the site which is accepted.

The construction of the access road in the southern part of the Main Phase 2 development. This could present a significant adverse effect at the parish level due to habitat fragmentation.

A significant beneficial effect on GCN at the parish level is likely to arise due to the creation of suitable breeding ponds.

Paragraph 10.6.91 contains a confused statement; it appears to have muddled reptiles with amphibians.

Amphibian tunnels will be used in the vicinity of the southern part of the site. Suitable fencing will be used to guide animals to the tunnels. Can the amphibian tunnels be combined with badgers tunnels so that one, or more, tunnels can provide for several different species? Full details of the locations and exact form of the amphibian tunnels is required so that this issue can be properly addressed through landscape design and the EMP.

Common toad survey

The population recorded with an assessment of “low population” being applied to the site. However, paragraph 10.6.138 states that the population estimate maybe an under estimate due to the timing of the survey. The nearby belts of woodland and grassland would be providing important terrestrial habitat for toads and as that habitat is lost to development the population will face even more pressure.

Fish

Fish species, particularly the protected European eel, can be harmed by pumped systems, what measures will be put in place to ensure that eels do not come to harm as a result of pumped systems? More details on this matter are required so that harm caused by pumped systems can be designed out at this stage. The applicant's ecologist has stated that any dewatering systems will be fully compliant with the Eel Regulations 2009.

Reptile surveys

A suitable number of reptile survey visits have been undertaken. A peak count of 6 lizards was recorded indicating a good population on site. However, lizards were recorded in a patchy distribution across the site. Thus the population associated with the Southern Access Road could be considered as low.

Only 1 grass snake was recorded from the site.

Paragraph 10.6.140 states that reptile refugia were placed down at approximately 3 per hectare, this is a very low survey effort (it is acknowledged current guidelines recommend 5 to 10 refugia per hectare). Given that low numbers of reptiles were being recorded, which strangely contrasts with high numbers in Phase1. Further discussions have been had with the applicant's ecologist to understand how the

reptile habitat of Phase 2 differs from Phase 1 resulting in markedly different results. The EMP will detail reptile mitigation.

Invertebrate surveys

The ES states "5 species of note were recorded within the disturbed ground and it is considered likely that the value of these habitats is greater than these records indicate." This is effectively acknowledging that further invertebrate surveys would present more notable records; this information should be contained with the ES for analysis. To try to address this, the status of county value has been attributed to the site's invertebrate assemblage. Paragraph 10.6.96 states that further invertebrate surveys will be undertaken at the reserved matters application stage. The EMP is expected to provide the means for agreeing the scope of any further invertebrate surveys.

"The likely effect on the invertebrates is therefore adverse significant at a district level" This statement raises concern, their assessment of the potential invertebrate value of these habitats appears to have been incomplete and it is simply incorrect to think that the informal greenways will provide similar habitats to those that are being lost (with or without added herbivore dung to the new greenways). Commitment to the creation of specialist invertebrate habitats will be secured through landscape design and the EMP. This will provide a degree of mitigation.

The ES acknowledges that invertebrate surveys are inadequate. To simply raise the value assigned to invertebrates to county level is not the right approach as the assemblage of invertebrates may be one of national standing. Greater commitment to invertebrate conservation and habitat creation is required and must be an issue taken forward in landscape design and the EMP.

Hedgerow Regulations surveys were undertaken in June 2013 to repeat the initial assessment of 2004.

Improved grassland

All of the improved grassland would be lost to facilitate the proposed development. Considering the effects on badger and farmland birds the ES considers the impact to be "significant adverse" at the parish level. This is questionable as it has previously been stated that invertebrates utilise the pasture, and invertebrates were considered to be of "county" value. Thus the loss of the improved grassland will have a greater magnitude of impact that is presented in the ES.

Neutral semi-improved grassland

The loss of the relatively small patches of this grassland type are considered to be re-creatable through the creation of species rich grassland in the informal greenways. This view is accepted. However, paragraph 10.6.4 makes a reference to grazing, I cannot envisage that any grazing will take place at Northstowe. However, the applicant's ecologist feels that this is an issue that will be addressed through final landscape design and the EMP.

Arable

The loss of the arable fields. The ES considers this impact to be "significant adverse" at the parish level only. This statement is accepted given the extent of arable land remaining in the parish and beyond. However, the loss of quality arable habitat that

currently provides for important farmland species has not been adequately mitigated for and remains an outstanding issue.

Broad-leaved plantation

The works are not considered to be significant given the remaining tree stock on the site and the potential woodland planting that will result following the development.

Broad leaved scattered trees

In paragraph 10.6.9 it is stated that 5 pedunculate oaks would be transplanted, where to? What preparation work has been undertaken to facilitate this? The planting of new copses and extensive street trees is considered to off-set the loss of trees to facilitate development and the assessment of “not significant” for the magnitude of impact is accepted.

Hedgerows

Landscaping requirements will necessitate new hedgerow planting which will provide compensatory habitat of greater species diversity in the long term.

Paragraph 10.6.132 states that surveys have not been carried out at Larksfield Farm as access was not permitted. The applicant’s ecologist has supplied further information regarding bat surveys at the site. The additional survey is still to be reviewed. It may be appropriate to address any further requirement for ongoing bat survey work through the EMP.

Landscape

Sports Hub and Water Park

- In order to reduce levels from 7.5m (Sports Pitches) down to 4.0m (average water level) and back up to the busway, slopes of 1:3 to 1:4 will be needed – (too steep to walk up). This will form a steep sided engineered gully between the Sports Hub and the Busway – not good for recreation. A similar problem will occur adjacent to the School sports pitches.
- The flow of the landscape between the built edge across the pitches and water park to the wider landscape will be severed by the security fencing likely to be required and other infrastructure associated with the pitches, e.g. floodlights.
- To achieve any kind of gentle, transitional landscape as described in the D&AS the sports areas will need to be lowered or terraced, and/or the all-weather areas moved (probably back into the built area).
- The separate, smaller area of sports pitches to the south east are too close to the proposed housing. How will these relate to the adjacent Phase 1 pitches to the north which are raised by up to 2.5m? Will these need to be raised?

Greenways – Formal Greenways

- The Formal greenways described in section are approximately 23-25m wide. Those shown on the plan are 12-15m wide. Far more space for Greenways is needed than shown on the plans

Greenways – Informal Greenways

- Example 2 of Informal Greenways shown on page 114 does not seem to exist on the plan.
- Where is the open Parkland? Greenways 1 and 3 show 'Open Parkland' 3-6m wide. This is verge, not a park.
- How will the southern informal greenway (connecting to the water park at 4.0m) relate to the adjacent housing (approximately 7.8m)? Again this will produce a deep gully with 1:2 – 1:3 slopes and the proposed landscape shown and described will be impossible to achieve.

Green Separation

- The example on page 115 appears to extend formal landscape uses some-way into the ridge and furrow/archaeology area. This space should remain undisturbed.

Playspace

- There does not seem to be enough space for the proposed NEAP and LEAPs. In a built area a NEAP will require about 70 x 110m or 50 x 90m if facing open countryside.
- A LEAP will require about 37 x 50m in a built area. These will not fit where they are shown in the drawings on page 112.

Green Spaces

- There is no medium to large Public Park or green space associated with the town centre.
- Appears to be no medium or small sized areas of public space within the built areas
- The secondary school (fenced?) and sports hub visually and physically cut off the built areas from the water park and the wider landscape.
- The examples of informal greenway show spaces far larger than that available at Northstowe. Example 5 describes a 'Greenway' of between 12 – 19m wide, containing a road and parking, with 'open parkland' 3-6m wide.

Layout and Roads

- The grid looks too uniform and ridged across the whole phase. This does not relate well to a Fenland Edge.
- There seem to be no destination points at road intersections
- The main access roads from the south join the development at difficult angles. The main boulevard misses the town square.
- Some of the roads look far too wide
- The town square itself is not dominant or different enough. The spaces formed around it do not look pleasant.
- There are no circulation, gathering or other human scale spaces around the schools.
- The built edge facing the Longstanton Conservation area looks very regular. This edge should be more permeable.

Drainage

- The drainage routes look complicated - 5 or more turns.
- Perhaps smaller attenuation areas could form features within the built areas.
- Swales can make a contribution to both the rural and urban areas – however crossings and drainage infrastructure. Chopping the swale into short sections) should be carefully designed and controlled.

Trees

- Generally agree with the findings and recommendations in the arboricultural report of Lockhart Garratt Ltd in respect of the treatment of existing trees and their protection for the duration of the development. An amendment to the report is required, namely that the Hears 151 Steadfast System for the tree protective fencing must be used with soil pins to ensure that they are not easy to reposition for convenience.

Environmental Health

No objection subject to conditions and S106.

Summary

The application documents and Environmental Impact Assessment (EIA) with associated Environment Statement (ES) / Appendices are complex and detailed in many respects.

Following our initial comments dated the 8th December 2010⁴ which should be read in conjunction with this memo, ARUP and Hyder Consulting have responded to our request for further assessment, information and or clarifications for certain environmental health topics and in particular artificial lighting, air quality and noise impact / effects.

On balance we have no objection in principle to the development proposed providing the following environmental health issues are controlled and details approved by condition as recommended to avoid significant adverse impact on existing and future local residents, the wider community / living environment to protect the quality of life / amenity and health. They are also paramount in facilitating a sustainable high quality development and to ensure there is proper service provision:

- Air Quality
- Noise / Vibration effects on both existing and proposed noise sensitive receptors
- Contaminated Land
- Surface Water and Flood Risk including SCDC Awarded Drains
- Operational Waste / Recycling Provision
- Artificial Lighting
- Health Impact Assessment
- Risk of and from Unexploded Ordnance (UXO)
- S106 Planning Obligations

We have the following detailed comments to make and where appropriate officers have recommended draft conditions / informatives for topic assessments that are found to be acceptable in principle, subject to final agreement.

As stated previously as any unacceptable off site traffic impacts related to the increase on traffic levels on local roads as a result of the development, can only be mitigated by off site measures (that cannot be controlled by planning condition attached to the development site), a s106 obligation requiring the applicant under further detailed noise assessment to consider the need for and to implement as appropriate off-site noise mitigation measures to protect or reduce the impact of traffic noise and vibration (e.g. such as noise barriers and sound insulation or improved acoustic glazing / ventilation of residential properties) and other noise

sensitive receivers should be required to ensure the development does not give rise to significant adverse impact.

Chapter 5 - Air Quality

Following a request for further information Hyder Consulting in their email dated the 11/03/2015 have provided additional information in relation to potential air quality impacts / effects.

The additional information is acceptable and providing our recommended air quality related conditions are imposed and s106 contribution for air quality monitoring are included no unacceptable impacts on local or national quality objective are envisaged.

In conclusion the development is unlikely to contribute to or will not result in an unacceptable risk to health or quality of life from either operational or construction related air pollution.

See ARUP draft condition (tracked changes):

- 32. *Electric Vehicle charging*

Additional conditions –

- 43. *Air Quality Construction Condition &*
- 44. *Renewable Energy*

Chapter 6 - Noise and Vibration

This chapter includes a noise assessment that considers:

- the construction and operational noise and vibration impacts emanating from and associated with the proposed main Phase 2 development, on existing residential and other noise sensitive premises. It considers noise and vibration effects on existing receptors / people who are likely to be exposed to changes in noise levels arising from construction and operation of the scheme.
- the suitability of the site for the proposed Northstowe Phase 2 development by assessing existing noise impacts on the site from nearby noise sources including any impact on any future residents and other noise sensitive premises such as schools and recreational spaces that form part of the development itself
- the noise and vibration impacts generated by and inherent to the development and impact on future noise sensitive premises that form part of the development itself
- construction and operational noise effects on existing noise sensitive premises of the Southern Access Road (West) full planning application, which links the proposed Main Phase 2 development area with the B1050 Hatton's Road north of the A14 Bar Hill junction. The traffic noise assessment considers the changes in traffic associated with the new road link.

Following a request for further information Hyder Consulting in their email dated the 02 March 2015 have provided additional information in relation to potential noise impacts / effects.

In conclusion, the majority of construction and operational related impacts effects should not give rise adverse impacts on the health or quality of life of existing and future residential premises and other noise sensitive uses, subject to the following conditions:

See ARUP draft condition (tracked changes):

- 7: EIA Mitigation
- 14: Construction Environmental Management Plans – Site Wide
- 15: Construction Environmental Management Plans – Site Specific
- 16: Construction Working Hours
- 27: Operational Noise – Non Residential Use Classes
- 38: Operational Traffic Noise Mitigation Scheme On-Site
- 42: Operational Odour Control / Fumes:

However two remaining noise issues require further clarification:

1. Operational Traffic Noise Off Site at existing Noise Sensitive Premises from Development Highway Infrastructure etc e.g. Rampton Drift

Although a Major Adverse - Magnitude of Noise Change at Rampton Drift (existing residential premises), is reported in the ES, when this is considered in the context of background noise levels the impact is more likely to be minor to moderate but still requiring possible mitigation.

Hyder consulting confirm that there is also the intention to carry out further detailed and refined noise modelling at the detailed design stages to consider building layout and building heights on site and to consider specific land uses within the Development boundary. This is to include consideration of the overall noise impact from updated traffic data, which will include on-site traffic noise levels, the effects of screening and reflection from onsite buildings at site specific locations as well as at off-site locations. Such modelling with the full development in place, considering on-site traffic movements, will provide a more conclusive and comprehensive assessment of the noise levels at both on-site and off-site receptor locations and the consideration of mitigation as appropriate..

This approach is acceptable for impacts at Rampton Drift providing the draft 41 condition, previously proposed is agreeable to the applicant and is imposed as slightly amended below:

41. Operational Traffic Noise Assessment and Mitigation Scheme Off-Site from Development including Highway Infrastructure

No development of the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor shall commence until a detailed traffic noise impact assessment and details of a **strategy or scheme of permanent noise attenuation measures or noise mitigation scheme as appropriate, to protect existing residential premises or other noise sensitive premises off site internally and externally, from traffic noise from the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and**

shared busway / primary road corridor have been submitted to and agreed in writing by the LPA.

The strategy / scheme as approved shall be fully implemented before the use of the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor become fully operational and shall be retained thereafter.

REASON: To ensure that sufficient noise attenuation is provided to existing residential properties or other noise sensitive premises off site to protect them from the impact of traffic noise from the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor and safeguard the quality of life / amenity and health of residents in accordance with National Planning Policy Framework (NPPF) paragraphs 109, 120, 123 and policy DP/3 Development Criteria and NE/15 of the adopted Local Development Framework 2007

2. Operation Traffic Noise Off Site at existing Noise Sensitive Premises due to an Increase in Traffic Volumes on Existing Local Roads e.g. Hazelwell Cottage

This may appear similar to above but it is different as it is more of an indirect cumulative impact with other phases on the existing local roads and adjacent noise sensitive receptors. The increase in traffic levels on local traffic roads are approaching a noise critical level threshold that is likely to result in a moderate to severe impact and mitigation is proposed e.g. for Hazelwell Cottage “Acoustic screening should be considered for the cottage immediately adjacent to the B1050 as overall noise levels are high. If installation of acoustic fencing is not possible, improved glazing would need to be considered.”

However the impact may be wider than for this single property but until detailed modelling is undertaken the final exact impacts including the degree and extent of impact on residential properties close to local roads cannot be confirmed.

In conclusion it is our view that such impacts / effects once the magnitude of impact is confirmed can be mitigated or addressed adequately by a planning condition or s106 works / mitigation accordingly (as works off site not within redline boundary).

I therefore suggest a variation to the above 41. condition:

Operational Traffic Noise Assessment and Mitigation Scheme Off-Site from Development Highway Infrastructure

No development of the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor shall commence until a detailed traffic noise impact assessment and details of a **strategy or scheme of permanent noise attenuation measures or noise mitigation scheme as appropriate, to protect existing residential premises or other noise sensitive premises off site internally and externally, from traffic noise increases on local roads as a result of the cumulative impact of this permitted phase of the Northstowe Development with other phases, including but not exhaustively the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor have been submitted to and agreed in writing by the LPA.**

The strategy / scheme as approved shall be fully implemented before the use of the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor become fully operational and shall be retained thereafter.

REASON: To ensure that sufficient noise attenuation is provided to existing residential properties or other noise sensitive premises off site to protect them from the impact of traffic noise increases on local roads as a result of the cumulative impact of this permitted phase of the Northstowe Development with other phases, including the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor and safeguard the quality of life / amenity and health of residents in accordance with National Planning Policy Framework (NPPF) paragraphs 109, 120, 123 and policy DP/3 Development Criteria and NE/15 of the adopted Local Development Framework 2007

As stated previously as any unacceptable off site traffic impacts related to the increase on traffic levels on local roads as a result of the development, can only be mitigated by off site measures (that cannot be controlled by planning condition attached to the development site), a s106 obligation requiring the applicant under further detailed noise assessment to consider the need for and to implement as appropriate off-site noise mitigation measures to protect or reduce the impact of traffic noise and vibration (e.g. such as noise barriers and sound insulation or improved acoustic glazing / ventilation of residential properties) and other noise sensitive receivers should be required to ensure the development does not give rise to significant adverse impact.

It assumed the HCA are aware than this may entail additional cost.

If the above condition/s in addition to those previously recommended are imposed and the s106 requirements we have requested are included, I confirm that we withdraw our holding objection on noise grounds and duly support this application.

Further advice can be obtained from Greg Kearney, Environmental Health Officer, Health & Environmental Services- Telephone No: 01954 713145 or email greg.kearney@scambbs.gov.uk

Hydrology, Flooding and Drainage-

- During August 2014 close to 70 houses were flooded in Oakington and additional protection would be beneficial as part of the phase 2 works.
- Submitted documents refer to award drains that have been maintained by the MOD in the past (within the site). These watercourses will revert back to SCDC as there is no evidence of any award 'Variation' in the past. The developers will need to locate the awards on site (or confirm they no longer exist) and ensure they are brought up to a suitable standard. Condition requested.
- Under the terms of the Council's Land Drainage Byelaws, a 5-metre maintenance strip must be available at all times along both banks of all awards to allow access for maintenance works. Condition requested.

Drainage Consultant

Documents examined – Hyder's Flood Risk Assessment and Drainage Strategy - August 2014 and Hyder Memo UA006156 dated 10 March 2015.

Following the submission of a memo response to my original comments the inconsistencies and errors in the Flood Risk Assessment and Drainage Strategy have been addressed in the memo and I am content that the proposals, subject to detailed design, will not increase flood risk downstream. The proposals are still at quite a high level and the submission of further information at reserved matters stage should build on the strategy and provide information on how the features will be integrated into the landscape of the development, take advantage of infiltration where appropriate, provide source control and manage water quality.

Adoption remains a concern but it is encouraging that Anglian Water are open to the possibility of adopting the strategic features as in Phase 1, as stated in the memo.

The proposals for the drainage of the Southern Access Road (west) indicated on drawing P1100 show a series of swales/drainage ditches and ponds that intercept and control the flow to 1 litre per second per hectare for all events up to a 1 in 200 year + 30% for climate change. This accords with the requirements of the IDB requirements in terms of flow rate and is less than the greenfield runoff rate. The proposals are therefore adequate, subject to further detailed design.

Geology, Hydrogeology and Soils

The following comments have been provided Peter Ord, Scientific Officer, Contaminated Land, Growth Areas & Planning Team, Environmental Commissioning, Health & Environmental Services:

"The Environmental Statement contains a chapter entitled "Northstowe – Geoenvironmental Assessment and Outline Remedial Strategy Report, August 2014 prepared by Hyder for HCA.

A draft version of this report was submitted to us for comment in July of this year and our comments are included in Appendix G. Our comments on the final version of the report are unchanged.

We have reviewed the report and generally agree with the findings. We do have the following observations to make, mostly in order to confirm proposals for additional works. Currently further works are described as:

1. Further gas monitoring is proposed to bring data up to date, and to re-investigate an area of potentially flawed readings
2. Zetica need to submit their report on UXO to be read in conjunction with this report
3. Site Specific Risk Assessment will be prepared for construction workers as they are not subject to long term exposure therefore didn't fall into this category
4. A Detailed Remedial Strategy taking into account the different zones and proposed development areas will be prepared.
5. Additional Investigation is proposed in previously restricted areas such as the former Oakington Immigration Centre in Zone C, and the former Bomb Storage area in Zone B
6. Additional groundwater monitoring is proposed

We agree with this scope of additional works.

Hyder have split the future proposals into areas of contaminants or Type: Inorganic, Organic, Asbestos, Radiological, Groundwater, Gas, Utilities, Watching Brief and Verification.

We agree with the proposals submitted surrounding these areas.

We agree with the proposal to prepare and submit a Waste Management Plan.

We agree with the conclusions and recommendations of the report.

We advise that a full Contaminated Land Condition is applied along these lines:

- a) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.
- b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.
- c) The works specified in the remediation method statement have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.
- d) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

Reason – To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007

It should also be noted that due to the range and extent of potential land contamination on site our service have requested a financial contribution to assist in the review of submitted contaminated land reports or similar.

The final precise wording of any contaminated land condition should be agreed with this service”.

Alternatively see ARUP draft condition (tracked changes):

11. Contaminated Land Investigation and/or Remediation

Waste Generation and Management / Waste and Recycling

We are still negotiating the waste collection solution for high density areas with HCA, but we have agreed a draft condition as amended in order to not preclude underground bank or alternative (non-default system) option at this stage.

It is concluded that an acceptable and a workable system can be approved when this matter is given further detailed design consideration and therefore control can be

retained by the imposition of an Operational Waste Generation and Management / Waste and Recycling Provision type condition is recommended:

See ARUP draft condition (tracked changes):

40. Waste Management Strategy

In conclusion we have no objection in principle subject to the recommended draft condition.

Artificial Lighting Impact

The additional information / response provided by ARUP by email dated the 12th February 2015 is acceptable.

We conclude that artificial lighting impact has been satisfactorily assessed in terms of potential significant impacts and effects on humans such as residential receptors. The typical mitigation measures outlined / detailed that that could be considered are in accordance with industry best practice and guidance.

However any artificial lighting that is to be installed will need to be approved at the detailed design and an artificial lighting impact assessment and scheme type condition is recommended to limit the impact of light pollution from artificial light on local amenity–

see ARUP draft condition (tracked changes) 26. External Artificial Lighting

Risk of and from Unexploded Ordnance (UXO)

Unexploded Ordnance (UXO)

From circa 1939 / 40 a Royal Air Force base, RAF Oakington was constructed on the development site at Oakington covering 540 acres (220 ha), serving as a base for bomber forces and reconnaissance planes during WWII. After the war it was transferred to the army and used as a training ground for explosive ordnance training, storage and testing. The airbase was converted to Oakington barracks in 1975, which in turn closed in 1999.

The Northstowe development site has been subject to previous UXO detailed desk top surveys and electromagnetic geophysical (high performance magnetometer surveys) site surveys including those undertaken by undertaken by Bactec (Bomb Disposal Specialists) and similar organisations such as the RAF, to identify any risk associated with any buried ordnance and munitions.

More recently, Zetica (engineering and environmental geophysics consultants - jointly appointed by Gallaghers and the HCA) comprehensively reviewed previous UXO studies and clearance history etc for the entire site. They also produced a recent up-to-date UXO risk management and mitigation programme / plan which have been approved for Phase 1.

This approach is acceptable and the same or similarly worded UXO clearance / mitigation condition to that imposed on the Phase 1 outline permission is likely to be required.

It is our view that a UXO condition is required – see ARUP draft condition (tracked changes) 13. Unexploded Ordnance (UXO)

S106 Planning Obligations

The Planning statement has a section on Planning Obligations which states that without prejudice to any negotiations that will take place during the determination process, an overview of the areas where obligations are considered to be required for Phase 2 are listed.

These are noted but in addition and as with phase 1 we are also likely to request a financial contribution related to the following:

- Provision of domestic waste and recycling receptacles
- Neighbourhood bring recycling sites
- Award drainage maintenance
- Noise and air quality monitoring
- Contaminated land review / watching brief

Strategic Housing

- The affordable housing requirement based on policy HG/3 (40%) would be 1400 dwellings subject to viability. The applicant is only offering 20% affordable housing and to date has provided no viability justification for the reduction in the affordable housing percentage.
- It is disappointing that the HCA cannot commit to setting its own size and environmental standards over and above local or national policy.
- Neither the planning statement nor the affordable housing strategy give any indication on how the affordable housing is to be delivered or by who.

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Appendix D1 - Representations

The majority of the 57 representations have been received through email. The comment sheets handed out at the drop-in events were used by the nearby villages, but there was less interest at the session in Cambridge City.

All representations received have been published on the Council's Northstowe webpage, and this appendix summarises their content.

Transport

Transport-related matters received the largest number of representations. There was particular reference to congestion at peak times in surrounding villages and on the A14 and B1050. The need for co-ordination with the A14 upgrade was highlighted by some people including that the upgrade should be completed before any phase 2 properties are occupied. Some people advocated a bypass for Willingham.

There was concern that construction traffic be carefully managed, and some questions about the long-term use of the haulage road for Phase 2.

Closing the Airfield Road is a popular proposal among a large number of residents, providing access is still available for pedestrians/cyclists/horse-riders and emergency vehicles. Some people wanted the road closed before development starts. However, a smaller number of residents like to use the Airfield Road and would like it kept open, particularly when the A14 is congested.

There were requests for improvements to public transport for Northstowe and the wider vicinity, including increasing frequency of buses. A number of residents requested a safe crossing point on the Guided Busway at Rampton Road.

The provision of a busway through Phase 2 has received support as long as the existing busway route is operated in parallel.

A key concern was that there should be adequate parking provision across Phase 2.

On the southern access road, there were requests for it to be delivered earlier, and that the roundabout is designed safely. The potential for noise disturbance from this road has been raised by a small number of residents. The width of the proposed bridge has been supported because it will allow agricultural vehicles to cross the access road.

Drainage

Some respondents are concerned that the piecemeal approach to Northstowe will not provide a comprehensive drainage scheme. Worries have been expressed with regard to the management of the drainage scheme given the history of some organisations who have taken ownership of drainage schemes in other local areas. Some representations state that the management and maintenance of any drainage scheme is as important as the strategy itself.

There was concern that the Local Planning Authority should ensure the figures and drainage modelling are accurate and take account of local flood history.

There was some concern that the Phase 2 application should not be approved until the Swavesey Drain improvements have been completed, and it has been

demonstrated that runoff from the access road will have no impact on the Swavesey Drain/Uttons Drove Drain catchment and an appropriate maintenance scheme is in place.

Some respondents requested attenuation ponds for Oakington.

There was limited concern that there will not be an adequate supply of water for new residents and also about how water extraction will affect the irrigation of agricultural land.

Green Separation between Northstowe and Surrounds, Natural and Historic Environment

The preservation of Longstanton Conservation Area was important to some people, who want it to remain under the control of Longstanton Parish Council. They were concerned that it may be used as a recreation area and could be harmed by car parking by Northstowe residents. Residents want the character of Long Lane and land adjacent to Toad Acres Park protected. It has been queried if motorised traffic could be barred from Long Lane. The provision of cycleways and pathways across the Conservation Area is considered unacceptable and should be kept to the perimeter of this area.

There is some concern that the green separation between the new town and Longstanton is not adequate. It is also considered important by respondents that adequate access and connection is provided.

Concerns have been raised that the proposal will lead to a loss of wildlife and that measures should be taken to enhance and protect biodiversity.

There has been strong support for the retention of former RAF buildings on site, although a few people do not like the water tower.

The display of historical material from the site has been supported and it has been asked if an exhibition space could be provided on the site.

The Town Centre

Most people who commented on the town centre want early delivery, at least in part, and a multifunctional centre for the community along with green space in the centre of the town.

It was stated several times that landmark buildings are important for sense of place and to encourage businesses to the area. Flexible business units have been proposed along with fast-speed fibre-optic broadband.

Early provision of essential services, like a doctors surgery, dentist and post office, is considered essential by some respondents.

A lack of parking provision is perceived to be harmful to the town centre as would the provision of a large supermarket. Free and flexible parking have been raised as a possible way to help the growth of the town centre.

There is much support for helping small businesses.

The Layout and Housing

A few residents have asked for small shops to be scattered across the town to reduce the reliance on cars, and that key facilities are also located close to bus stops.

A few people felt the density of the proposal is excessive with a lack of adequate green space dispersal.

A request has been made that the playing fields should be well overlooked. Some residents have specifically stated that houses should not back on to the playing fields. Overlooking of the proposed greenways and roadways has also been requested to assist security.

Some residents have stated that they need to know where wind turbines will be located as it is not shown on the plans.

Concerns have been raised that there is lack of provision for affordable housing. Some residents have also been concerned at the lack of housing for older residents including bungalows and care homes/sheltered housing.

It has been raised by some residents that many of the UK's new homes are too small and so controls are required to ensure acceptable standards. Overall the design of dwellings is considered important and should be sympathetic to the area.

Recreation and Sports

Residents feel that access to new facilities should be made available to those who live in Longstanton. The provision of new facilities in Northstowe is considered a benefit by some residents of surrounding villages. There is concern that there should be adequate parking at facilities.

There is some concern that a large portion of the green space is located around the edges of the proposal, and about the perceived dominance of the waterpark and formal sport areas. Residents have also stated that fewer, better-equipped play areas would be favourable to having lots of poorly equipped green spaces. A few people felt that a country park would provide a nice area for activities such as dog walking and cycling.

There was significant concern that maintenance of green spaces should be secured properly. Some Rampton Drift residents feel that the lack of green space in Phase 2 may encourage people to use their green spaces.

It has been raised by some people that the Longstanton Conservation Area should not be counted as open space for Northstowe.

The provision of allotments has been requested by a few residents.

Energy and Sustainability

Some people requested that new buildings be built to the highest standards including energy and water efficiency. It has been queried as to why there is an absence of community energy schemes and why there is no strategy for Combined Heat and Power.

There have been requests for the retrofitting of existing properties at Rampton Drift to bring these dwellings up to modern day environmental standards.

In terms of renewable energy some people felt that maximum usage of solar panels on buildings should be made. However, there was concern that any wind turbines could harm the amenity enjoyed by existing residents.

Other Issues

Queries have been raised as to how new residents will be integrated into the community and how existing residents will feel part of the new town. A S106 fund for Longstanton to improve its facilities has also been mentioned.

The phasing of the schools is a concern to some residents. The provision of a sixth form college is also considered important by a few residents.

Significant concern has been raised with regard to construction activities and how impact upon existing residents can be minimised.

A lack of burial space has been raised as a concern by a few residents.

A concern has been raised regarding light pollution and the possible impact on residential amenity and the growing of crops. Other amenity issues raised by residents include noise, pollution and dust from traffic, and overlooking.

Concerns have been expressed by a few residents about ordnance and land contamination.

Enabling small builders to provide some of the housing has been stated as preferable by a resident.

Appendix D2 – Rampton Drift Representations

Rampton Drift Residents Company broadly supports the prospect of being part of the new town and welcomes the additional facilities that will come in its wake. However, it has advanced some concerns as listed below: in respect of the following:

	Comment	Response
1.	Housing immediately adjacent to Rampton Drift should not exceed two storeys	Agreed by HCA. The amended parameter plans indicate that buildings on the east and south sides of Rampton Drift will have no more than 2 storeys, and this will be supported by a condition. In addition, the HCA has agreed to also ensure buildings to the north are no more than two storeys.
2.	Parking is an enormous concern for residents, especially given that it is already a problem in Rampton Drift. There is inadequate car parking provision. .	The applicant has proposed 1.75 spaces per unit which has been agreed by Cambridgeshire County Council.
3.	Rampton Drift needs to retain access to Longstanton until residents have full access to the Southern Access Road.	Access to Rampton Drift throughout construction of Northstowe has been assured by the applicant, and will be secured through a condition.
4.	Also need a clear route out of Northstowe to the north to enable access to Longstanton.	This will be provided through the consents granted for Phase 1, further supported by detailed work on Phase 2, and secured through a condition.
5.	Rampton Drift sewers should be connected to Northstowe's sewer network at an early stage in Phase 2.	The HCA has committed to do this.
6.	Residents need safer access to the busway. Access to the busway cycle path is currently via a very dangerous crossing.	The County Council is carefully considering this, and the recommended requirements for the S106 Agreement include a contribution for an improved crossing.

		Further work to take place.
7.	Rampton Road should be classified as a road and have appropriate street lighting installed.	Rampton Road will be major greenway for use by cyclists and pedestrians. There will be lighting appropriate to its use.
8.	Concerns that the site level of Northstowe is being raised, and could result in flooding issues for Rampton Drift	The Environment Agency has confirmed that the scheme provides adequate flood risk protection. It concludes that the raising of the land can be accommodated without harming property in Rampton Drift.
9.	Phasing should ensure housing is built out from Rampton Drift rather than towards it, and the phasing of building works should be given due consideration.	A detailed phasing scheme will be conditioned. This point is supported by all parties.
10.	The planning authorities need to resolve whether or not Rampton Drift is part of Northstowe. At present the residents of Rampton Drift are having to privately negotiate with developers.	The Council's Community Engagement Officer will work with the Rampton Drift Residents Company to facilitate effective liaison with the HCA. The position of Rampton Drift will be considered in the Boundary Review for Northstowe.
11.	The maintenance of Rampton Drift green spaces should be taken over by Northstowe.	This is a practical request, and can be taken forward after Northstowe Town Council is established.
12.	Rampton Drift should be fitted with fibre-optic cable at the same time that it is laid for Phase 2.	The HCA has agreed to provide fibre to the door for Rampton Drift homes.

Comments from Individual Rampton Drift Residents

	Comment	Response
1.	Requested that their roads and footpaths are adopted as part of Northstowe	Will be taken forward in discussion with the County Council and HCA
2.	Concerned about the provision of a new road near to Rampton Drift because of safety and disturbance	Safety and noise issues will be conditioned, and considered carefully at a later stage.
3.	Want to ensure that Rampton Drift is not used as a 'rat run' between Longstanton and Northstowe.	This should not be possible, due to layouts and road delivery programme.
4.	Want to ensure that they will have access to Longstanton.	See comments above for Rampton Drift Management Company
5.	Request to connect the sewers at Rampton Drift to the new network.	As above
6.	Concerns around drainage include proposed levels changes at the application site and the fact that Rampton Drift will be the lowest point in Northstowe.	As above
7.	Existing trees adjacent to Rampton Drift are considered important to ensure the scheme supports the existing environment.	Agree, and will be covered in the Landscape Strategy to be conditioned.
8.	Additional planting is deemed necessary by residents to screen Rampton Drift from the new town. The early delivery of the landscaping is considered to be essential by many residents whilst some respondents have stated that the loss of any trees should also be mitigated by a planting scheme.	Principle agreed, and detail will be covered in the Landscape Strategy.
9.	Particular concerns have been raised about the close proximity of proposed dwellings to Rampton Drift and the perceived shift from a rural setting to a suburban one.	The height of neighbouring buildings will be no more than two storeys, and further detail will be agreed at later stages.
10.	Concerns have been expressed that the lack of separation will be unsafe especially for children.	As above, safety issues will be considered carefully at a later stage.

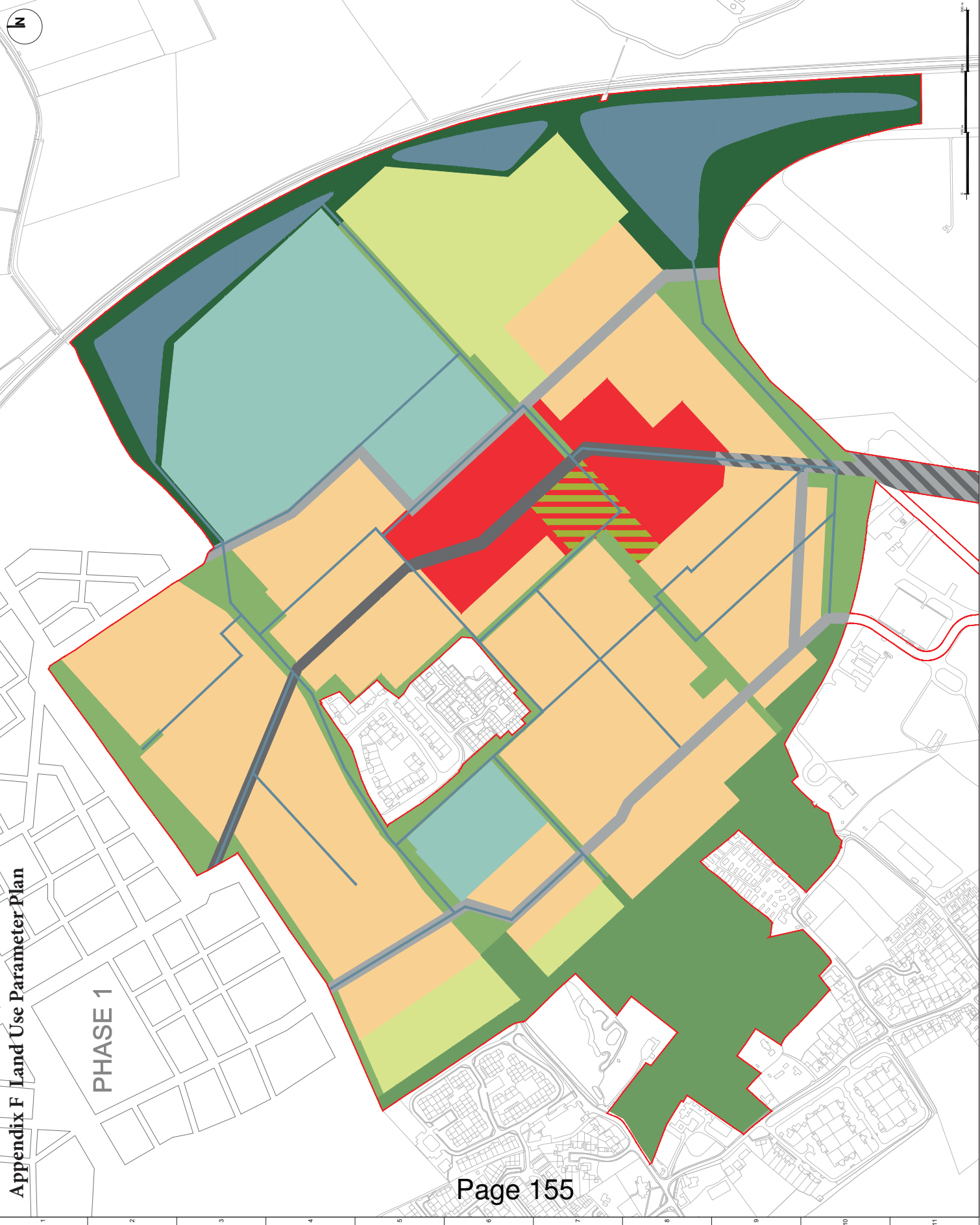
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Appendix F Land Use Parameter Plan

PHASE 1



- LEGEND**
- PHASE 2 APPLICATION BOUNDARY
 - RESIDENTIAL
 - TOWN CENTRE (INCLUDING RESIDENTIAL)
 - SCHOOL (PRIMARY AND SECONDARY)
 - ZONE FOR TOWN PARK - Town Park off 12th
 - GREEN SEPARATION
 - GREENWAY
 - WATER PARK
 - SPORTS HUB
 - BUSWAY CORRIDOR
 - PRIMARY STREET CORRIDOR
 - ATTENUATION PONGS - INDICATIVE
 - STRALES



NOTE: All information on this plan is based on the data provided to the design team. The design team has conducted a visual check of the information provided. Any minor errors should be reported to the design team. The design team is not responsible for any errors or omissions on this plan. The design team is not responsible for any errors or omissions on this plan.

Issue	Date	By	Checked	Approved
C	15.05.2015	BC	NW	MS
B	20.02.2015	BC	NW	MS
A	22.05.2014	BC	NW	MS

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Project: URBAN DESIGN

FOR PLANNING

230781-21 PLAN 6

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- LEGEND**
- PHASE 2 APPLICATION BOUNDARY - where possible
 - GREEN SEPARATION - trees and hedges to be retained
 - GREENWAY
 - WATER PARK
 - SPORTS PLS
 - ZONE FOR TOWN PARK - Town Park of 1.2ha
 - ATTENUATION POND - INDICATIVE
 - STRALES
 - LEAP - Local Equipped Area for Play
 - 40m - Children zone
 - 100m - Children zone
 - 100m - Children zone

NOTE: All information on this plan is based on the data provided to the design team. The design team has not conducted a field survey and therefore cannot be held responsible for any errors or omissions. Any information should be verified by the applicant. The design team is not responsible for any errors or omissions on this plan or any other application drawings.

Issue	Date	By	Chkd	Apprd
C	15.05.2015	BC	NW	MS
B	20.02.2015	BC	NW	MS
A	22.05.2014	BC	NW	MS

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JOB NO:
**NORTHSTOWE
PHASE 2 PLANNING APPLICATION**

Drawing Title:
**LANDSCAPE AND OPEN SPACE
PARAMETER PLAN**

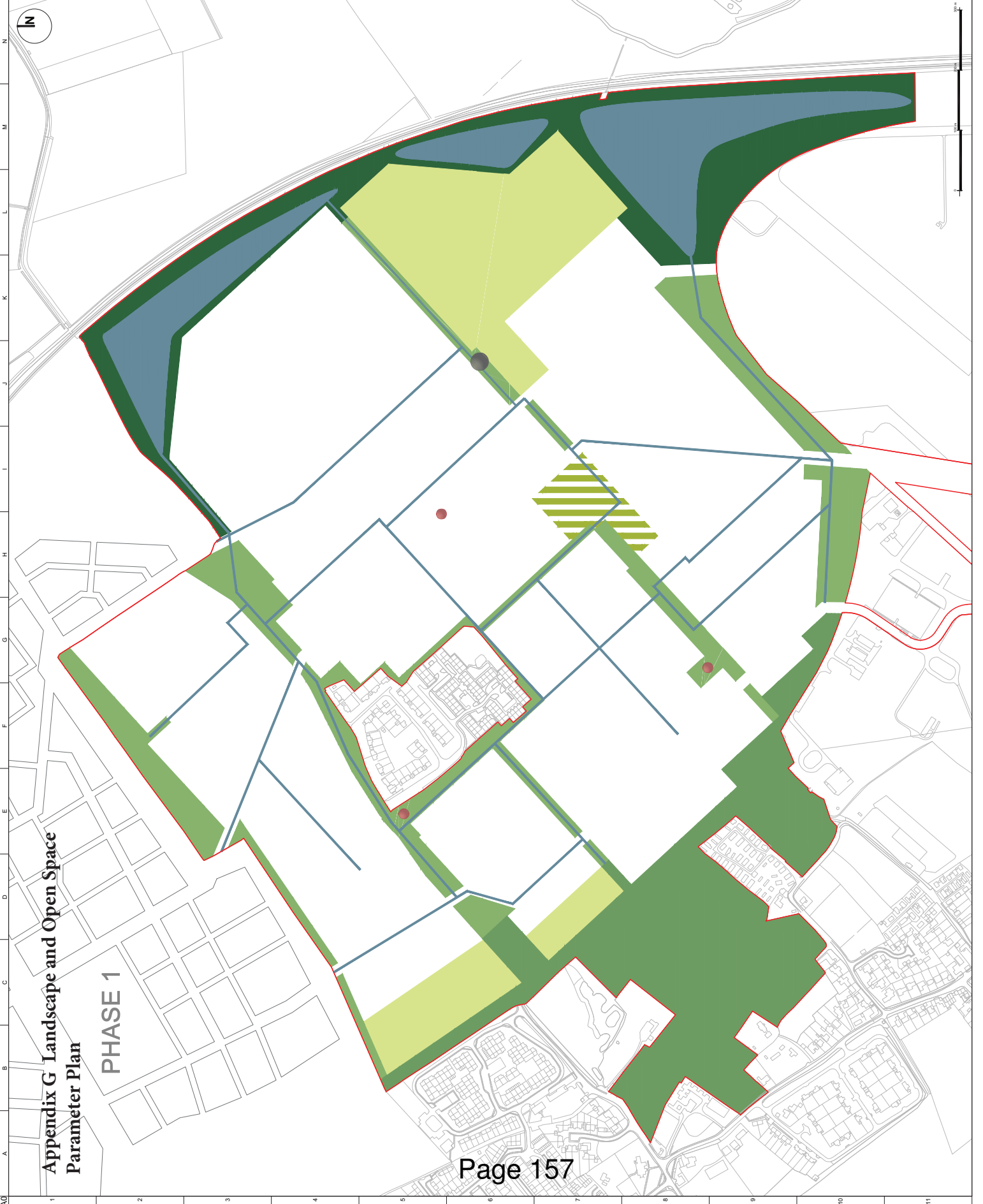
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Discipline: **URBAN DESIGN**

FOR PLANNING

JOB NO: 230781-21
DRAWING NO: PLAN 5

DATE: 2015



**Appendix G Landscape and Open Space
Parameter Plan**

PHASE 1

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Appendix H Movement and Access Parameter Plan

PHASE 1

LEGEND

- PHASE 2 APPLICATION BOUNDARY
- DEVELOPMENT AREAS (INCLUDING SCHOOLS AND EASTERN SPORTS HUB)
- PROPOSED BUSWAY CORRIDOR
- PROPOSED PRIMARY STREET CORRIDOR
- PROPOSED SHARED BUSWAY / PRIMARY STREET CORRIDOR
- PROPOSED BIKING ROUTES (ON AND OFF ROAD)
- PROPOSED PEDESTRIAN ROUTES

NOTE: INDICATIVE LOCATION OF CYCLEWAYS WITHIN ROAD CORRIDORS IS SET OUT IN THE DESIGN AND ACCESS STATEMENT.

NOTE: INFORMATION ON THE PLAN IS BASED ON THE DATA PROVIDED BY THE CLIENT. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE DATA. ANY INFORMATION SHOULD BE VERIFIED BY THE USER BEFORE USING THE PLAN. THE PLAN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE AN OFFER OF ANY SERVICE OR PRODUCT.

Issue	Date	By	Checked	Approved
B	20.02.2015	BC	NW	MS
A	22.08.2014	BC	NW	MS

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JOB TITLE:
**NORTHSTOWE
PHASE 2 PLANNING APPLICATION**

Drawing Title:
**MOVEMENT AND ACCESS
PARAMETER PLAN**

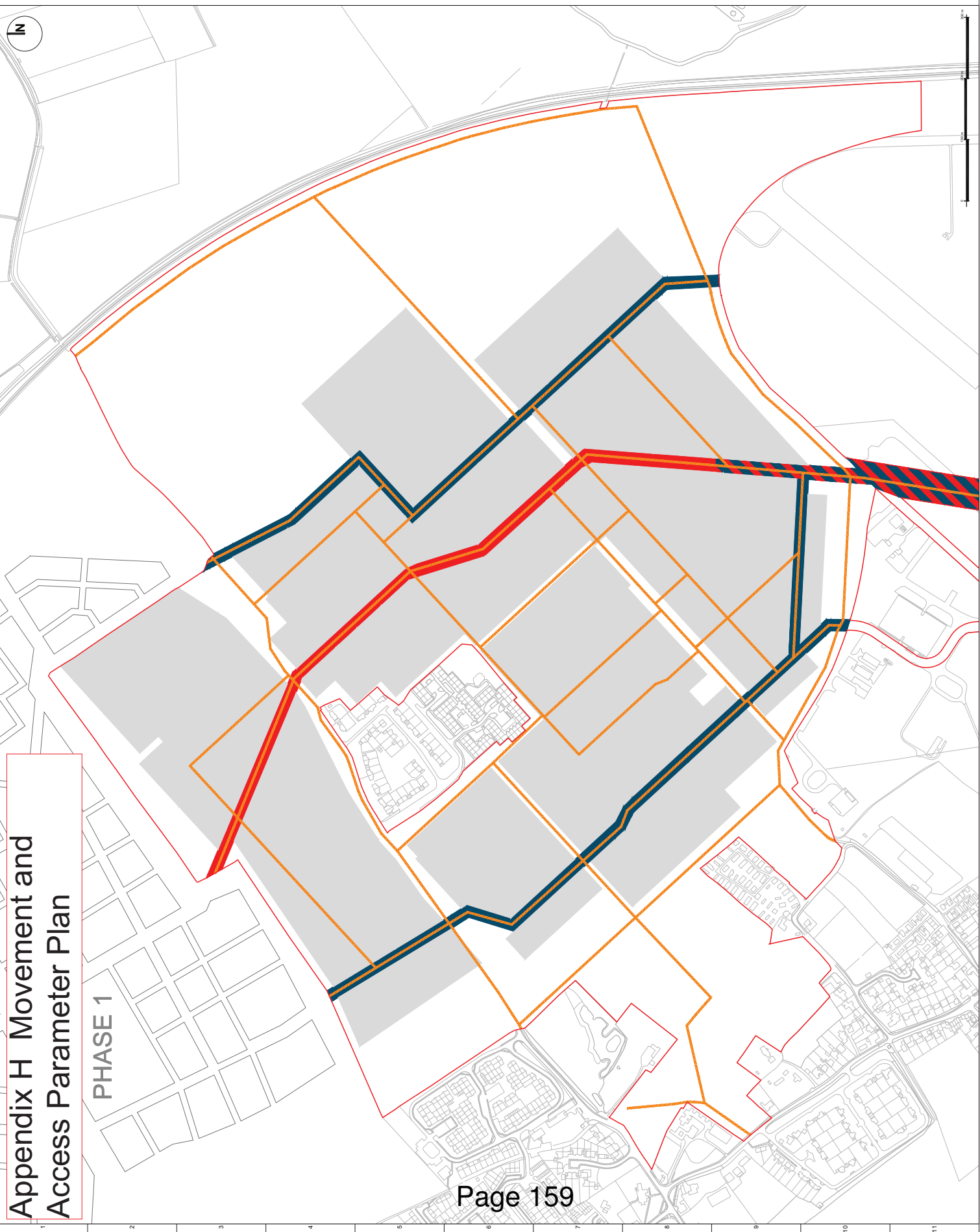
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Design Stage:
FOR PLANNING

JOB NO:
230781-21

DESIGN NO:
PLAN 8

TITLE: **B**



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LEGEND

- PHASE 2 APPLICATION BOUNDARY
- 30-40 DWELLINGS PER HECTARE
- 41-60 DWELLINGS PER HECTARE
- 61+ OVER DWELLINGS PER HECTARE

NOTE: This plan is to be read in conjunction with the other plans in the application. It is the responsibility of the applicant to ensure that the information on this plan is up to date. Any minor errors should be notified to the design team as soon as possible. The design team will not be responsible for any errors on this plan that are not the result of a design error.

Issue	Date	By	Checked	Applied
B	20.02.2015	BC	NW	MS
A	22.08.2014	BC	NW	MS

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Homes and Communities Agency

DATE: 23 APRIL 2015
PROJECT: NORTHSTOWE
PHASE 2 PLANNING APPLICATION

Drawing Title: RESIDENTIAL DENSITY PARAMETER PLAN

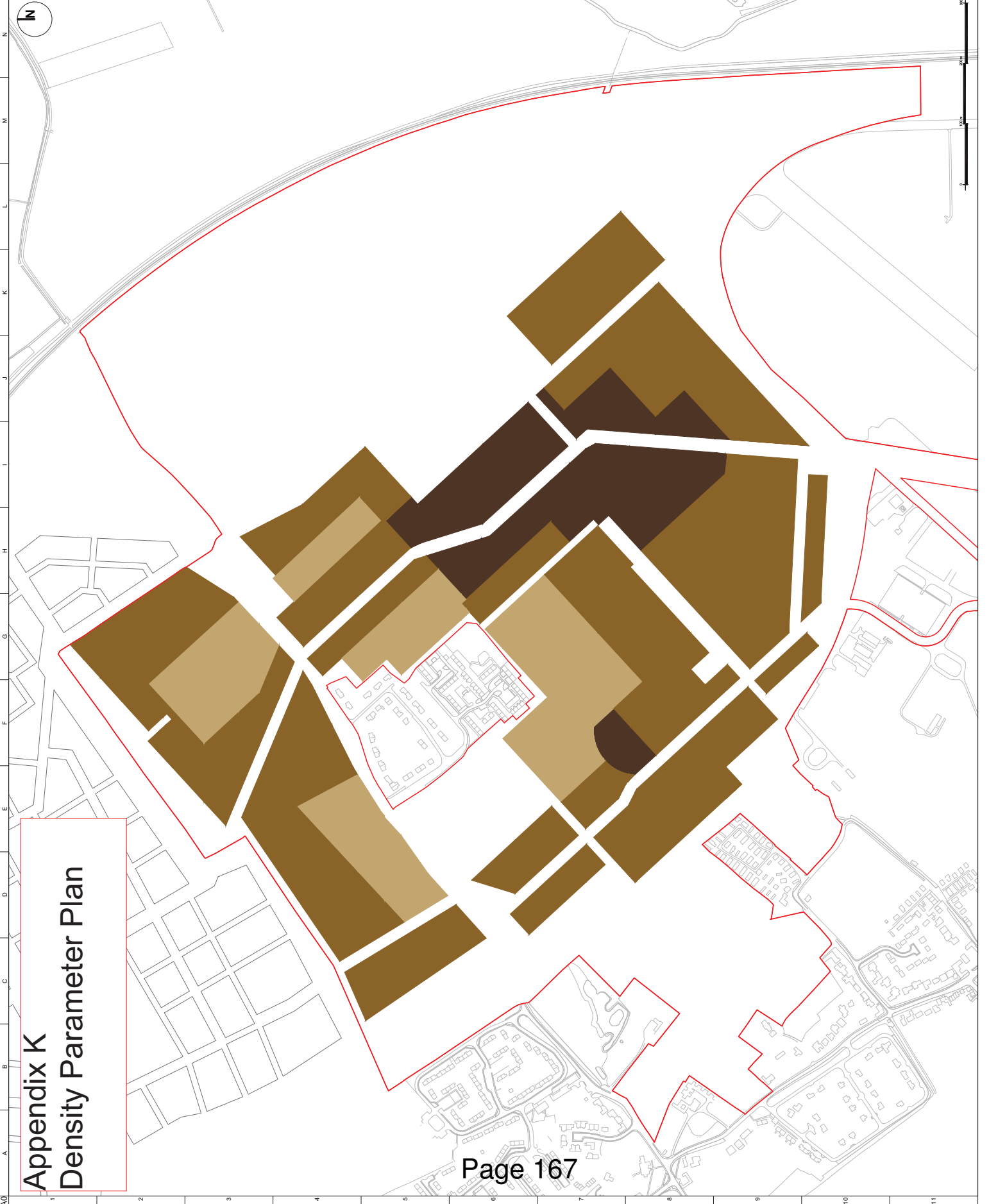
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Discipline: URBAN DESIGN

FOR PLANNING

230781-21 PLAN 7

Sheet: B



**Appendix K
Density Parameter Plan**

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Appendix L Atlas Assessment of Northstowe Phase 2 application against SCDC exemplar list

Introduction to the assessment

South Cambridgeshire District Council (SCDC) requested ATLAS to undertake an impartial assessment of the Northstowe Phase 2 application (ref. S/2011/14/OL) against a list of 20 exemplar criteria compiled by the council. HCA was willing for ATLAS undertake this task. The assessment has been carried out using the Phase 2 application documentation available on the Council's website, and in respect of the exemplar list provided by the council to ATLAS previously.

The outcomes of the assessment have been summarised using a simple traffic light system accompanied by a commentary. The colours in the traffic light summary assessment indicate the following:

- Red – insufficient information presented in application to demonstrate how exemplar status will be met
- Amber- partially addresses exemplar and/or provides good basis for future delivery of exemplar
- Green – Fully addresses exemplar and sets clear basis for delivery

In a number of the exemplar themes, particularly around energy & low carbon issues, ATLAS is of the opinion that the criteria used by the council to describe exemplar status is out of date and does not reflect terminology and approaches currently used, making it difficult to set a comprehensive benchmark for exemplar status that is clearly understood and measurable. For example, one could argue that a standard beyond currently proposed Building Regs 2016 [zero carbon] would be exemplar? - this would take you beyond CSH energy level 5 towards the original CSH level 6. A lesser definition would mean that the next round of Building Regs if introduced as currently proposed would as a minimum standard currently represent 'exemplar' (see diagram in Appendix 3). ATLAS therefore recommends that consideration is given to reviewing this particular exemplar theme in conjunction with the applicant and other stakeholders to update it appropriately in light of viability and other considerations with the proposal.

Overall, the ATLAS review found that application addresses the majority of exemplar criteria set out by the council. However, there are a number of areas highlighted in the assessment where no or insufficient information in the application documentation was available; or in the case of energy and low carbon issues, the application proposals did not set out a clear framework for achieving exemplar status, notwithstanding the comments about the SCDC description set out above.

ATLAS recommends that these comments are used to inform discussion between the council and applicant on the issues at an appropriate stage - to reach agreement on the definition of exemplar status on some criteria, and where appropriate to agree how it might be refined and delivered as more detailed development proposals are developed for Northstowe.

	SCDC Exemplar item	Evidence in application	Summary of assessment outcome	Commentary and Response
Environmental				
1	Building adaptation to the impacts of climate change – building design & construction, block layouts, landscaping, water management.	<p>Energy Strategy Sustainability Statement</p> <p>Propose:</p> <ul style="list-style-type: none"> • Onsite drainage designed to accommodate 1 in 200 year storm event + 30% climate change without flooding • Zero Carbon Homes FEES compliance with regard to CSH level 5 (future proofed for future building regulations) • Network of diverse open spaces that allow a diversity of habitats & ecological niches – including retained & newly created habitats; corridors around the site linking to the wider countryside. • Adaptable block structure to meet different needs & uses 		<p>Policy CC/1 also relevant.</p> <p>Application sets out a framework for adapting to future climate change across a number of areas. These will need to be developed further through detailed proposals for development and appropriate monitoring of delivery.</p> <p>To be established and secured by the Design Code condition.</p>
2	Efficient use of water resources including rain water conservation & potential waste	Sustainability Statement (Section 7.2)		DOMESTIC: Not exemplar. 80 litres/person/per day would be a minimum target for exemplar standard.

	<p>water re-use, utilising new technologies where appropriate, aiming for grey water recycling, as far as possible & in all non-domestic buildings, & aiming for domestic consumption of 80 litres/day. This means planning for large-scale infrastructure from the beginning to improve on a 33-55% reduction on mains water use compared with conventional housing where this is technically & financially practicable.</p>	<p>Homes to achieve CSH Level 4 water efficiency standard of 105 litres per person per day or less. Consider rainwater harvesting & explore grey water recycling in higher density areas.</p> <p>Non-domestic buildings to achieve reduction in potable water by up to 50%.</p> <p>Extensive use of SUDs proposed through the development.</p>		<p>NON-DOMESTIC: Vague percentage reduction target [50%]. Should target BREEAM Excellent and demonstrate an understanding of what would be required to meet it [e.g. table included for six water measures on page 3 of attachment].</p> <p>See more detailed note in Appendix 1 of this assessment</p> <p>Final target to be secured through the provision of a water conservation management strategy by way of condition</p>
3	<p>Provision of exemplar buildings in relation to renewable resources, energy efficiency & sustainable construction products & methods. This would include Life Time Homes, achieving CSH levels 4-6, or Passivhaus & increased sustainability across the development using a 'fabric first' approach with an exemplar level of passive standards & heat loss reduction through the improvement on U values set out in Part L of the Buildings Regulations 2012. Provision for co-housing & self-build dwellings should be made. Residents & landlords should be able to purchase a range of sustainable energy products to complement the home at the point of purchase, demonstrated in a show home with energy advisors available at each phase of the development. Community non-residential buildings (schools, sports hubs, waste centre) to achieve a minimum BREEAM standard of 'Excellent', all others</p>	<p>Energy Strategy</p> <p>Proposes:</p> <ul style="list-style-type: none"> • CSH target of Level 4 – 25% improvement on 2010 Bdg Regs • Zero Carbon Homes FEES compliance with regard to CSH level 5 (future proofed for future building regulations). This will include measures such as enhanced U values. • Focus on local renewable energy solutions rather than allowable solutions. • Fabric first approach taken in methodology • BREEAM Very Good target 		<p>Energy strategy (fabric) CSH Level 4 minimum requirement specified but cannot really be described as achieving exemplar status. CSH and percentage reduction targets vague. Building Regs Fabric Standards are breached in terms of max energy demand for space heating and cooling in kWh/m2/year. This metric would be preferable for target standards.</p> <p>Community non domestic buildings – BREEAM target below that specified in exemplar criteria</p> <p>No information is provided on the issue of facility to purchase energy products.</p> <p>Council's exemplar criteria somewhat confusing and does not reflect current approach to setting energy standards – see note in Appendix 2.</p>

	<p>(employment/retail) to achieve 'Very Good' with at least one achieving the 'Outstanding' standard post-2016. The development should achieve excellence in approach to the use of renewable energy by including pipe runs & considering heat loads from the outset where this is technically & financially practicable & viable.</p>	<ul style="list-style-type: none"> • Additional flexibility to meet increased electric demands such as electric car charging. • Viability study to be undertaken for Town Centre District Heat Network. 		<p>All community non-residential buildings to be a minimum of BREEAM Excellent, all other non-residential buildings to achieve Very Good with at least one Outstanding post 2016. This compares to BREEAM Very Good for Phase 1.</p> <p>All affordable homes and at least 5% of the market homes to be built to Life Time Homes standard. This compares to no market housing guaranteed to Life Time Homes standard on phase 1.</p>
4	<p>On and/or off site renewable technologies or very low carbon technologies that exceeds the standard 10% on-site creation aiming for the target of 20%</p>	<p>Energy Strategy</p> <ul style="list-style-type: none"> • Minimum of 12% regulated energy provided by on-site renewable technologies (based upon PV to 26% of available roof space. • 25% CO2 reduction provided by on-site renewable technology. 		<p>Carbon Compliance: Not specific enough to be exemplar with vague reference to local renewable energy & district heat and percentage reductions. Again, reference to percentage reduction in CO2 and differing baselines [2006/2010] is confusing. Building Regs Carbon Compliance is broached in terms of max on-site carbon emissions from homes design & construction in kgCO2/m2/year. This metric would provide clear baselines and targets. It would be most helpful to have a diagram similar to the one on page 6 of the attachment (see Appendix 3) which shows current and possible future Bldg Regs levels and associated CO2 % reduction from a single clear base [2006 used in the attachment]...and relate Fabric energy efficiency & CO2 reduction targets to that.</p> <p>Allowable Solutions: Not included as part of strategy.</p> <p>Overall, it is difficult to state whether the application is proposing an approach that will be an exemplar – as the information presented is vague. Additionally the exemplar criteria does not reflect current approaches to setting standards, so it difficult to measure.</p> <p>See the more detailed note in Appendix 3.</p>

				Minimum of 10% on site energy generation from renewable energy to be secured by condition. Options for off-site renewable technologies to be explored, and would be subject of separate planning application.
5	Reduction in carbon emissions aiming to exceed the planning policy requirement of a minimum of 10% below building regulation standards	Energy Strategy Proposes: <ul style="list-style-type: none"> 32% CO2 reduction from 2006 Building Regulations 		Policy CC/3 from the Submission Local Plan has been taken as the main policy relevant here. Comments made in respect of criteria 4 also apply here. To be secured by way of condition for a scheme to identify carbon reduction target.
6	Activating a sustainable construction methodology through the use of verifiably sustainable, potentially locally sourced materials, including recycled materials & a Travel Plan for construction labour all contribute towards exemplar projects. The Construction Method Statement process will include skills & training opportunities in a variety of techniques & trades, including in the building refurbishment & sustainable energy field, employing a local recruitment & apprenticeship policy. The developer should operate a 'considerate contractor' scheme to achieve excellence in approach & employ the 'Modern Methods of Construction' model.	Sustainability Statement Outline Site-Wide Construction Environmental Management Plan Economic Development Strategy Proposals: Sustainable Construction Methodology: <ul style="list-style-type: none"> Specify reusable / recyclable materials Achieve zero construction waste following waste hierarchy & WRAP best practice Maximise the use of sustainable materials in construction – use BRE Green Guide to specification - & materials with low embodied carbon 		Supporting documents aim to address this requirement but fall short of specifying standards or target to meet, e.g. application of Modern Methods of Construction, or in some cases don't address specific issues such as skills & training. No specific provision appears to be made for construction phase related employees in the Travel Plan With regard to training & apprenticeships, there is little reference to the opportunities offered by the construction phase. It would be good to consider specific conditions relating to skills & local recruitment requirements to secure delivery of these. As this is an outline application, it would be appropriate to address the detail of these issues via appropriate conditions to enable a more robust specification to be agreed prior to development work starting on site. The implementation of much of this will be by house

		<p>Skills & Training opportunities</p> <ul style="list-style-type: none"> No specific measures are proposed for construction phases although the Economic Development Strategy identifies as an aim 'Establish a compact between housebuilders in Northstowe and SmartLIFE/BRE centre of excellence or other similar organisations to provide vocational training for young people'. <p>Travel plan for construction labour</p> <ul style="list-style-type: none"> None proposed On site parking for construction workers will be provided <p>Considerate Contractor Scheme:</p> <ul style="list-style-type: none"> Contractors will be required to sign up. <p>Modern methods of construction:</p> <ul style="list-style-type: none"> Use where possible 		<p>builders and other developers.</p> <p>To be established as part of the design Code and construction and waste management strategies to be secured by condition.</p> <p>In implementing the Economic Strategy work will be undertaken to identify sustainable construction methods and employment and educational opportunities.</p>
7	<p>Innovative design, provision & delivery of waste & recycling management, including the segregation, storage & collection of domestic & commercial waste & recycling materials, integrated into the street scene.</p>	<p>Sustainability Strategy Waste Strategy Outline Site-Wide CEMP</p> <ul style="list-style-type: none"> Overall aim to achieve 		<p>A comprehensive approach to waste management proposed based on building on existing approaches in the district.</p> <p>Opportunity offered by having an on-site waste</p>

	On-site recycling & re-use facilities encouraging a sustainable lifestyle.	<p>RECAP target of 70% municipal waste recovery & initial residual waste level target of 300 kg / household.</p> <ul style="list-style-type: none"> • Achieve CSH Level 4 waste credits • Combination of waste & recyclable provision & separation in residential, commercial & industrial buildings. • A household Waste Recycling Facility proposed in phase 1 		<p>recycling facility from an early stages offers opportunities for innovation in contributing to sustainable lifestyle in the town.</p> <p>Will be important to see at detailed stages how recycling facilities will be integrated into buildings and the street scene via Design Codes.</p> <p>The s106 requirements include projects to promote household waste minimisation and recycling.</p>
8	Site wide sustainable urban drainage system (SUDs) to manage surface water drainage flow to mitigate flood risk & integration for irrigation & amenity where achievable.	<p>Sustainability Statement</p> <ul style="list-style-type: none"> • SUDs Treatment Train proposed – source control to strategic attenuation – integrated into landscape. • Two new water parks proposed as attenuation ponds into which swales will be discharged. • On-site drainage will be designed to accommodate a 1:200 year storm event + 30% climate change without flooding. 		<p>Site wide approach proposed. Will need to ensure that SUDs proposals are integrated appropriately at detailed masterplanning stages.</p> <p>Principles set out within application submission and endorsed by the Environment Agency with details to be agreed through the provision of surface water drainage scheme by way of condition.</p>
9	Development of a low emission strategy (LES) relating primarily to a package of measures to help mitigate transport impact on local air quality & public health that	<p>Sustainability Statement Transport Assessment Travel Plan Health Impact Assessment</p>		<p>Comprehensive package of measures proposed overall in application. Will need to ensure they are integrated and delivered at appropriate design & construction</p>

	<p>applies both through the construction & occupation stages together with air quality monitoring in & around the development. Promote technology and/or infrastructure to mitigate impacts on local air quality, reduce carbon emissions by encouraging low emission / non-fossil fuelled transport & promote a modal shift away from car travel. The LES would complement other design & mitigation options such as travel planning & provision of public transport infrastructure.</p>	<p>Propose:</p> <ul style="list-style-type: none"> • Measures for workplaces, residential areas & schools to achieve a target reduction in car use of 58% of all forecast trips. • Develop SMART cities technology including Real Time Passenger Information • Build in additional flexibility in energy provision to meet increased electric demands such as electric car charging. • Provision for public transport including CGB • Provision of convenient cycle & pedestrian links • Provision of accessible local service, retail, education & employment opportunities 		<p>stages.</p> <p>Monitoring and opportunities for appropriate remediation measures in cases where target not met should be considered.</p> <p>Principles established within application submission to be established and secured by way of condition.</p>
10	<p>Provision of a public realm & block structure that provides walkable & convenient cycle access for all residents to local facilities, services & employment areas creating an environment for healthy living, & encouraging easy movement to facilities & services in surrounding villages.</p>	<p>Design & Access Statement Health Impact Assessment</p> <p>Proposes:</p> <ul style="list-style-type: none"> • Effective fine-grained block structure set out • Services & facilities located in proposed town 		<p>Robust approach to creating a connected block structure for the new town with facilities at its heart creates a good basis for achieving an excellent sustainable urban environment.</p> <p>Relationship with & links to surrounding villages are clearly set out and will be accessible to/from the new town.</p>

		<p>centre</p> <ul style="list-style-type: none"> • Good footpath & cycle network linking local service areas and wider villages • Public realm proposals 		<p>Principles established within application submission as outlined within illustrative masterplan and Design and Access Statement and to be secured within the Design Code by way of condition.</p>
11	<p>Integration of CGB through the provision of a dedicated busway serving as the primary public transport spine with early provision of local bus services to optimise access to employment & recreation uses offered by Cambridge & beyond.</p>	<p>Sustainability Statement Transport Assessment Framework Travel Plan</p> <p>Proposes:</p> <ul style="list-style-type: none"> • Dedicated busway passing through the centre of Northstowe with new CGB services • Local bus services will have access to Phase 2 area if required. Dialogue with bus providers underway regarding improvement of frequency & operation of bus services connecting Northstowe to surrounding towns & villages. • Provision of bus services will agreed through final Framework Plan & S106 balancing early provision against revenue support needed. 		<p>Good opportunities identified but phasing & support for improving bus services will need to be established via S106 & phasing requirements.</p> <p>Principles established through application document submission and to be secured through use of condition.</p>

12	Strong landscape & accessible green infrastructure that integrates amenity, recreation, drainage, biodiversity & food production through allotments, community orchards & gardens, & smallholder food growing, creating an environment for healthy living, & provided early in the development.	Sustainability Statement Illustrative Master plan Health Impact Assessment Design & Access Statement Proposes: <ul style="list-style-type: none"> • Interconnected network of green spaces • Community allotments • 		Considered and accessible green network & range of green spaces and facilities proposed. Space for small holder food growing needs to be explored further. Principles established through application document submission (masterplan, design and access statement) and to be secured by the Design Code and landscape proposals for each Reserved Matters Application.
13	Northstowe will be an exemplar in its demonstrable use of latest technologies & where appropriate, emerging technologies. These include broadband cabling, eco-housing to minimise net energy consumption & space saving technologies. Travel time information will be provided in employment, community & public areas.	Sustainability Statement Proposes: <ul style="list-style-type: none"> • High speed broadband to homes & free WiFi in public places • Sufficient IT conduits to future proof the development • Develop SMART cities technology including Real Time Passenger Information • SMART metering on how homes & businesses are using energy & water 		Will need to consider appropriate mechanisms to ensure delivery of technology To be secured within the S106 agreement.
Economic				
14	An economic development strategy that identifies the USP & markets a clear, enterprising & economic role for	Economic Development Strategy		The Economic Development Strategy provides a good assessment of the potential opportunities presented by Northstowe. However, its delivery will be in the hands

	Northstowe, capitalising on its locational advantages & addressing the need for business support, local employment opportunities & skills training. Consideration will be given to the provision of an exemplar shared commercial space that can accommodate a range of business needs, accommodation, shared support services, training, advice and sets a precedent in terms of the highest environmental standards.	<p>Sets out:</p> <ul style="list-style-type: none"> • Evaluation of potential economic roles for Northstowe • A list of actions to support the delivery of economic activity at Northstowe including testing the feasibility of establishing an enterprise centre. 		<p>of a wide range of partners, and will require commitment & funding.</p> <p>To ensure that progress on the economic development aspects, appropriate planning conditions & funding in relation to the actions set out in the Strategy will be needed.</p> <p>An Economic Development Working Group has been established to deliver the Economic Strategy, and the group will report regularly to the Northstowe Project Board.</p>
15	The facilitation of ultra-fast fibre cable to the home & business	<p>Sustainability Statement</p> <p>Proposes:</p> <ul style="list-style-type: none"> • High speed broadband to homes & free WiFi in public places 		<p>No specific reference is made to cable facilities to businesses.</p> <p>Since this assessment was conducted, the HCA has agreed to provide 'fibre to the door' for Rampton Drift residents and to commercial premises. To be secured through s106 Agreement and/or condition.</p>
Social				
16	Innovative approach to the architectural design & delivery of affordable homes & the private rental market, including a range of flexible house styles, tenure-types, live-work & self-build. Consideration will be given to selected plots being made available to independent developers to allow visual diversity to develop within an agreed Design Code to promote	<p>Design & Access Statement Planning Statement (Appendix C)</p> <p>Proposes:</p> <ul style="list-style-type: none"> • Housing mix & tenure • Design principles • Space standards • Min 5% lifetime homes for 		<p>Planning documentation refers to consideration being given to innovation in design & housing typologies, however, no firm proposals are made & it is proposed that a separate housing strategy is developed with stakeholders at a suitable stage.</p> <p>The aspirations to address the exemplar criteria are set out in the application, but significant further work will need to be undertaken to determine how these can be</p>

	<p>architectural identity. Quality is the mantra – whether that is design, building standards or environmental standards.</p>	<p>market housing; policy requirements for affordable housing will be met.</p> <ul style="list-style-type: none"> • Consideration will be given to self-build & co-operative housing models 		<p>firmed up & delivered.</p> <p>Design Code will establish place making through architectural design, building flexibility and adaptability including visual diversity. Since this assessment was conducted, the HCA has undertaken to pilot directly commissioned homes, in order to accelerate delivery.</p>
<p>17</p>	<p>Early delivery of essential community & social infrastructure, e.g. schools, community centres, retail, health, road adoption, access to public transport, local centres & a ‘town centre’ in parallel with house building to promote social inclusiveness & create a sense of place with a multi-use High Street which is 24/7 in its vitality. Specialist & high achieving secondary education provision with community access to sports, arts & other facilities.</p>	<p>Sustainability Statement Design & Access Statement Health Impact Assessment</p> <p>Proposes:</p> <ul style="list-style-type: none"> • 2 x primary schools • 1 x secondary school • Comparison & convenience retail • Restaurants, cafes, bars, pubs • Health, community & leisure facilities • Space for nursery & youth club • Place of worship • Outdoor events space • Town centre with public square & high street as focus for main community & commercial facilities • Town Centre character area • Phasing proposals indicate delivery of secondary school & town 		<p>Delivery of facilities & timing of delivery will need to be tested through the viability work and agreed approach set out in S106.</p> <p>Northstowe is exemplar in its early delivery of secondary education.</p> <p>Town Centre development strategy could be a useful tool to develop to inform & guide delivery of this critical area.</p> <p>The Economic Strategy recommends a Town Centre Strategy, and this will be secured by condition. The phasing condition and s106 agreement will ensure early delivery of essential community infrastructure including primary school and health centre.</p>

		centre in phases A-C (ie first half of development)		
18	Excellence in the approach to the creation of high quality & healthy living environments for housing & residential layouts that are designed with the utmost regard for occupants' comfort, health & wellbeing, function, resource consumption, easy storage for cycles & waste, play & good architecture – designing for flexible use & lifetime homes standard. Streets may aim to accommodate shared space where practicable. Building styles need to be distinctive & depict a character that will be defined by careful attention to the production of Design Codes.	Design & Access Statement Health Impact Assessment Proposes: <ul style="list-style-type: none"> • A robust approach to the creation of this new place. • Set of design principles. 		Design & Access Statement sets out an effective approach to place-making. It may be appropriate to agree a set of design principles as part of the outline permission to inform the development of subsequent Design Codes. To be established by the Design Code.
19	Community-based management & governance, established from early on to help foster a sense of ownership by the proposed New Town council, & defining the boundaries of Northstowe to give it identity in its own right & as a neighbourly asset, by offering an attractive leisure, education, employment & shopping environment.	Planning Statement Proposes: <ul style="list-style-type: none"> • Development of a Community Development Strategy (Led by SCDC) that includes setting up a community forum & deploying community development workers • 		The application sets out some general aspirations, but no clear proposal for how this exemplar might be achieved. This is a theme that requires further development with key stakeholders in due course, and appropriate funding via to support proposals. The Council's Community Engagement Officer will work with stakeholders to develop a clear plan.
20	Approach to conceiving & building the new town will achieve excellence in generation of a shared vision, setting high aspirations, which it will meet or exceed. The vision will underpin the character of the place, its unique qualities & shared aspirations that will give Northstowe its individual &	Design & Access Statement Sets out: <ul style="list-style-type: none"> • Reiteration of vision & objectives from NAAP & the Northstowe Development Framework 		The application sets out a vision that echoes the objectives expressed by SCDC but does not elaborate on practical delivery of that vision. A robust delivery process will be critical to ensuring the vision and objectives are taken forward appropriately and in a joined up way involving key stakeholders. Setting in

<p>confident identity – well before the first approvals are issued or work gets underway. Exemplar status will as much be defined by the way that Northstowe is developed with a cohesive & practical phasing plan, embedded in the involvement of the local communities as community, public & private sectors together create the whole exemplar town.</p>	<ul style="list-style-type: none">• No specific information provided on methodology for delivery other than phasing		<p>place appropriate governance structures will be an important part of this.</p> <p>Comprehensive consultation with existing communities on this application has been undertaken.</p> <p>To be supported by the Design Code and the work of the Community Engagement Officer.</p>
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Appendix M Northstowe Phase 2: Town Square and Town Park Comparisons

The initial submission in August 2014 included a town square of approximately 0.4 ha. There was no town park proposed although this is a requirement stemming from the NAAP and reflected in the DFD. It was raised frequently as an issue during public consultation. No sizes or areas were proposed in the NAAP or DFD though there is reference to its fulfilling a wider function than the immediate residential amenity and that it should not be included in the calculation of open space.

Officers indicated that an area pro rata to the phase 1 provision which includes a town square fronting the B1050 and a Town Park on the busway opposite the primary school suggest a minimum combined area of 3ha. It has been made clear to the applicant that the areas do not have to be combined but, appropriately designed to take account of the different functions of the town square and park, this would be considered acceptable.

Arup revised the area allocated to a town square and combined it with a town park to create a combined proposed area of 0.75ha; they amended the open space parameter plan accordingly. A further amendment to the parameter plans resulted in an increase to the size of the combined town park/square to provide 1.2ha. The town park/square will be provided within a town park zone as illustrated on the parameter plans. The applicant has briefed members to illustrate how the 1.2ha might be accommodated within the town centre, and Arup also outlined the kind of functions and qualities that a town park would reflect:

- Pedestrian priority
- Grass lawns
- Natural grassy areas/'bio-swale'
- Mounding/landscaping
- Outdoor sports such as tennis, basketball, bowls
- Children's play areas
- Water bodies/lake/fountain
- Market

The table below illustrates comparisons from elsewhere

LOCATION	AREA OF TOWN PARK OR TOWN SQUARE estimated
Northstowe Phase 1	1.235ha (open space in the local centre)
Northstowe Phase 2	0.748ha increased to 1.2ha
Northstowe DFD	0.45ha estimated
Andover, Beech Hurst Park	3.41ha
Birmingham, Bourneville Park	2.19ha
Birmingham, Victoria Square	0.675ha
Bishops Stortford, Castle Gardens/Sworders Field	4.68ha
Caernarfon, Castle Square	0.45ha
Cambourne, Broad Street Square outside Morrison's	0.16ha
Cambridge, Christ Pieces	2.89ha
Cambridge, Jesus Green	11.9ha
Cambridge, Market Square	0.165ha
Cambridge, New square	0.65ha
Cambridge, Parker's Piece	9.9ha
Cambridge, Richmond Green	4.2ha
Huntingdon, Town Park	1.48ha
Letchworth, (population 33,250) Howard Park	2.03h est
Letchworth, Broadway Gardens	2.24 est

LOCATION	AREA OF TOWN PARK OR TOWN SQUARE estimated
London, Covent Garden	0.675ha
London, Trafalgar Square	1.21ha
Northampton, Upton	0.203
Peterborough, Cathedral Square	0.41ha
Salisbury, Guildhall Square	0.18ha
St Ives, Warners Park	2.08ha
St Neots, , Market Square	0.63ha
St Neots, Riverside Park	3.85ha
Welwyn Garden City, (population 43,300)Parkway/Howardsgate	4.1ha est
Welwyn Garden City, The Campus	2.4ha est
Worksop The Canch and Memorial Gardens	4.8ha

Appendix N

Northstowe Section 106 Requirements (Phase 2 Outline Planning Application)

The table below provides a recommended list of s106 requirements

Requirement	Estimated Costs/Obligation	Further Information
Education		
Early Years Provision	n/a	Land provided for private/voluntary providers
Primary Education Provision (2 x Primary Schools: 1 x 2FE, 1 x 3FE)	£21,490,000	Provide free serviced land. Condition that extra £1m (included) to re-use officers' mess is paid by HCA. Each school needs £50K revenue contribution, that is included.
Secondary Education Provision	£10,570,000	Also provide free serviced land
Post 16 Provision	£3,640,000	Also provide free serviced land
Special Education Provision	£2,282,000	Also provide free serviced land
Community & Community Sport		
Civic Hub to include health centre and library, and space for town council, and emergency services	£20,000,000	Also include free serviced land. Includes £250,000 revenue.
Library and Lifelong Learning	£1,137,150	Space to be provided in civic hub
Funding to support new residents to facilitate community engagement, provide services for children, families and adults, support town centre vitality, PCSO and development of community and cultural activities	£1,500,000	Work to be undertaken with the County Council, Police and other agencies to ensure joined-up provision of services.
Sports Hub North	£200,000	For completion of Phase 1 sports hub, that is on land within Phase 2.
Sports Hub West	£900,000	Community sport pitches included as infrastructure costs. Revenue is 10 years' maintenance
Sports Pavilion	£1,500,000	

Dual Use Indoor Sports Centre to be provided as part of enlarged secondary school	£6,000,000	Costs are over and above sports specifications for secondary education requirements in order to make facilities appropriate for wider community needs. Subject to further refinement.
Other sports revenue requirements	£300,000 revenue	Revenue costs include revenue support for dual use indoor sports centre, and sports development officer for three years.
Public Open Space Laying Out including town park/square		Infrastructure cost
Play Areas (eg LEAPS/NEAPS)		Infrastructure cost
Small Grants Scheme (Community Chest)	£30,000 revenue	Cost over five years, to be developed in partnership with the town council.
Allotments and Community Orchard	£75,000	Cost based on Phase 1, scaled up proportionately. Could be infrastructure cost.
Burial Ground	£25,000	No land allocation in the application, and options to be explored
Reserved serviced sites for Voluntary Sector		Free serviced land to be provided
Street furniture/cycle parking		Infrastructure cost
Governance		
Community Endowment for Phase 2	£300,000	
Electoral Support	£13,750	
Town Signs/Noticeboards	£42,500	
Emergency Services		
Emergency Outstation for Police, Fire and Rescue services	£1,820,000	Includes £325,000 revenue for firefighters.
Additional touch-down base for police, fire and ambulance		Requirement included in specification for civic hub
Economic Strategy		
Small Business Units		Land to be provided, related to Economic Strategy

Social/Extra Care Provision		
Extra Care Housing, and specialist accommodation		Provided within affordable housing requirements
Transport		
Cambridgeshire Guided Busway	£5,551,700 (at 2010 prices)	
Public Transport Services Contribution including CGB revenue contribution	£2,000,000	Subject to detailed assessment of early years provision of public transport
Community Transport Contribution	£190,000	
Transport mitigation measures, annual transport monitoring and travel plan co-ordinator contributions	£2,020,000	
Transport Capacity Measures		Infrastructure cost
Public Rights of Way (PROW) Network Improvements	£350,000	Phase 2 contribution for improvements to the PROW Network
Cycle Network Improvements	£900,000	
Parking Management/Traffic Regulation Orders	£50,000	
Bus Priority Route Through Development		Provided as part of s38 Agreement
Access Road to Development		Provided as part of s38 Agreement
General on site works not included in above		Provided as part of infrastructure
Archaeology and Heritage		
Long term storage of archive		To be included in delivery of fieldwork programmes
Public archaeology interpretation and displays	£45,000	
Display and storage facilities for Longstanton District Heritage Society		Commitment to identify and provide suitable space for presentation and display of sensitive materials. Could be located in community or other building open to the public.
Long term use/care of pill boxes	£100,000	Could be a planning obligation
Management plan for Longstanton Paddocks	£50,000	Could be a planning obligation
Environment		
Construction Environmental Management Plan		Works in lieu of monies

Air Quality Monitoring	£124,000	Air quality station, equipment and analysis over 10 years. HCA to provide land 3mx1m with a power supply.
Traffic Noise Insulation Scheme Off-site	£70,000	To be confirmed by detailed noise modelling/monitoring
Construction Noise/Vibration monitoring	£11,625	
Contaminated land – provision of funds for independent environmental consultant to review assessments and reports	£150,000 revenue	£50K in year 1 for report analysis. Remaining £100K is contingency if required over 4 years.
Unexploded Ordnance	£78,000 revenue	For evacuation and local authority costs, if required.
Land Drainage (Provision of GIS Data)		
Awards Drains (Upgrade in Maintenance Work)	£135,600	Upgrade required due to change in land use
Long term management and maintenance of on-site SUDS systems	£3,000,000	Adoption of the SUDS system is a possibility.
Award Drains and SUDS (Technical Assistance)	£32,250	Consultancy fees
Webbs Hole Sluice Pump	£647,500	Proportional amount of total cost
Hattons Road Ponds (Maintenance)	£88,500	Commuted sum for maintenance over 30 year period.
Dry Drayton Road Ponds	tbc	Flood mitigation for Oakington. Feasibility of project to be explored.
Biodiversity		
Off Site Mitigation for Farmland Birds		To be included in development costs
Sustainability		
Renewable Energy, and sustainable show homes		To be required as part of the Sustainability Strategy
Waste		
Neighbourhood/Community Recycling Bring Sites	£12,000 revenue	
Household waste minimisation and recycling promotion		Part of welcome pack for new residents
Provision of waste and recycling containers to dwellings	£376,250	
Depot-cleansing trucks for town centre		Need to be able to park street cleansing wagon and have access to power
Waste Collection Vehicles	£119,000	

Strategic Waste		
County Council Recycling Sites	£456,505	
Monitoring		
Monitoring staff	£300,000 revenue	For CCC & SCDC monitoring work

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Appendix O – Draft Planning Conditions for Phase 2 Outline Application and Southern Access Road (West)

- A Outline planning permission for the development of Phase 2 of Northstowe with details of appearance, landscaping, layout, scale and access reserved (save for the matters submitted in respect of the Southern Access Road (West) comprising:

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

At: 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.

For: Homes & Communities Agency

DEFINITIONS: The terminology set out below may be subject to change, but has been provided to give an indication of the anticipated terms that should be referenced in the planning conditions.

"Commence" and "Commencement" means initiation of the development as defined in Section 56(4) of the Town and Country Planning Act 1990, save that initiation of Enabling Works shall not constitute "Commence" or "Commencement" unless any condition specifically provides otherwise.

"Enabling Works" for example but not exhaustively means [(i) surveying, (ii) environmental and hazardous substance testing and sampling (including the making of trial boreholes, window sampling and test pits in connection with such testing and sampling), (iii) soil tests, (iv) pegging out, (v) tree protection, (vi) ecological survey and mitigation works, (vii) archaeological investigation, (viii) UXO clearance, (viii) contaminated land remediation, (ix) ground improvement works (ix) demolition and removal of buildings and other structures on the Site, (x) creation of enabling works access and temporary haul roads or similar related works.]

"Earthworks" means the principal foul and surface water drainage infrastructure works (strategic attenuation pond and strategic swale and ditch corridors) associated with the Strategic Engineering Elements, Strategic Landscaping Elements and Development Parcels.

"Southern Access Road (west)" means the access road and associated drainage and landscaping shown on Drawing P1100 UA006156-03 General Arrangement and Typical Section Plan

"Strategic Engineering Elements" means primary streets and dedicated busway along with other aspects of the waterpark and strategic swale and ditch corridors not covered by "Earthworks".

"Strategic Landscaping Elements" means the formal and/or informal greenways, town park/square, waterpark and green separation areas.

"Development Parcel" means a phase or part of the development other than Strategic Engineering Elements and/or Strategic Landscaping Elements, for instance this would include housing, the town centre, secondary school, primary school and/or sports hub as approved.

"Dedicated Busway" means the Busway route shown on Plan 8 Movement and Access Parameter Plan and Plan 8B Movement and Access Parameter Plan.

"Primary Development Site" means the planning application site excluding the Southern Access Road (West) and transport corridors through the remainder of the site.

Where any minor or non-material amendments to this permission may be approved by the LPA then any reference in any condition to "in accordance with" shall be interpreted as meaning in accordance with any amended document, plan, scheme, statement, strategy, programme, drawing or details. Where any condition refers to the situation where the LPA may otherwise agree in writing, any approval or agreement by the LPA in these circumstances shall only be provided where they do not result in any new or materially different likely significant environmental effects compared to those assessed prior to the date of this permission.

CONDITIONS:

Commencement of Works

1. No development in respect of any individual Development Parcel or Strategic Engineering Element or Strategic Landscape Element shall commence until approval of the details (as appropriate) of the appearance, landscaping, access, layout and scale (hereinafter called the reserved matters) within that Development Parcel or related to that Strategic Engineering Element or Strategic Landscape Element has been obtained from the local planning authority in writing. The development shall be carried out as approved.

REASON: To ensure that all necessary details are acceptable in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

Reserved Matters

2. The first application for approval of reserved matters shall be made to the Local Planning Authority no later than [three years] from the date of this permission.

REASON In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

3. The commencement of each Development Parcel pursuant to this outline consent shall begin before the expiration of [two years] from the date of the last reserved matter of that parcel to be approved.

REASON To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

4. Application(s) for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of [15 years] from the date of this permission.

REASON To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004 and to provide a consistent approach to the development of the site alongside adjoining developments.

Approved Plans

- 5 i). The development, hereby permitted, shall be carried out in accordance with the following approved plans unless otherwise agreed in writing by the Local Planning Authority or where a condition specifically provides that notwithstanding a Parameter Plan something at variance with the specified Plan will be required:

- a. Plan 1 Issue A Site Location Plan

- b. Plan 2 Issue A Red / Blue Line Plan Phase 2
 - c. Plan 3 Issue A Application Areas Plan
 - d. Plan 4 Issue 01 Existing Site Levels
 - e. Plan 05 Issue C Landscape and Open Space Parameter Plan
 - f. Plan 06 Issue C Land Use Parameter Plan
 - g. Plan 07 Issue B Residential Density Parameter Plan
 - h. Plan 08 Issue B Movement and Access Parameter Plan
 - i. Plan 08B Issue B Movement and Access Parameter Plan
 - j. Plan 09 Issue C Building Heights Parameter Plan
 - k. Plan 10 Issue 01 Proposed Site Levels
 - l. P1100 Issue 03 SARW General Arrangement and Typical Section
 - m. P1101 Issue 03 SARW General Arrangement Drainage Plan & Long Section Sheet 1 of 6
 - n. P1102 Issue 03 SARW General Arrangement Drainage Plan & Long Section Sheet 2 of 6
 - o. P1103 Issue 02 SARW General Arrangement Drainage Plan & Long Section Sheet 3 of 6
 - p. P1104 Issue 02 SARW General Arrangement Drainage Plan & Long Section Sheet 4 of 6
 - q. P1105 Issue 02 SARW General Arrangement Drainage Plan & Long Section Sheet 5 of 6
 - r. P1106 Issue 03 SARW General Arrangement Drainage Plan & Long Section Sheet 6 of 6
 - s. P1107 Issue 03 SARW Wilson's Road Bridge General Arrangement & Typical Sections
 - t. P1108 Issue 02 SARW Equestrian Crossing with Longstanton Road General Arrangement
 - u. P1109 Issue A Illustrative Landscape Layout for SARW
 - v. P1110 Issue A Illustrative Landscape Layout for SARW
- ii) The development, hereby permitted, shall be carried out in accordance with the following submitted documents unless otherwise agreed in writing by the Local Planning Authority or where a condition specifically provides that notwithstanding a document something at variance with the specified document will be required:
- a. Environmental Statement (August 2014)
 - b. Arboricultural Survey Report and Plans – Main Phase 2 Development Site (August 2014)
 - c. Arboricultural Survey Report and Plans – Southern Access Road (West) (August 2014)
 - d. Town Centre Strategy (August 2014)
 - e. Sport Strategy (May 2015)

REASON: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Development Limits

6. Any development carried out under this permission, hereby approved, shall not exceed the development levels set out in the description of development (as set out in the application Planning Statement, August 2014).

REASON: To ensure that the development and associated mitigation measures takes place in accordance with the principles, parameters and assessment contained within the Application Documentation and Environmental Statement.

Phasing

7. i) No development shall commence apart from enabling works, earthworks and strategic engineering elements, unless agreed in writing by the Local Planning Authority until such time as a Phasing Plan for the application site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing contained within the phasing plan unless otherwise agreed in writing by the Local Planning Authority.

ii) Notwithstanding the information contained in the Design and Access Statement, no development shall commence subject to i) above in respect of any Development Parcel, pursuant to this outline permission, until a Site Wide Phasing Plan for the development hereby permitted, and which inter alia accords with the section 106 triggers, where applicable, has been submitted to and approved in writing by the Local Planning Authority. The Site Wide Phasing Plan shall include but not be limited to the sequence of providing the following elements:

- a) Residential development parcels;
- b) The busway and local bus services;
- c) Major distributor roads/routes within the site, including timing of provision and opening of access points into the site;
- d) Strategic footpaths and cycleways;
- e) The town centre and community facilities including the secondary school, primary schools and sports hubs;
- f) Employment land and household waste recycling centre;
- g) Strategic foul and surface water features and SUDS;
- h) Formal and informal public open space, town park/square, allotments, community orchard and parks;
- i) Strategic electricity, telecommunications and gas networks;
- j) Infrastructure for the provision of fibre optic cables;
- k) Environmental mitigation measures.

REASON: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development in accordance with NAAP policies NS/1 and NS/2, which set out the vision and development principles for the delivery of the town.

Design Code

8. Prior to or concurrent with the submission of the first of the reserved matters applications for the development, a Phase 2 Design Code shall be submitted to and approved in writing by the Local Planning Authority.

The Design Code shall include 'Detailed Design Elements', generally in accordance with the approved site wide Design Code. The Design Code shall address all pertinent matters associated with the following subject areas:

- a. The overall vision and character of the development and its setting;
- b. The creation of character areas and neighbourhoods addressing the principles of the mix of uses;
- c. The conceptual design and approach to the public realm, including enclosure, natural surveillance, public art, materials, street furniture and signage, sustainable drainage, the incorporation of utilities and landscaping;

- d. The principles of, the street and public spaces hierarchy to address, movement and permeability, mobility and visually impaired users and traffic calming measures and making reference to the phasing of land parcels;
- e. The establishment of development parcel boundaries incorporating streets wholly within development parcels and boundaries drawn along the rear of property boundaries and establishing the approach to addressing consistency of design on either side of primary streets and the dedicated busway;
- f. The design of the transport network hierarchy, streets, cycle routes, footpaths and public spaces, providing typical street cross-sections, which should include details of tree planting and tree species, underground utility/service trench routes type and specification, and on street parking, including construction design details;
- g. The principles and structure of the blocks addressing key groupings or individual buildings, building form, massing, heights, scale and legibility, building typologies, density and use. This shall include the design principles addressing primary frontages, fronts and backs, pedestrian and vehicular access points, on plot car and cycle parking, threshold definition and surveillance of public realm areas, building materials and performance standards and design features;
- h. Approach to incorporation of ancillary infrastructure/buildings such as substations, pumping stations, waste and recycling provision for all building types. Approach to the provision of electric vehicle charging points/infrastructure, pipes, flues, vents, meter boxes, external letterboxes, fibres, wires and cables required by statutory undertakers as part of building design;
- i. Details of the approach to vehicular parking across the entire site including the amount of parking, location and layout of parking for people with disabilities;
- j. Details of the approach to cycle parking for all uses, including the distribution (resident/visitor parking and location in the development), type of rack, spacing and any secure or non-secure structures associated with the storage of cycles;
- k. The hard and soft landscape design principles for the Strategic Landscaping Elements, including approach to the character and treatment of each of the elements, landscape typologies, a palette of materials for hard and soft landscaping and furnishings;
- l. The approach to the lighting strategy and how this will be applied to different areas of the development with different lighting needs, so as to maximise energy efficiency, minimise light pollution and avoid street clutter;
- m. Measures to demonstrate how the design can maximise resource efficiency and climate change adaptation through external, passive means, such as landscaping, orientation, massing, and external building features;
- n. Details of measures to minimise opportunities for crime;
- o. Measures to protect and enhance the Longstanton Conservation Area;
- p. Details of the Design Code review procedure and of circumstances where a review shall be implemented,
- q. Statement of Community Safety.

The Design Code shall explain its purpose, structure and status and set out the mandatory and discretionary elements where the Design Code will apply, who should use the Design code, and how to use the Design Code.

All subsequent reserved matter applications shall accord with the details of the approved design code, and be accompanied by a statement which demonstrates compliance with the code.

REASON: To ensure high quality design and coordinated development in accordance with Policy NS/1 the Vision for Northstowe, NS/2 Development Principles, NS/12 Landscape Principles, NS/14 Landscaping within Northstowe of the Northstowe Area Action Plan, 2007 and to facilitate continuity through cumulative phases of development in accordance with Policy DP/5 of the South Cambridgeshire Development Control Policies Document, Local Development Framework, 2007.

Fire Strategy

- 9 [a) Prior to occupation of the 2000th dwelling in Phase 2, details for provision of emergency fire service provision for the development shall be submitted to the Local Planning Authority. Development shall be carried out in accordance with the details.] b) 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.

Fire Hydrants

10. 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.

Housing – Market Mix

11. The submission of any reserved matters application relating to a Development Parcel for residential development, pursuant to this outline permission, shall include a schedule of the mix of market dwellings proposed within that parcel demonstrating how the proposed mix relates to the overall mix of market dwellings within the development site as a whole, taking into account the indicative mix of dwellings *detailed within the Planning Statement and local knowledge of market demand*.

REASON: To ensure that the overall mix of dwellings across the site as a whole is based on the indicative housing mix stated in the Planning Statement, which seeks to ensure development contains a mix of residential units providing accommodation in a range of types, sizes and affordability, to meet local needs.

Housing – Room Sizes

12. Each relevant Reserved Matters application in relation to a Development Parcel for residential development (and whether for affordable or market housing or a combination of the two) shall provide minimum room sizes and minimum gross internal floor areas in accordance with adopted local and national guidelines.

REASON: To ensure adequate dwelling sizes in accordance with paragraph 50 of the National Planning Policy Framework and with objective D3 and policy NS/7 of the Northstowe Area Action Plan 2007.

Housing - Lifetime Homes (Affordable and Market Dwellings)

13. 1 Design certificates specifying the Life Time Homes Standard for each affordable dwelling type 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 affordable 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 public sector funded housing in accordance with the South Cambridgeshire Local Development Framework Affordable Housing Supplementary Planning Document, 2010.

13.2 Market Dwellings

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.

Economy

14. Prior to the commencement of development of any sub-phase within the town centre, the applicant shall:

a) Submit the following for approval in writing by the LPA, which will be consistent with The Economic Vision and Strategic Aims for the economic development of Northstowe:

- Economic development management strategy
- Inward investment strategy
- Enterprise development strategy, and
- Sector development strategy, supplemented by strategies in relation to cultural, leisure and town centre development

Subsequent applications pursuant to Condition [XXX] shall be in accordance with the principles set out in the approved economic strategies outlined above.

REASON: Reason: To support the timely delivery of development that will have significant local economic benefits.

Town Centre Strategy

15. Notwithstanding the submitted Town Centre Strategy dated August 2014 an updated Town Centre Strategy to provide more detail and enable the early delivery of the town centre shall be submitted to and approved in writing by the Local Planning Authority prior to the first construction of any dwellings. The approved updated Town Centre Strategy shall be implemented in its entirety and in accordance with the approved phasing plan of the strategy. Each Reserved Matters application for development in the defined town centre shall be in accordance with the approved updated Town Centre Strategy. Any variation to the approved strategy shall be first agreed in writing by the Local Planning Authority.

REASON: To ensure the delivery of an adequate town centre in accordance with NAAP policy NS/5.

Sports Strategy

16. The approved Sports Strategy (May 2015) shall be implemented in its entirety and in accordance with the approved phasing plan of the strategy. Each Reserved Matters application for a Development Parcel shall be implemented in accordance with the approved Sports Strategy. Any variation to the approved strategy shall be first agreed in writing by the Local Planning Authority.

REASON: To ensure adequate sports provision in accordance with NAAP policy NS/19.

Sport

17. No development shall commence until the following documents have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]:

- (i) A detailed assessment of existing ground conditions (including drainage and topography) of the land proposed for the community and school playing fields which identifies constraints which could affect playing field quality; and
- (ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full and in accordance with a timeframe agreed with the Local Planning Authority [after consultation with Sport England]. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing fields are prepared to an adequate standard and is fit for purpose and to accord with NAAP policy NS/19.

Sport

18. Use of the indoor/outdoor sports facilities on the proposed secondary school site shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to playing fields, artificial grass pitch, multi-use games areas, sports hall and swimming pool and include details of pricing policy, hours of use, access by non-school users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The facilities shall not be used at any time other than in strict compliance with the approved agreement."

Reason: To secure well managed safe community access to the sports facilities, to ensure sufficient benefit to the development of sport and to accord with NAAP policy NS/19.

Water Provision – Grampian Condition

19. No more than 3000 dwellings, of the combined developments approved under this application and application ref: S/0388/12/OL, shall be occupied until such time that a suitable scheme to safeguard the provision of potable water has been agreed and fully implemented in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure adequate water resources are available to supply the Northstowe development in accordance with Policies NE/9 of the adopted Local Development Framework 2007.

Groundwater and Contamination

20. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.
 2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.
 3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.
 4. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3). The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

REASON: To ensure that risks from land contamination associated with current and previous land uses to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to the health of future users of the land, workers, neighbours and other offsite receptors and the natural environment or general amenity in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

Groundwater and Contamination

21. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

REASON: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

Drainage – Surface Water Drainage Strategy

22. A detailed Surface Water Drainage Strategy for the application site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, shall be submitted to and approved in writing by the local planning authority, prior to commencement of that Development Phase to which the drainage relates, provided always that such facilities are acceptable to the adopting bodies. The strategy should be in accordance with the surface water drainage strategy drawing C025-UA006156-01, unless otherwise agreed in writing by the local planning authority. The surface water drainage strategy shall include:

- Details of existing and proposed drainage routes, including groundwater.
- Detailed calculations for any on or off-site storage requirements, including precautionary factors for potential future impermeable expansion areas or extensions. • Detailed calculations for the proposed discharge rates to the receiving watercourses, inclusive of any necessary base-flow

rates.

- A detailed scheme for the operation of the pumped system, which will need to include the monitoring/telemetry system within the receiving watercourses.
- Details of how the scheme and any proposed structures shall be maintained and managed after completion as required.

Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The scheme shall be fully implemented, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: To ensure a satisfactory method of surface water scheme in perpetuity and to protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

Drainage – Reserved Matters

23. Any reserved matters application shall include a detailed surface water strategy, which must be in accordance with the agreed Site Wide Surface Water Strategy, pursuant to the reserved matters site for which approval is sought.

The strategy shall include details of the design, location and capacity of all such SUDS features and shall include ownership, long-term management/maintenance and monitoring arrangements/responsibilities, including detailed calculations to demonstrate the capacity of receiving on-site strategic water retention features without the risk of flooding to land or buildings. The strategy should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes. The development shall be carried out in accordance with the approved details and no building pursuant to the particular reserved matters for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures have been fully completed in accordance with the approved details.

REASON: In order to safeguard against the risk of flooding to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water course is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and pace of water leaving the site. NAAP Policy NS/21.

Drainage – Surface Water Management

24. A detailed scheme for the future responsibilities for the management of the surface water drainage scheme for the relevant Development Phase or Strategic Engineering Element shall be submitted to, and approved in writing by the LPA, prior to occupation of that Development Phase to which the drainage relates. The relevant area shall thereafter be managed in accordance with the approved scheme unless otherwise approved in writing by the LPA.

REASON: To ensure the satisfactory management of the surface water scheme in perpetuity with the development.

Drainage – Foul

25. Prior to the commencement of any Development Parcel, pursuant to this outline permission, a detailed scheme for on-site and off-site Foul Water Drainage, shall be submitted to, and approved in writing by, the local planning authority. The scheme should be in accordance with the foul water drainage strategy drawing C028-UA006156-01 (Appendix 8 of the Flood Risk Assessment and Drainage Strategy dated August 2014), unless otherwise agreed in writing by the Local Planning Authority.

The scheme shall have reference to how the drainage pipe-work and infrastructure shall be monitored during implementation, fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority. REASON: To prevent the increased risk of flooding and/or pollution of the water environment and to ensure no surface or ground water infiltration in accordance with Policies NE/10 and NE/11 of the adopted Local Development Framework 2007.

Drainage – adoption of SUDS infrastructure

26. Prior to or concurrent with the first reserved matters application a scheme relating to the management and maintenance of the Sustainable Drainage System (SuDS) including Award Drains shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the following:

(i) details of the management regime which shall set out the responsibility for the maintenance of the SuDS in accordance with the approved Maintenance Scheme, following their provision;

(ii) details of a maintenance scheme in respect of the repair and maintenance of the SuDS (the Maintenance Scheme);

(iii) details of a monitoring and review scheme.

The SuDS shall thereafter be maintained in accordance with the approved scheme.

REASON: To ensure the satisfactory management of the surface water scheme in perpetuity with the development.

Development and Flood Risk

27. The proposed development (Northstowe Phase 2) shall not be occupied until such time the Land Drainage Solution (LDS) within the Swavesey Drain system is completed (which must include embankment maintenance works through Mare Fen), unless otherwise agreed in writing by the local planning authority. The LDS shall include the installation of a pumping station, to the prior agreed specifications of the local planning authority, at Webb's Hole Sluice,

REASON: To prevent the exacerbation of flooding and pollution of the water environment by ensuring the satisfactory disposal of treated foul water drainage from, and to ensure the integrity of, the Utton's Drove Sewage Treatment Works in accordance with Policies NE/10 and NE/11 of the adopted Local Development Framework.

Landscape Strategy

28. Prior to the submission of reserved matters applications for 'Earthworks' 'Strategic Engineering Elements' 'Strategic Open Space', 'Development Parcels', 'Southern Access Road West' or 'The Secondary School Site' a Landscape Strategy shall be submitted and approved by the local planning authority to cover the entire application area for Northstowe Phase 2.

The Landscape Strategy will describe the design principles for the organisation of strategic green spaces (Town Park/Square, Sports Hub, The Water Park, Play Spaces, Formal greenways, Informal greenways and Green Separation) and the public realm. It will show how the landscape will function and how the various open spaces and landscape elements will be co-ordinated. The Landscape strategy must include the following:

- Existing landscape features (structures, vegetation, water, contours, levels etc. and measures for their protection where these features are being retained)
- Proposed Landscape Features (structures, vegetation, water, contours, levels etc.)

Unless otherwise agreed with the local planning authority, the Landscape Strategy shall accord in all respects with the Design Code.

Landscape - Reserved Matters

29. Unless agreed in writing by the local Planning Authority, reserved matters submissions pursuant to this outline permission for:

- (i) Each part of the Strategic Engineering Elements
- (ii) Each part of the Strategic Landscape Elements
- (iii) Each Development Parcel

Shall be in accordance with the Landscape Strategy and shall include the following information:

Landscape Implementation drawings and cross sections at an appropriate scale, together with supporting text describing:

- a) Existing and proposed site levels, with particular reference to the relationship with proposed development edges and boundaries, water bodies, landscape features and buildings.
- b) Details of localised mounding, shaping and contouring works and associated land drainage works.
- c) The treatment of the perimeter of the site, site boundaries and landscape parcels.
- d) The landscape treatment of roads (the Busway, primary, secondary and other roads access roads through the development) and pedestrian and cycle routes.
- e) Details of hard surface materials (size, type, colour and typical cross sections)
- f) Details of minor artefacts and structures, including furniture, lighting, refuse or other storage units and signs
- g) Details of play equipment, including safety surfacing.
- h) Details of soft landscape proposals including species, sizes and planting rates for trees shrubs, herbaceous plants, aquatic plants, and turf and seed mixtures.
- i) Details of tree pits or trenches for both hard and soft areas, tree crates or other supporting planting infrastructure, and methods for staking and guying and watering.
- j) Landscape specifications including construction methods, maintenance operations, site preparation, importation and storage of materials, excavation depths including dimensions for tree pits, planting methods and aftercare.

Landscape Management and Maintenance Plan

30. Prior to or concurrent with the submission of reserved matters applications for 'Earthworks' 'Strategic Engineering Elements' 'Strategic Open Space', 'Development Parcels', 'Southern Access Road West' or 'The Secondary School Site' a Landscape Management Plan and Maintenance Strategy shall be submitted and approved by the local planning authority to cover the entire application area for Northstowe Phase 2.

The Landscape Management Plan shall state the long term vision for the landscape and shall describe the relevant landscape operations to achieve this through landscape restoration, maintenance and management before, during and after construction.

The Landscape Maintenance Strategy shall specify the maintenance procedures, operations, and their frequency, and maintenance standards that will be implemented to ensure the successful establishment and longevity of all hard and soft landscape areas, before, during and after construction.

Landscaping Implementation

31. All planting, seeding or turfing in the approved soft landscape details for the relevant Development Parcels, shall be carried out in the first planting season following the completion of the appropriate element of development.

Any trees, plants, turf or seeded areas which within a period of 10 years for strategic planting and 5 years for all other planting are removed or are noticeably damaged or diseased, or have failed to establish or make reasonable growth, shall be replaced in the next planting season with others of the same size and species, unless the LPA give written approval of a variation of the first planting.

REASON: In the interests of accurately establishing the quality and value of trees and hedges on or adjacent to the site and the implications for development.

Landscape Strategy, Secondary School

32. Prior to the commencement of works on the land parcel allocated for the Secondary School the following Landscape details shall be submitted to and approved in writing by the Local Planning Authority, in accordance with the Landscape Strategy and Design Code.

Landscape Implementation drawings and cross sections at a suitable scale, together with supporting text shall be submitted describing:

- a) Existing and proposed site levels, with particular reference to the relationship with proposed development edges and boundaries, water bodies, landscape features and buildings.
- b) Details of localised mounding, shaping and contouring works and associated land drainage works.
- c) The treatment of the perimeter of the site, site boundaries and landscape parcels.
- d) The landscape treatment of roads (the Busway, primary, secondary and other roads access roads through the development) and pedestrian and cycle routes.
- e) Details of hard surface materials (size, type, colour and typical cross sections)
- f) Details of minor artefacts and structures, including furniture, lighting, refuse or other storage units and signs
- g) Details of play equipment, including safety surfacing.
- h) Details of soft landscape proposals including species, sizes and planting rates for trees shrubs, herbaceous plants, aquatic plants, and turf and seed mixtures.
- i) Details of tree pits or trenches for both hard and soft areas, tree crates or other supporting planting infrastructure, and methods for staking and guying and watering.
- j) Landscape specifications including construction methods, maintenance operations, site preparation, importation and storage of materials, excavation depths including dimensions for tree pits, planting methods and aftercare.

Tree Protection

33. No demolition, site clearance or building operations shall commence in respect of any Earthworks, each Development Parcel or any part of the Strategic Engineering Elements until details of physical tree protection for that part of the development has been installed in accordance with tree protection

details specified in the Arboricultural Survey Report and Plans (Main Phase 2 Development Site) and Arboricultural Survey Report and Plans (Southern Access Road (West)).

REASON: To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.

34. No trees except for those explicitly identified for removal on the approved plans, shall be removed during the course of site preparation or construction until completion unless otherwise agreed in writing by the local planning authority.

REASON: To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.

35. A programme of arboricultural monitoring by an independent arboricultural consultant shall be undertaken from the date of the commencement of site preparation, through the construction phases until substantial completion. The programme arboriculturalist shall be responsible for;
- a. Initial sign-off of the approved tree protection measures prior to site preparation and commencement
 - b. Liaising with the relevant site manager to ensure that any discrepancies in the approved tree protection scheme whether accidental or otherwise be made good within three working days of the observance of the discrepancy and that any damage to trees incurred as a result, be it mechanical damage to the above ground parts of the tree(s) or damage to tree roots through soil compaction or other injurious mechanism be rectified using appropriate skills and equipment as recommended by the arboricultural consultant in consultation with the LPA Tree Officer or other officer of the authority within ten working days of the observance of the damage

REASONS: To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.

Ecological Management Plan

36. Prior to or concurrent with submission of reserved matters application for each Strategic Engineering Elements, Strategic Landscaping Elements or each Development Parcel, full details of the relevant measures for ecological mitigation shall be set out in an Ecological Management Plan (EcMP) submitted to and approved in writing by the LPA. The EcMP shall accord with the Framework Ecological Management Plan as set out in Appendix D of the Planning Statement, unless agreed in writing with the LPA.

The EcMP shall include, but not be limited to, the following:

- a) A summary of all habitat and species surveys to identify areas of importance to biodiversity
- b) A plan showing areas of importance for biodiversity and the extent of the area covered by the EcMP
- c) Full details of measures for the protection and suitable mitigation of all legally protected species and those habitats and species identified as being of importance to biodiversity both during construction and post-development. Full details of measures for the protection and suitable mitigation of farmland birds both during construction and post-development
- d) Identification of habitats and species worthy of management and enhancement together with the setting of appropriate conservation objectives. Prescriptions shall be provided to detail how habitat and species management and enhancement shall be provided.
- e) Details of habitat creation and management for aquatic and terrestrial invertebrates

f) Proposals for ecological enhancement measures and management of habitats and features created within the soft landscape areas

g) A summary work schedule table, including an indication of timings that the prescriptions and protection measures shall be implemented by or undertaken within

h) Upon commencement of development, or any preparatory site works (including earthworks, archaeological surveys, remediation, unexploded ordnance surveys and land forming works), a 10 year strategy for the monitoring of the implementation of the Ecology Management Plan (EcMP), and a means for its periodic review with the LPA, shall be submitted to the LPA for its prior written approval. The approved scheme shall be fully implemented unless otherwise agreed in writing with the LPA.

i) Details of the approach to engaging suitably qualified personnel responsible for overseeing implementation of the EcMP commitments, such as an Ecological Clerk of Works (including an outline of the role).

All species and habitat protection, enhancement, restoration and creation measures shall be carried out in accordance with the approved EcMP unless otherwise agreed in writing by the LPA.

REASON: To ensure that the development of the site conserves and enhances ecology in accordance with NAAP policies NS/16 and NS/17, which seek to minimise any adverse impact on the existing species and habitats of particular biodiversity importance that may arise as a result of development.

Farmland Bird Mitigation

37. No development, site investigation, groundworks or vegetation removal shall commence until such time as a plan for farmland bird mitigation has been submitted to and approved in writing by the Local Planning Authority. The approved mitigation plan shall be implemented in its entirety before any development commences on site. Any variation to the approved plan shall be first agreed in writing by the Local Planning Authority.

REASON: To ensure adequate mitigation for farmland birds in accordance with NAAP policies NS/16 and NS/17.

Historic Environment Management Plan

38. No development shall commence until a Written Scheme of Investigation (WSI) in accordance with the Outline Heritage Strategy in Appendix B of the Planning Statement dated August 2014 has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include the following components, completion of each will trigger the phased discharge of the condition:

1 - fieldwork in accordance with the approved programme of archaeological work which shall be completed in accordance with the approved scheme for each identified archaeological site before any Earthworks, Strategic Engineering Element and/or development parcel commences on that site

2 - post-excavation assessment (to be produced for each archaeological site within 6 months of the completion of fieldwork)

3 - completion of post-excavation analysis; preparation and deposition of site archive at a store agreed with the local planning authority; completion of an archive report; and the submission of a publication report (to be completed within 2 years of completion of the post-excavation assessments).

REASON: To ensure the implementation of appropriate archaeological investigation, recording, reporting and publication in accordance with policy CH/2 of the adopted Local Development Framework 2007.

39. No development shall commence until a Written Scheme of Investigation for the built heritage of the site has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the implementation of appropriate archaeological investigation, recording, reporting and publication in accordance with policy CH/2 of the adopted Local Development Framework 2007.

Longstanton Conservation Area

40. Notwithstanding the details set out on Plan 8 (Issue B) and Plan 8B (Issue B) a scheme for the location of the cycle/pedestrian route across Longstanton Conservation Area between Northstowe and the village of Longstanton shall be agreed in writing with the Local Planning Authority prior to the commencement of development.

Reason: To protect the character of the conservation area.

Low Carbon Strategy

41. Prior to or concurrently with the submission of reserved matters application for any Development Parcel containing residential units, pursuant to this outline permission, shall be accompanied by a statement demonstrating compliance with the low carbon strategy (as set out in the Energy Strategy, August 2014 and Sustainability Statement, August 2014).

The development of each Development Parcel shall then be carried out in accordance with the details.

REASON: To ensure an energy efficient and sustainable development in accordance with Policies NE/1 and NE/3 of the adopted Local Development Framework 2007 and NAAP policy NS/23.

Energy Delivery Strategy

42. Unless otherwise agreed in writing by the Local Planning Authority, reserved matters applications for layout in relation to each Development Parcel, pursuant to this outline permission, shall demonstrate how the development will maximise the incorporation of energy conservation and efficiency measures, aiming for a minimum 10% reduction in CO2 emitted per year compared to current Building Regulations to comply with policy NE/1 of the Local Development Framework 2007.

The strategy must also demonstrate how renewable energy will be used to generate no less than 10% of regulated energy from renewable energy sources in line with policy NE/3 of the Local Development Framework 2007 and be submitted and approved by the Local Planning Authority. The strategy shall include the total predicted energy requirement of the development and its carbon reduction impact and shall set out a schedule of the proposed on-site renewable energy technologies, their respective contributions location, design and where applicable a maintenance programme. The Development Parcel shall thereafter be implemented in accordance with the approved strategy, unless otherwise agreed by the LPA.

REASON: To ensure an energy efficient and sustainable development in accordance with policies NE/1 and NE/3 of the adopted local Development Framework 2007.

BREEAM Standards

43. Design certificates specifying a minimum BREEAM level of 'Very Good' for each non-residential building within that Development Parcel, pursuant to this outline permission, shall be submitted with each reserved matters

application for layout in relation of each Development Parcel containing non-residential buildings. Each non-residential building within that development parcel shall not be occupied until a completion certificate confirming compliance with the minimum BREEAM level of 'Very Good' has been approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure an increased level of sustainability across the development as a whole in accordance with Policy NS/23 of the Northstowe Area Action Plan, 2007.

Water Conservation Strategy

44. 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. The scheme must detail water efficiency measures sufficient to ensure that potential consumption of wholesome water by persons occupying a new dwelling does not exceed 105 litres per person per day. Each development parcel shall thereafter be implemented in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON: There is a high demand for limited water resources in the East of England; therefore it is necessary to manage water use by incorporating practicable water conservation measures in accordance with Policy NE/12 of the adopted Local Development Framework and NAAP policy NS/21.

Fibre Optic Telecommunication Infrastructure

45. prior to the commencement of each Development Parcel, pursuant to this outline permission, a scheme detailing the provision of open access ducting for fibre optic cable to serve a range of telecommunication services, shall be submitted to and approved in writing by the Local Planning Authority, including site infrastructure plans. The scheme shall ensure that a) a site-wide network is in place and provided as part of the strategic engineering works; and b) that the developers of each Development Parcel are required to complete the infrastructure to facilitate the provision of fibre optic cable to each dwelling and commercial premises upon the occupation of each building. The development of the site hereby permitted shall be carried out in accordance with the approved strategy unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the needs of future residents to connect to the internet does not necessarily entail engineering works to an otherwise finished and high quality living environment, in accordance with NAAP Policy NS/22.

National Grid

46. No development, hereby approved, in respect to any Earthworks, any of the Strategic Engineering Elements or any Development Parcel shall Commence until details setting out the location of and any National Grid apparatus and its safeguarding have been submitted to and approved in writing by the local planning authority. All reserved matters applications in respect to development parcels shall be designed in accordance with the approved strategy.

Reason: To ensure the protection of National Grid apparatus.

Contaminated Land Investigation and/or Remediation

47

- i) No development, hereby approved, shall Commence in relation to any [Earthworks, any of the Strategic Engineering or Landscape Elements, the Southern Access Road (west)_or any Development Parcel] until the application site has been subject to the supplementary investigation and recording of contamination as recommended in the Northstowe Phase 2 Geo Environmental Assessment and Outline Remedial Strategy Report (dated August 2014) and final remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority, in accordance with a programme agreed by the Local Planning Authority.
- ii) No development shall commence in relation to each [Strategic Engineering or Landscape Element, the Southern Access Road (west)_or Development Parcel] until detailed proposals for the remediation of any contamination in that Strategic Engineering or Landscape Element, the Southern Access Road (west)_or any Development Parcel (the Remediation Method Statement) have been submitted to and approved in writing by the Local Planning Authority.
- iii) If during remediation works, any contamination is identified that has not been considered in the Remediation Method Statement, then remediation proposals for this contamination should be agreed in writing by the Local Planning Authority and additional works that may be required pursuant to the remediation proposals shall be completed.
- iv) No development shall be brought into use or occupied in relation to each respective part of the Strategic Engineering or Landscape Elements, the Southern Access Road (west) or any Development Parcel until:
 - a. The works specified in the Remediation Method Statement and where appropriate any additional remediation works associated with contamination not identified in the Remediation Method Statement or any other measures to demonstrate that the land is suitable for the proposed end use, have been completed in relation to that Development Parcel or Strategic Engineering or Landscape Element.
 - b. A verification report has been submitted to and approved in writing by the Local Planning Authority, in accordance with the approved Remediation Method Statement and where appropriate any additional remediation works associated with contamination not identified in the Remediation Method Statement or any other measures to demonstrate that the land is suitable for the proposed end use.

REASON (C4). To ensure that risks from land contamination associated with current and previous land uses to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to the health of future users of the land, workers, neighbours and other offsite receptors and the natural environment or general amenity in line with National Planning Policy Framework (NPPF) paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3), and Policy DP/1 of the adopted Local Development Framework 2007.

Unexploded Ordnance (UXO)

48.

- i. No development / property, hereby approved, shall be occupied until the Northstowe town wide UXO risk management and mitigation programme / plan for unexploded ordnance (UXO) as detailed in the Zetica Site Safe report titled "*NORTHSTOWE PHASE , PLANNING CONDITION DISCHARGE, Unexploded Ordnance (Condition 10), Revision C, 12th November, 2014*" has been implemented in full as to the removal of high risk UXO matters in all Development Phases of the new town of Northstowe, or implemented in full as to other necessary mitigation which are covered under the detailed said Zetica Site Safe report and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all

risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

- ii. If, at any time during development, high risk UXO not previously identified in the Zetica Site Safe report titled "*NORTHSTOWE PHASE , PLANNING CONDITION DISCHARGE, Unexploded Ordnance (Condition 10), Revision C, 12th November, 2014*", is encountered / found to be present on any Phase, no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

REASON: To ensure that the risks from Northstowe site wide unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers, residents and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the Phasing and Delivery Strategy Addendum to the Development Framework Document endorsed by the Northstowe Joint Development Control Committee on 4 October 2012.

Construction Environmental Management Plan

49. Prior to the Commencement of any development, pursuant to this outline permission, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The site wide CEMP shall include:
 - a) Contractor's access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures
 - b) Details of haul routes within the relevant parts of the site
 - c) A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the relevant parts of the site and siting of the contractors compound during the construction period to be agreed on a phased basis
 - d) Dust management and wheel washing or other suitable mitigation measures such as lorry sheeting, including the consideration of construction / engineering related emissions to air, to include dust and particulate monitoring and review and the use of low emissions vehicles and plant / equipment.
 - e) Noise and vibration (including piling) impact / prediction assessment, monitoring and recording protocols / statements and consideration of mitigation measures in accordance with the provisions of BS5228 (2009): Code of practice for noise and vibration control on construction and open site – Part 1 and 2 (or as superseded)
 - f) Where relevant results of a noise assessment of the potential impact of construction noise on Rampton Drift and Longstanton residential properties and details of suitable noise mitigation measures as appropriate (in accordance with relevant standards and best practice)
 - g) Details of best practice measures to be applied to prevent contamination of the water environment during construction
 - h) Measures for soil handling and management including soil that is potentially contaminated
 - i) Details of concrete crusher if required or alternative procedure
 - j) Details of odour control systems including maintenance and manufacture specifications
 - k) Maximum noise mitigation levels for construction equipment, plant and vehicles
 - l) Site lighting for the relevant part of the site
 - m) Screening and hoarding details
 - n) Liaison, consultation and publicity arrangements, including dedicated points of contact
 - o) Complaints procedures, including complaints response procedures
 - p) Membership of the considerate contractors' scheme
 - q) Archaeological protection and mitigation measures to be implemented during the construction process

Prior to the Commencement of the Southern Access Road (west), Earthworks, any of the Strategic Engineering or Landscape Element or any Development Parcel a phase specific Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The phase specific CEMP shall include details as specified in any approved Outline Site-Wide Construction Environmental Management Plan.

The phase specific CEMP for the Southern Access Road (west), the Earthworks, any of the Strategic Engineering or Landscape Element or any Development Parcel shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with Policy NS/24 Construction Strategy of the Northstowe Area Action Plan, 2007 and POLICY DP/3 Development Criteria & DP/6 Construction Methods of the adopted Local Development Framework 2007.

Construction Working and Construction Deliveries / Collection Permitted Hours

50. All construction, demolition, enabling and earth works are only permitted between 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday. No works are permitted at any time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

No deliveries of construction materials or plant and machinery and no removal of any spoil from the site or similar collections from the site shall take place before 0700 hours or after 1900 hours on Mondays to Fridays, before 0800 hours or after 1400 hours on Saturdays, and not at all on Sundays or recognised public holidays.

REASON: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with Policy NS/24 Construction Strategy of the Northstowe Area Action Plan, 2007 and Policy DP/6 Construction Methods of the adopted Local Development Framework 2007.

External Artificial Lighting

51. Within each reserved matters application that includes any form of external lighting illumination an artificial lighting scheme to include details of the height, type, position and angle of glare of any final site lighting / floodlights, the intensity of illumination and predicted horizontal and vertical isolux lighting contours and an assessment of artificial lighting impact on any sensitive residential premises on and off site shall be submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be carried out and maintained thereafter in accordance with the approved details.

REASON: To protect the character and appearance of the area and the amenity of existing and future residential properties in accordance with National Planning Policy Framework (NPPF) paragraphs 120, 125 and Policy NE/14 of the adopted Local Development Framework 2007.

Operational Noise – Non Residential Use Classes

52. Within any reserved matters application in relation to any Development Parcel or Strategic Landscaping Element incorporating uses other than residential dwellings, an operational noise impact assessment including, where appropriate, a scheme for the insulation of any building(s) or use(s) and associated plant / equipment, and / or noise mitigation measures to minimise the level of noise emanating from the said building(s) or use(s) and associated plant / equipment shall be submitted to and approved in writing by the local planning authority.

The approved scheme of insulation / mitigation shall be fully implemented before the relevant use(s), building(s) or plant / equipment are commenced (in relation to uses), occupied (in relation to buildings) or used (in relation to plant / equipment) and shall thereafter be maintained in accordance with the approved details.

REASON: To protect the health and quality of life / amenity of nearby properties in accordance with policy in accordance with National Planning Policy Framework (NPPF) paragraphs 109, 120, 123 and Policy NE/15 of the adopted Local Development Framework 2007.

Operational Traffic Noise Mitigation Scheme On-Site

53. Within any reserved matters application in relation to any Development Parcel containing residential development a noise impact assessment and a noise attenuation / insulation scheme (having regard to the building fabric, glazing and background and purge / rapid ventilation requirements) to protect occupants or other users internally and externally as appropriate from the on and off-site Cambridgeshire Guided Busway (CGB) / Dedicated Busway and internal site road / street corridor traffic noise in accordance with the requirements of British Standard 8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice" (or as superseded), shall be submitted to and approved in writing by the Local Planning Authority.

The scheme as approved shall be fully implemented before the residential use hereby permitted is occupied and shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that sufficient noise attenuation is provided to all residential properties to protect residents and users of public open spaces from the impact of the CGB and internal site traffic noise and safeguard the amenity and health of future residents in accordance with National Planning Policy Framework (NPPF) paragraphs 109, 120, 123 and policy DP/3 Development Criteria and NE/15 of the adopted Local Development Framework 2007.

Operational Traffic Noise Assessment and Mitigation Scheme Off-Site

54. Prior to operation of the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor a detailed traffic noise impact assessment and details of a noise mitigation scheme as appropriate, to protect existing residential premises or other noise sensitive premises internally and externally from traffic noise from the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor have been submitted to and agreed in writing by the LPA.

The scheme as approved shall be retained thereafter.

REASON: To ensure that sufficient noise attenuation is provided to existing residential properties or other noise sensitive premises to protect them from the impact of traffic noise from the Southern Access Road (west), the dedicated busway corridor, any proposed primary road corridor and shared busway / primary road corridor and safeguard the quality of life / amenity and health of residents in accordance with National Planning Policy Framework (NPPF) paragraphs 109, 120, 123 and policy DP/3 Development Criteria and NE/15 of the adopted Local Development Framework 2007

Waste & Recycling Management Strategy

55. Unless otherwise agreed in writing by the local planning authority, any reserved matters application for layout in relation to each Development Parcel shall be accompanied by a Waste Management & Minimisation Strategy (WMMS), including the completed RECAP Waste Management Design Guide Toolkit and supporting reference material, addressing the management of municipal waste generation during the occupation stage of the development. No development shall take place in relation to that Development Parcel until the strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management Design Guide Supplementary Planning Document 2012 and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and commercial properties and contributing to sustainable development. The WMMS should include:

- a. A completed RECAP Waste Management Design Guide Toolkit and supporting reference material
- b. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
- c. Proposals for the management of municipal waste generated during the occupation stage of the development, to include
 - the design, provision, management, maintenance and renewal of internal and external waste systems for the segregation, storage and collection of recyclables, non-recyclables and compostable materials e.g. internal storage caddies, external underground waste systems, wheeled bin system etc.
 - access to storage and/or collection points by users and waste collection vehicles
- d. Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling
- e. Arrangements for the commissioning of underground waste systems if appropriate, prior to occupation.
- f. Proposals for the design and provision of temporary community recycling (bring) facilities, including installation, ownership, on-going management and maintenance arrangements
- g. Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority
- h. A timetable for implementing all proposals
- i. Provision for monitoring the implementation of all proposals

The approved facilities shall be provided prior to the occupation, use or opening for business of any building that will be used for residential, commercial or employment purposes and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

REASON: To ensure that waste is managed sustainably during the occupation of the development in accordance with National Planning Policy for Waste and objectives of Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan (2003).

EIA Mitigation

56. The development, hereby approved, shall be carried out in accordance with the mitigation measures as set out in the Environmental Statement dated August 2014 or other mitigation measures as agreed unless otherwise approved in writing by the local planning authority.

REASON: To ensure that the development takes place in accordance with the mitigation contained within the Environmental Statement.

Air Quality

57. No development, hereby approved, shall Commence in relation to any Development Parcel, until details of a Low Emissions Monitoring, Management and Review Strategy including the provision of an annual LES review report has been submitted to and approved in writing by the Local Planning Authority. Implementation of the Low Emissions Monitoring, Management and Review Strategy should commence at least three months prior to Commencement in relation to any Development Parcel in accordance with the approved strategy unless otherwise approved in writing by the local planning authority.

REASON: To ensure that the development conforms to NPPF and South Cambridgeshire's District Design Guide SPD adopted in March 2010, Appendix 4, Air Quality through the implementation of a robust Low Emissions Monitoring, Management and Review Strategy to identify and mitigate the impacts of traffic / transport emissions on local air quality, public health and habitats during the construction and operational

phases of the development and in accordance with submitted Document 14- Northstowe Phase 1 Planning Application, Low Emissions Strategy, February 2012.

Transport

Transport/Highways – General

58. No means of access shall be formed between the site and the existing highway until the detailed access design (including but not limited to construction details, drainage and vision splay) has been submitted to and approved in writing by the Local Planning Authority. Off site highway works shall be designed in accordance with Cambridgeshire County Council standards and approval sought as part of Section 278 and 38 works.

59. Development shall only be brought in to use when the links necessary to connect that part of the development to existing on and off site infrastructure estate roads, footpaths and cycle paths have been constructed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.

60. The reserved matters applications shall include details of the design of bus access, egress and turning areas required for that phase of development. Thereafter, the development shall only be carried out in accordance with the approved details.

61. Dwellings shall only be occupied when the vehicular accesses, driveways, parking areas and turning areas serving that residential unit have been constructed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.

Transport – A14

62. No part of the proposed development beyond that referred to as sub-phase A (which comprises the Secondary School and surface water attenuation ponds) and the highways element of sub-phase B (which includes the construction of the Southern Access Road (West) and Primary Road through Phase 3 area to link to it) in section 7.7 of the Northstowe Phase 2 Transport Assessment Main Report (dated August 2014) shall be occupied prior to the opening of (i) the Bar Hill Junction of the A14 Cambridge to Huntingdon improvement scheme; (ii) the widening of the A14 between Bar Hill and Girton of the Cambridge to Huntingdon improvement scheme and (iii) the widening of the B1050 to dual carriageway between its junctions with the A14 at Bar Hill and the proposed Northstowe southern access route.

REASON: To ensure the appropriate access to the Primary Development Site and safe and efficient operation of the A14 Trunk Road.

Transport – Equine, Walking & Cycling Routes

63. Each reserved matters application for residential development in relation to any Development Parcel, pursuant to this planning permission, shall include details of the equine, walking and cycle routes for the area within that Development Parcel that will allow the occupants of that Development Parcel access as applicable to facilities in Phase 1 and the town centre area, including where appropriate reference to the temporary and permanent re-routing of footpaths/bridleways. The relevant Development Parcel shall not commence until the scheme has been approved in writing by the Local Planning Authority. No building shall be occupied within that Development Parcel until the approved scheme has been carried out.

REASON: To ensure that the development conforms to Policy NS/11 of the Northstowe Area Action Plan by the provision of safe equine, walking and cycling routes between each part of the development and Longstanton village, the B1050 and the Cambridgeshire Guided Busway Park and Ride site.

Transport – shared buses and general traffic road

64. The section of shared buses and general traffic road during Phase 2 as identified on Plans 8 and 8B Movement and Access Parameter Plan Issue B is permitted for the period of time until Phase 3

commences or the traffic flows on the shared Buses and general traffic link road exceeds the agreed flow threshold, whichever is the sooner. The interim design will be submitted to the County Council for agreement. Junctions will be designed so as to operate within sufficient capacity and will provide priority to buses. The link will be of appropriate section to enable the route to be converted to a designated busway, with no on street parking or vehicular access to properties fronting the buses and general traffic road. Prior to the commencement of Phase 3, or when traffic flows on the link exceed a flow threshold to be agreed with the Local Planning Authority, whichever is the sooner, an alternative route for general traffic will be provided from the junction with the busway into the development. A detailed design for the alternative route and for the conversion to the busway will be submitted at that time.

REASON: To ensure that the sharing of the section of access road as Busway and general traffic is for the interim with the route design minimising risks of any future difficulties in converting the route to a dedicated busway and there is a mechanism for bringing forward an alternative route should traffic levels lead to delays as well as before Phase 3 commences.

Transport –Busway

65. No development, hereby approved, in respect to any Development Parcel shall Commence until a scheme including a programme of works detailing the proposed Dedicated Busway route through the development site hereby approved has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the development conforms to Policy NS/11 of the Northstowe Area Action Plan through the provision of a dedicated Busway route through the development linking to the Cambridgeshire Guided Busway.

Transport – Traffic Monitoring

66. i) No development hereby approved, in respect to of the Strategic Engineering Elements or any Development Parcel shall Commence until details of a Traffic Monitoring and Management Strategy have been submitted to and approved by the Local Planning Authority. The phased implementation of the approved Traffic Monitoring and Management Strategy shall be agreed as part of the strategy and no development shall commence until monitoring mechanisms are in place in accordance with the approved strategy.

ii) In order to assess whether the traffic flows on (i) the shared busway/ primary road and (ii) the Southern Access Road West are at capacity, the flows will be monitored on the sections with permanent counters installed. Should the neutral month (March or September) average for the AM and PM peak hours on a Tuesday and Thursday or a peak hour on a Saturday exceed a one directional traffic flow threshold, the level of which should be agreed with the Local Planning Authority, the section will be deemed to be 'above capacity'

REASON: To ensure that the development conforms to Policies NS/10 and NS/24 of the Northstowe Area Action Plan through the implementation of a robust traffic monitoring and management strategy to identify and mitigate the impact of development traffic upon the local highway network.

Transport – Adoption Strategy

67. Prior to the first occupation of any buildings in respect to any Development Parcel, pursuant to this outline permission, an Adoption Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Adoption Strategy shall set out:

- i. The elements of the transport network within the site which will be offered for adoption by the Local Highway Authority
- ii. The elements of the transport network within the site which will be retained in private ownership, or other, and in each case detail of the management arrangements for these elements of the network.
- iii. The elements of the recreational path network that will be offered for adoption as Public Rights of Way.
- iv. The elements of the recreational path network which will be retained in private ownership, and the management arrangements for these elements of the network.

REASON: To ensure that the development conforms to Policies NS/10 and NS/11 of the Northstowe Area Action Plan by identifying future management arrangements for the various elements of the transport network within the development site.

Transport – Parking Management Strategy

68. Prior to the first occupation of any buildings in respect to any Development Parcel, pursuant to this outline permission, a Parking Management Strategy for both motorised vehicles and cycles shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall set out the approach to parking provision for each housing type and all other uses, and the means of managing parking demand and enforcement including any Special Enforcement Area within the Phase 2 development and have consideration of the adjacent area of Rampton Drift for both residential and non-residential uses.

Parking provision shall avoid the use of parking courts unless otherwise agreed with the Local Highway Authority.

The applicant will need to provide details of the car and cycle parking locations and type for the town centre and how this will adapt as the Town Centre develops.

The applicant will need to provide details of the amount and provision of car club bays, operator and any incentives given to residents to encourage use.

Each reserved matter or full application shall demonstrate to the satisfaction of the Local Planning Authority how proposed parking for the proposed mix of homes aligns with the achieving the 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.

Transport – Electric Vehicle charging

69. No development, hereby approved, shall commence in relation to any Development Parcel until a site wide electric vehicle charging infrastructure strategy and implementation plan has been submitted to and approved in writing by the local planning authority, having regard to parking associated with various use classes and the provision of electric vehicle cabling infrastructure.

Unless otherwise agreed in writing by the local planning authority, each reserved matters application for layout in relation to any Development Parcel shall include a statement to demonstrate compliance with the approved electric vehicle charging strategy, which will include, where relevant to the overall strategy, details of the number, location, installation and management of the electric vehicle charging points. The approved electric vehicle cabling infrastructure and charging points shall be implemented prior to occupation and maintained in accordance with the approved strategy / plan and details.

REASON: To promote the use of sustainable forms of transport in accordance with National Planning Policy Framework (NPPF) paragraph 35 and Policy NS/2 Development Principles & Policy NS/23 An Exemplar in Sustainability of the Northstowe Area Action Plan, 2007 and NE/1, NE/2 and NE/3 in the interest of reducing carbon dioxide emissions policy and policy NE/16 Emissions of South Cambridgeshire (LDF) Development Control Policies (DPD 2007).

Transport – Pedestrian, Cyclist and Equine Crossings

70. Details of improved or new crossing facilities for pedestrians, cyclists and equestrians will be submitted to the Local Planning Authority and agreed for the following: i) Improvements to the existing crossing facilities of the CGB from Rampton Drift; ii) The design and layout of a proposed crossing of the CGB at the junction of the CGB with the Dedicated Busway on the CGB north of Oakington; iii) The design and layout of facilities at the junction of the Southern Access Road and Longstanton Road; and iv) The design and layout of facilities at the junction of the Construction Haul Road and Longstanton Road. Item (i) shall be implemented within three months of the first occupation of the secondary school in Sub Phase A. Items (ii)

to (iv) shall be implemented prior to completion of construction of the associated link roads and dedicated busway. REASON: To create safe routes for non-motorised road users to and from the development.

Transport – Framework Travel Plan

71. A Framework Travel Plan is to be submitted and agreed with the Local Planning Authority prior to the first occupation of the development. A Travel Plan should contain a package of measures for reducing the number of vehicle trips to the site. The Travel Plan shall be implemented upon the development being brought into first use, and in accordance with details to be submitted to, and approved by the Local Planning Authority prior to the commencement of development. The Travel Plan should make reference to and build upon the Framework Travel Plan for Phase 1 and shall include an action plan of the proposed measures with timescales for their implementation, details of an ongoing programme of monitoring, review and targets for reductions in car use, and details of its management and coordination. Monitoring and review shall include the submission of annual travel plan update report for the approval of the Local Planning Authority which contains the results of annually repeated travel surveys and demonstrates progress towards meeting targets.

B Special Travel Plans

No residential, education, workplace, that meets the criteria of Category 3 or above as set out in Appendix 1 of Cambridgeshire County Council Pre Application planning advice and other services Charging Schedules 2014-15 shall be occupied until a specific Travel Plan, has been submitted to and approved in writing by the Local Planning Authority. The development of the respective site or buildings shall be implemented in accordance with the approved Travel Plan and shall commence from the occupation of the building and monitoring shall continue for a minimum period of 5 years.

REASON: To mitigate the impact of development traffic upon the local highway network.

Transport – Cycle Parking

72. 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

73. 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.

School Campus Masterplan

74. 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 Design

75. 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

76. 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 – Off Site Highway and footway Improvements (Grampian Condition)

77. No development shall commence until details of the following schemes together with a programme for their implementation by the owner / applicant to be submitted to and approved in writing by the Local Planning Authority. All works to be carried out as part of a Section 278 agreement with the Highway Authority.

- improvements to the bridle path between Wilson's Road and the A14;
 - bridle path between Rampton Drift and the CGB,;
 - traffic management along Ramper Road between Longstanton and Swavesey;
 - traffic management along Rampton Road between Willingham and Rampton; and
- Details of a scheme to improve the capacity of the B1050 Willingham Junction

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

REASON: To mitigate the impact of development traffic upon the local highway network.

Transport - Works to Public Rights of Way

78. 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 - Southern Access Road West

79. No development shall be occupied beyond that of sub phase A until such a time that the works for the Southern Access Road West and the B1050 linking to the Highways England works are completed unless by further agreement with the Local Planning Authority and the Local Highway Authority.

REASON: To ensure that the works are completed prior to the occupation of Phase 2 beyond sub phase A.

SOUTHERN ACCESS ROAD (WEST)

Design of Access Road and Junctions

1. No development, hereby approved, in respect to any of the Strategic Engineering Elements or any Development Parcel shall commence until a scheme detailing the proposed Southern Access Road West and improvement works to the B1050 related to this access, including the form and detailed design of the site access junction arrangements, has been submitted to and approved in writing by the Local Planning Authority. These approved drawings will form the basis for the relevant S38 and S278 processes.

REASON: To ensure that the development conforms with Objective D6/g and Policy NS/10 of the Northstowe Area Action Plan in the interest of highway safety with regard to Primary Road Access arrangements and highway capacity. This is required at the detailed design stage as could impact on other design elements.

B1050 Cycle Route

2. No development shall commence until details of the design of the cycle route alongside the B1050 has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that reasonable provisions are made for the cycle route alongside the B1050 within the scheme extents, to enable this scheme to be completed. This is required at the detailed design stage as could impact on other design elements.

Landscape Design Proposals

3. No development shall commence until full details of hard and soft landscape proposals have been submitted and approved in writing by the Local Planning Authority.

Hard Landscape details shall include:

- Proposed finished levels and contours
- Works to existing watercourses (culverts, headwalls etc)
- Proposals for new waterbodies, attenuation ponds etc
- Pedestrian/cycle /equestrian paths and circulation spaces.
- Hard surface details.
- Boundary treatments.
- Minor artefacts and structures (street furniture, signage etc)
- Retained landscape features and proposals for restoration where relevant

Soft landscape Details Shall Include

- Retained trees, hedgerows and areas of soft landscape and proposals for their protection during construction and restoration where relevant.
- Planting plans
- Schedule of plants (Trees, shrubs, herbaceous plants turf and seed mixtures) including species, sizes, numbers, and planting and seeding densities.
- Written specification including cultivation, planting operations and landscape sundries (tree stakes, plant shelters, mulch, fertilisers etc)
- A landscape management and maintenance specification describing how the landscape will be established and managed throughout the maintenance period.
- A timetable for the implementation of landscape works.

Landscape Works Implementation

4. All hard and soft landscape works shall be carried out in accordance with the approved details and in accordance with the relevant British Standards or codes of good practice.

Landscape works shall be implemented in accordance with a timetable agreed in writing with the local Planning Authority.

Any tree or plant that within a period of 10 years after planting is removed, dies, or becomes in the opinion of the Local Planning Authority significantly damaged or diseased, shall be replaced during the next planting season with others of the same species and size, unless the Local Planning Authority gives its written approval for a variation.

Sustainable Drainage

5. No development shall be commenced until details of the surface water drainage works have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 30% an allowance for climate change. The submitted details shall be in accordance with (insert approved FRA reference here) and:

1. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
2. provide a management and maintenance plan for the lifetime of the development.

Southern Access Road West

6.A B1050 Junction with Southern Access Road West

No construction of the B1050 junction with the Southern Access Road shall take place until details of the means of monitoring traffic and accommodation of future improvements of the B1050/ Southern Access Road roundabout have been submitted to and agreed with the Local Planning Authority. In order to assess whether the traffic flows at the B1050 junction associated with Northstowe are such that the roundabout is above capacity, the eastbound and westbound flows on the Southern Access Road will be monitored on an annual basis with a permanent counter installed. Should the neutral month and neutral day average (Tuesdays and Thursdays in March or September) for the AM and PM peak hours exceed a traffic flow threshold to be agreed with the Local Planning Authority the need for improvements to the roundabout will be agreed with the Local Planning Authority and measures implemented prior to occupation of further Sub Phases of Northstowe Phase 2.

REASON: To identify and mitigate the impact of development traffic upon the local highway network.

B Southern Access Road West Dualling

In order to assess whether the traffic flows on the Southern Access Road West are such that the link is above capacity, the eastbound and westbound flows on the Southern Access Road will be monitored on an annual basis with a permanent counter installed. Should the neutral month and neutral day average (Tuesdays and Thursdays in March or September) for the AM and PM peak hours exceed traffic flow threshold to be agreed with the Local Planning Authority, the Southern Access Road West will be dualled and the details to be agreed with the Local Planning Authority and implemented prior to occupation of further Sub Phases of Northstowe Phase 2.

REASON: To identify and mitigate the impact of development traffic upon the local highway network.

Construction Environmental Management Plan

7. No development, hereby approved, shall commence in relation to the Southern Access Road (west) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

- a) Contractor's access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement

measures

- b) Details of haul routes within the relevant parts of the site
- c) A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the relevant parts of the site and siting of the contractors compound during the construction period to be agreed on a phased basis
- d) Collection and Delivery times for construction purposes
- e) Procedures for approval of any deviation from permitted working hours.
- f) Dust management and wheel washing or other suitable mitigation measures such as lorry sheeting, including the consideration of construction / engineering related emissions to air, to include dust and particulate monitoring and review and the use of low emissions vehicles and plant / equipment.
- g) Noise and vibration (including piling) impact / prediction assessment, monitoring and recording protocols / statements and consideration of mitigation measures in accordance with the provisions of BS5228 (2009): Code of practice for noise and vibration control on construction and open site – Part 1 and 2 (or as superseded)
- h) Where relevant results of a noise assessment of the potential impact of construction noise on Rampton Drift and Longstanton residential properties and details of suitable noise mitigation measures as appropriate (in accordance with relevant standards and best practice)
- i) Details of best practice measures to be applied to prevent contamination of the water environment during construction
- j) Measures for soil handling and management including soil that is potentially contaminated
- k) Details of concrete crusher if required or alternative procedure
- l) Details of odour control systems including maintenance and manufacture specifications
- m) Maximum noise mitigation levels for construction equipment, plant and vehicles
- n) Site lighting for the relevant part of the site
- o) Screening and hoarding details
- p) Liaison, consultation and publicity arrangements, including dedicated points of contact
- q) Complaints procedures, including complaints response procedures
- r) Membership of the considerate contractors' scheme.

The approved CEMP for the Southern Access Road (west) shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with POLICY NS/24 Construction Strategy of the Northstowe Area Action Plan, 2007 and POLICY DP/6 Construction Methods of the adopted Local Development Framework 2007.

Construction Working and Construction Deliveries / Collection Permitted Hours

8.i) All enabling, construction and earth works shall only be permitted between 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday. No works are permitted at any time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

ii) No deliveries of construction materials or plant and machinery and no removal of any spoil from the site or similar collections from the site shall take place before 0700 hours or after 1900 hours on Mondays to Fridays, before 0800 hours or after 1400 hours on Saturdays, and not at all on Sundays or recognised public holidays.

REASON: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with Policy NS/24 Construction Strategy of the Northstowe Area Action Plan, 2007 and Policy DP/6 Construction Methods of the adopted Local Development Framework 2007.

Transport – Longstanton Road Closure

9. 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. This should be determined in conjunction with the Local Highway 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. This is required at the detailed design stage as could impact on other design elements.

Link with Highways England Works

10. No development shall commence until the details of the construction of the dual carriageway B1050 west of its roundabout with the Southern Access Road West are provided:

- a) That the B1050 dual carriageway design ties in with that constructed as part of the Highways England works for A14 Huntingdon to Cambridge scheme.
- b) That the works construction programme where possible ties in to that for the Highways England works for A14 Huntingdon to Cambridge scheme.

REASON: To ensure that the works on the B1050 link together and to minimise the disruption to users of the B1050 as much as is reasonably possible. This is required at the detailed design stage as could impact on other design elements.

Existing Access – Closure

11. The existing access(es) to any fields adjacent to the works shall be permanently and effectively closed and the footway / highway verge shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority, within 28 days of the bringing into use of the new access.

REASON: In the interests of highway safety.

Ecological Management Plan

12. Ecological Management Plan (EcMP)

No development shall commence (including demolition, ground works, vegetation clearance) until an Ecological Management Plan (EcMP) has been submitted to and approved in writing by the Local Planning Authority. The approved EcMP shall include, but shall not be limited to, the following:

- a) A summary of all habitat and species surveys relevant to the construction zone to identify areas of importance to biodiversity
- b) Risk assessment of potentially damaging construction activities with regard to biodiversity
- b) Identification of "biodiversity protection zones"
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
- d) The location and timing of sensitive works to avoid harm to biodiversity features
- X) Use of protective fences, exclusive barriers and warning signs
- XX) Identification of habitats and species worthy of management and enhancement together with the setting of appropriate conservation objectives. Prescriptions shall be provided to detail how habitat and species management and enhancement shall be provided.
- g) Details of the role and responsibilities on site of an ecological clerk of works
- XX) A ten year strategy for post development monitoring of the effective implementation of the EcMP and a means for its periodic review with the LPA to ensure effective implementation of the prescriptions and delivery of objectives

The approved EcMP shall be implemented in full for the duration of the construction period.

Reason: To protect and enhance biodiversity and the natural environment in accordance with policies NE/6 Biodiversity

Tree Protection

13. No demolition, site clearance or building operations shall commence in respect of any Earthworks, or any part of the Strategic Engineering Elements until details of physical tree protection for that part of the development has been installed in accordance with tree protection details specified in the Arboricultural Survey Report and Plans (Southern Access Road (West)).

REASON: To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.

Tree Removal

14. No trees except for those explicitly identified for removal on the approved plans, shall be removed during the course of site preparation or construction until completion unless otherwise agreed in writing by the local planning authority.

REASON: To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.

Tree Monitoring

15. A programme of arboricultural monitoring by an independent arboricultural consultant shall be undertaken from the date of the commencement of site preparation, through the construction phases until substantial completion. The programme arboriculturalist shall be responsible for;

- Initial sign-off of the approved tree protection measures prior to site preparation and commencement
- Undertaking a calendar monthly inspection of tree protection measures to ensure continuing compliance in respect of the continued observance of tree protection measures
- Liaising with the relevant site manager to ensure that any discrepancies in the approved tree protection scheme whether accidental or otherwise be made good within three working days of the observance of the discrepancy and that any damage to trees incurred as a result, be it mechanical damage to the above ground parts of the tree(s) or damage to tree roots through soil compaction or other injurious mechanism be rectified using appropriate skills and equipment as recommended by the arboricultural consultant in consultation with the LPA Tree Officer or other officer of the authority within ten working days of the observance of the damage

REASONS: To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.

Archaeology

16. No development shall take place until a programme of archaeological work has been undertaken in accordance with a written scheme of investigation which has been submitted to and approved writing by the County Planning Authority.

REASON: To secure the provision of archaeological excavation and the subsequent recording of any remains in accordance with policy EN5 of the ECCS

Contaminated Land Investigation and/or Remediation

17.i) No development hereby approved shall commence in relation to the Southern Access Road (west) until the application site has been subject to the supplementary investigation and recording of contamination as recommended in the Northstowe Phase 2 Geo Environmental Assessment and Outline Remedial Strategy Report (dated August 2014) and final remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority, in accordance with a programme agreed by the Local Planning Authority.

ii) No development shall commence in relation to the Southern Access Road (west) site until detailed proposals for the remediation of any contamination in the Southern Access Road (west) have been submitted to and approved in writing by the Local Planning Authority.

iii) If during remediation works, any contamination is identified that has not been considered in the Remediation Method Statement, then remediation proposals for this contamination should be agreed in writing by the Local Planning Authority and additional works that may be required pursuant to the remediation proposals shall be completed.

iv) No development shall be brought into use until:

a. The works specified in the Remediation Method Statement and where appropriate any additional remediation works associated with contamination not identified in the Remediation Method Statement or any other measures to demonstrate that the land is suitable for the proposed end use, have been completed in relation to the Southern Access Road (west).

b. A verification report has been submitted to and approved in writing by the Local Planning Authority, in accordance with the approved Remediation Method Statement and where appropriate any additional remediation works associated with contamination not identified in the Remediation Method Statement or any other measures to demonstrate that the land is suitable for the proposed end use.

REASON (C4). To ensure that risks from land contamination associated with current and previous land uses to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to the health of future users of the land, workers, neighbours and other offsite receptors and the natural environment or general amenity in line with National Planning Policy Framework (NPPF) paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3), and Policy DP/1 of the adopted Local Development Framework 2007.

Unexploded Ordnance (UXO)

18.ii. No development, hereby approved, shall commence in relation to the Southern Access Road (west) until the Northstowe town wide UXO risk management and mitigation programme / plan for unexploded ordnance (UXO) as detailed in the Zetica Site Safe report titled "NORTHSTOWE PHASE , PLANNING CONDITION DISCHARGE, Unexploded Ordnance (Condition 10), Revision C, 12th November, 2014" has been implemented in full as to the removal of high risk UXO matters in relation to the Southern Access Road (west) for the new town of Northstowe, or implemented in full as to other necessary mitigation which are covered under the detailed said Zetica Site Safe report and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

iii. If, at any time during development, high risk UXO not previously identified in the Zetica Site Safe report titled "NORTHSTOWE PHASE , PLANNING CONDITION DISCHARGE, Unexploded Ordnance (Condition 10), Revision C, 12th November, 2014", is encountered / found to be present on any Phase, no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

REASON: To ensure that the risks from Northstowe site wide unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers, residents and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the Phasing and Delivery Strategy Addendum to the Development Framework Document endorsed by the

External Artificial Lighting

19. No development, hereby approved, shall commence in relation to the Southern Access Road (west) until an artificial lighting scheme to include details of the height, type, position and angle of glare of any final highway / site lighting, the intensity of illumination and predicted horizontal and vertical isolux lighting contours and an assessment of artificial lighting impact on any sensitive residential premises on and off site shall be submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be carried out and maintained thereafter in accordance with the approved details.

REASON: To protect the character and appearance of the area and the amenity of existing and future residential properties in accordance with National Planning Policy Framework (NPPF) paragraphs 120, 125 and Policy NE/14 of the adopted Local Development Framework 2007.

Operational Traffic Noise Assessment and Mitigation Scheme Off-Site

20. No development of the Southern Access Road (west), shall commence until a detailed traffic noise impact assessment and details of a strategy or scheme of permanent noise attenuation measures or noise mitigation scheme as appropriate, to protect existing residential premises or other existing noise sensitive premises internally and externally from traffic noise from the Southern Access Road (west), have been submitted to and agreed in writing by the LPA.

The strategy or scheme as approved shall be fully implemented before the use of the Southern Access Road (west) becomes fully operational and shall be retained thereafter.

REASON: To ensure that sufficient noise attenuation is provided to existing residential properties or other noise sensitive premises off-site to protect them from the impact of traffic noise from the Southern Access Road (west), and safeguard the quality of life / amenity and health of residents in accordance with National Planning Policy Framework (NPPF) paragraphs 109, 120, 123 and policy DP/3 Development Criteria and NE/15 of the adopted Local Development Framework 2007

EIA Mitigation

21. The development, hereby approved, shall be carried out in accordance with the mitigation measures as set out in the Environmental Statement dated August 2014 or other mitigation measures as agreed unless otherwise approved in writing by the local planning authority.

REASON: To ensure that the development takes place in accordance with the mitigation contained within the Environmental Statement.

Hazlewell Farm Access

22. Notwithstanding the details set out on Drawing No. P1101 (Issue 03) a scheme for the location of the access road into Hazlewell Farm shall be agreed in writing with the Local Planning Authority prior to the commencement of development. The proposed accessway into Hazlewell Farm shall be in accordance with the approved scheme.

Reason: To ensure satisfactory access into Hazlewell Farm and to protect agricultural land.

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Appendix Q Extent of Green Separation and Buffers

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.

Issue	Date	By	CHKd	Appd
B	20.02.2015	BC	NW	MS
A	22.08.2014	BC	NW	MS

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Homes and Communities Agency

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

Drawing Title

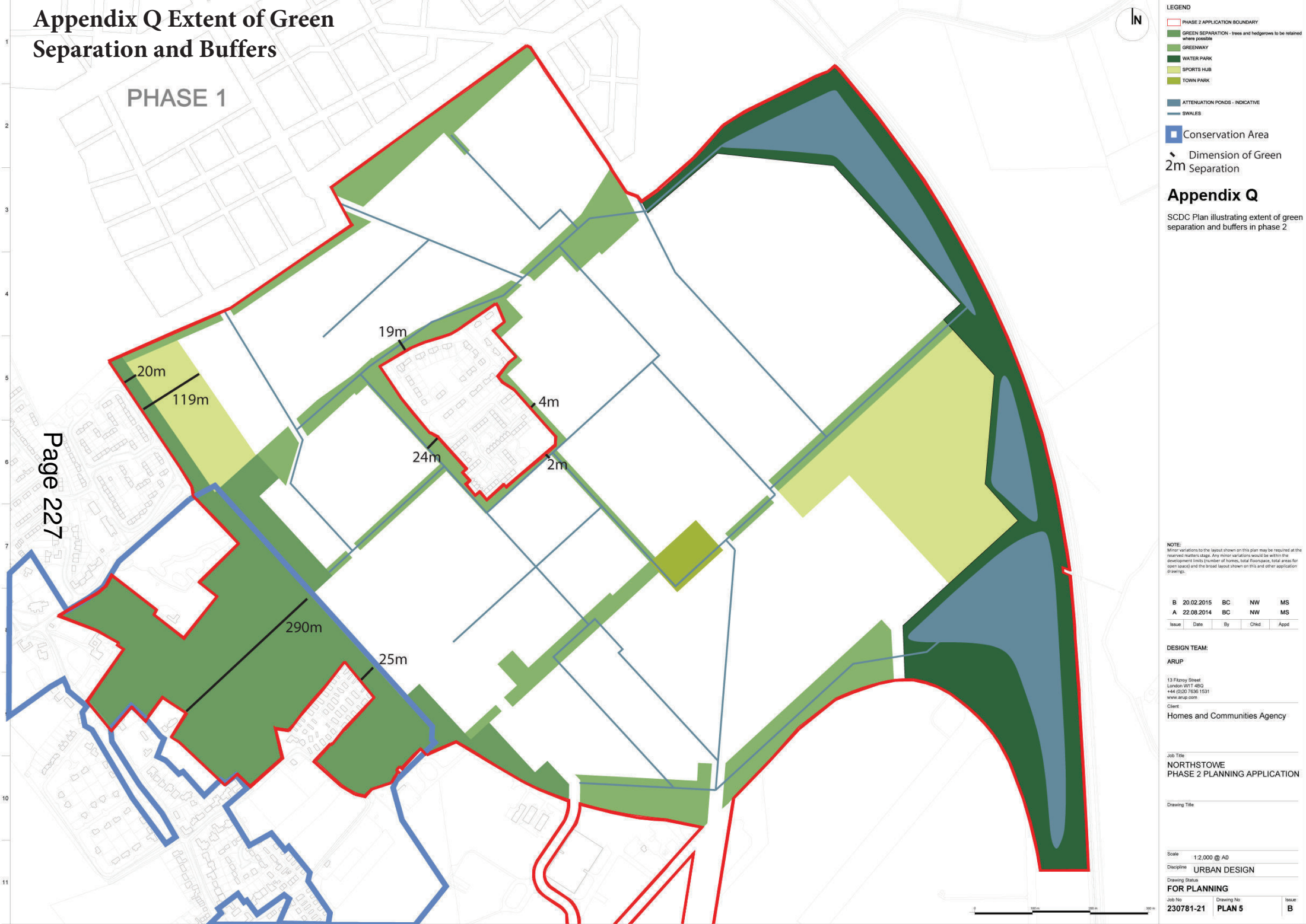
Scale: 1:2,000 @ A0

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.

Appendix S - Responses from Second Round of Consultation following receipt of three amended parameter plans (Landscape and Open Space, Land Use and Building Heights) and Sports Strategy.

Residents

One resident welcomed the changes to the children's play area provision which they felt went some way to addressing their concerns in that area. However, the amendments do not address the other areas of concern that they previously raised.

Another resident stated that their previously raised concerns about recreation areas have largely been addressed. However, they could not see any amendments addressing the other areas of concern that they had previously raised.

Scale - One resident felt that the six storey building will be visible from the Longstanton village Protected Conservation Area and that the tower block will be incongruous and spoil the outlook to the detriment of residential amenity. They felt the block should be capped at four stories high and definitely not more than five. This resident also felt that the historic water tower and town centre will be more than sufficient as tall landmarks in this locality to find one's bearings.

Highway Issue — The resident who commented on scale also felt that there should be no vehicular access between St Michaels Road (Longstanton) and Northstowe including from the highway links (Southern access roads) between Northstowe and the B1050. If access was allowed they thought it would lead to a general increase in traffic and rat running through Longstanton/St Michaels to the A14/Cambridge causing increased traffic generation, noise and disturbance in the village. Being a resident on Longstanton High Street this respondent stated that they know how noisy and busy (cars, vans, double-decker buses, coaches, tipper trucks, farm vehicles) the road already is at peak times and that any increase would be unbearable. This resident also commented that the road between Longstanton and Oakington is illegal for car use but many thousands of cars use it each week for commuting to Cambridge on a daily basis - therefore, this road needs to be physically restricted as soon as possible.

Parish Councils

Longstanton Parish Council

Longstanton Parish Council is in full support of the reduction in building heights around Rampton Drift, and the increase in size of the town park.

Longstanton Parish Council would like to suggest that there be a planning condition put in place for the build up of Northstowe around Rampton Drift. This should be created to help reduce the effect the lengthy build will have on residents in this area. Longstanton Parish Council would recommend that the construction move out from Rampton Drift rather than around it.

Rampton Drift residents should be kept informed on what the plans are for the build up of this area on a regular basis.

Oakington and Westwick Parish Council

No objections

Willingham Parish Council

No recommendation

Cambridgeshire County Council

1.0 Public Health

1.1 There are no public health concerns with the reduction in building heights to the north of Rampton Drift which have been reduced from a maximum of three storeys to a maximum of two storeys. This reduction could be seen as a positive benefit helping to integrate the settled community of Rampton Drift with the new development which will surround it.

1.2 The revised definition and inclusion of a town park of 1.2ha is welcomed. Further work will need to be undertaken at Reserved Matters stage to ensure the positive health aspects a town park can bring are secured as part of design and layout etc. The inclusion of the town park and the town square need to be considered in the widest context and should form part of the developing Town Centre Strategy, for example including a strategy to control fast food outlets either as fixed buildings adjacent to the park or as mobile food vendors within the park etc.

1.3 The increase in the quantum of open space from 10.67 hectares to 12.8 hectares is welcomed. In terms of the Sports Strategy submitted the main public health aspects of the benefits of play and open space seem to have been addressed and are acceptable. We would recommend that if there are no local policies on distances to open space etc. the Public Health England review of the evidence and recommendations for "Improving access to green spaces" is used as a benchmark. This work needs to come later as part of the overall design and design coding work. The distances are reproduced in Table 1 below, these are standards adopted by other local authorities rather than a full evidence review on minimum distances but they seem to be reasonable.

Table 1 Minimum Distance to open space

Standard	Use	Distance
Bristol's Parks and Green Space Strategy¹	Children's play space	450m/10 minutes' walk
	Formal green space	600m/15 minutes' walk
	Informal green space	550m/13 minutes' walk
	Natural green space	700m/18 minutes' walk

Accessible Natural Greenspace Standard (ANGSt)²	All people should have accessible natural green space:	At least two hectares in size, no more than 300m (five minutes' walk) from home
		At least one accessible 20 hectare site within 2km of home
		One accessible 100 hectare site within 5km of home
		One accessible 500 hectare site within 10km of home
		ANGSt also recommends a minimum of one hectare of statutory local nature reserves per thousand people.
The Fields in Trust organisation³	Playing pitches	1.2km of all dwellings in major residential areas
	Athletics tracks equipped with floodlighting	30 minutes' drive (45 minutes in rural areas) of local residents (per 250,000)
	Community tennis courts	20 minutes' travel time (walking in urban areas, by car in rural areas)
	Bowling greens	20 minutes' travel time (walking in urban areas, by car in rural areas)
	Local areas for play and informal recreation	100m walking distance
	Local equipped areas of play and informal recreation	400m walking distance
	Neighbourhood equipped areas for play and informal recreation	1km walking distance

2.0 TRANSPORT COMMENTS

2.1 The applicant is asked to outline the transport implications in terms of any additional trips on the Phase 2 and external road network resulting from the changes to the sports provision.

3.0 SPORT OFFICER COMMENTS

General Comments:

- 3.1 The 'Institute of Groundsmen' should be consulted on the suitability of the surface/sub surface of the sports pitches at the reserved matters stage to make sure the ground is fit for purpose and for expertise on the proper drainage system to put in place to guarantee that play is possible.
- 3.2 To meet South Cambs and Sport England standards formal water space (swimming pool/s) will be required in Northstowe. In discussions with developers the Northstowe sport stakeholder group had outlined the secondary school as the optimum provider. A location will need to be identified in phase 2 and funding provided for this from future phases.
- 3.3 The Developers have revised the size of the sports hub east and west to achieve the sports standards required. They will need to ensure both hubs are useable and functional for sport.
- 3.4 Ideally phase two should provide one full sized, floodlit, sand filled AGP at the school site and one, full sized, floodlit, 3G rubber crumb AGP within the adjoining sports hub. Both to be built to sports governing body standards. We seek clarification that this is the case.
- 3.5 With regard to the calculation outlined within the strategy that an AGP is worth three grass pitches. Cambs County Council's sports officer does not support this approach for the following reasons:
 - In the original Northstowe strategy, agreed between developers and the Northstowe Sport Stakeholder group, it was agreed that only one AGP within the Northstowe proposals would count as three grass pitches.
 - The requirement for playing pitches is calculated against the agreed South Cambridgeshire standard and consequently the hectares for pitches should be provided irrespective of what type of surface it has.

That said, we note that Sport England, as a key statutory consultee, is no longer objecting to the sports strategy and approach to 3G AGPs replacing grass pitches and is content with this approach. Furthermore, we note that increasing the AGP/ STP provision is expected to increase the usability of sports facilities. So on balance the overall result is acceptable.

Phase 2 main Sports Hub:

- 3.6 From the drawings provided the space proposed for pitches is difficult to measure/calculate. Suggest plans be provided with exact GIS measurements.
- 3.7 Concerned about drainage so close to the SuDs/ lakes. This also applies to the school pitches. Suggest an analysis is taken of the quality of drainage and mitigation be put in place if extra measures are required to prevent matches being cancelled due to waterlogging.
- 3.8 There is a worry about the safety of young people crossing the guided bus way to access facilities. It is not central to the development so needs to be safely accessed by ages 8 and over playing informally. Suggest an analysis of safety with regard to crossing the Busway.
- 3.9 Concerned that the pavilion will be in the shadow of surrounding buildings. This would benefit from a sunny balcony, patio etc. for social events.

Could be considered when positioning facilities more accurately.

- 3.10 The proximity of the pavilion building to residential accommodation could restrict social hire/evening use by clubs which would be disappointing. As above, the positioning could be considered.

New sports area to west of site:

- 3.11 No buildings proposed/shown. What ancillary facilities will be provided/car park/changing etc.?
Better plans and drawings needed for reserved matters.
- 3.12 How does the new pitch layout relate physically to the facilities at Sports Hub?
Need to see both detailed on a plan
- 3.13 Further to this point this proposed extension to the Phase 1 Hub as part of the Phase 2 Western Hub is unlikely to function ideally as a sports facility. The layout might not work well as pitches will be too linear and the new pitches will be some distance from the pavilion and toilets. In addition the location within the green separation will prohibit any lighting including floodlights which will reduce the sporting benefit to the community. Further info needed on how this will work.
- 3.14 The location of sports facilities within the green separation needs to respect the integrity of the Long Lane conservation area, as this is a heritage asset. As Northstowe builds out, it will be important to preserve informal recreation space in the Green separation, rather than allow the entire green separation area to be used for formal sports pitches.

Eastern Sports Hub:

- 3.15 The layout of this sports area is unclear. It is unlikely that 1 adult football pitch will meet the community needs and allow for an adult club to be established. There is also a problem with pitch orientation (should be approximately north – south). Further analysis required and site plans/layout improved at reserved matters.
- 3.16 It is not clear if the sports hub will provide 4 tennis or 4 netball courts. They are not the same size so we need to see that the bigger area (as specified by the sport governing body) is provided so that both sports can be played.
- 3.17 The layout of the hub shows the courts as being quite isolated and some distance from the clubhouse.
- 3.18 In our view, these courts should be floodlit to allow for full winter use for netball and tennis. Netball in particular is an outdoor sport often played on winter evenings and consequently the usage hours are rapidly diminished if the area is not floodlit.

Rugby Pitches:

- 3.19 A rugby club needs at least 2 grass pitches for matches and we would like to see more detail of how rugby will overall be provided for at Northstowe. There seems to be one pitch already provided in Phase 1 and consequently the provision seems disjointed.

Further Comments:

- There is no clarity about the process of extending the sports hall to eight courts in

- 3.20 the future. The applicant will need to clarify going forward how this will be done in a way which minimises disruption to the school and the community. We are keen to continue talking to the applicant about this.
- Community use of the dual use/community sports provision will need to be secured through separate agreements with the Cambridge Meridian Academy Trust, as the promoter of the new school. There are restrictions on the ability of schools to cross-subsidise non-education expenditure. As with any other governance model or enterprise, should the income not cover the expenditure there is a risk that the promoter of the school could cease to make the provision available for community use. Dual use of the school sports facilities is something we support and is good practice, but can lead to conflicts between school and community needs, which requires careful management.
 - Provision will be needed for swimming in Northstowe as it builds out, including financial contributions.
 - It's not clear why the squash courts have been dropped from the proposals.
 - The main eastern hub has changed from 8.22 h to 9 .41 by extending into the informal green space/green separation toward the attenuation lakes. At reserved matters, the impact of this on the risk of flooding of pitches or creating conflict of users in the future will need to be considered.
 - It is not clear how a future Stadium Pitch for football will fit in. Northstowe will in time hopefully reach a higher level of football competition requiring a fenced pitch with spectator facilities and turnstiles. There needs to be sufficient space for this to happen in the future.
 - It is unlikely that rugby matches will be played on the 3G ATP; this would be used only for training purposes. For a rugby club to establish in Northstowe, the grass pitches should ideally be adjacent to each other.

Sport England

Sport England objected to the original application by letter dated 24 October 2014, stating that 'Sport England objects to the proposal at present, specifically because we are not convinced that the proposals make adequate provision for outdoor sport, but also because there is an urgent need to review the whole sports strategy for Northstowe to ensure a strategic and up to date approach to facility provision is adopted'.

In response to these representations, the applicants have prepared a Sports Strategy relating to Northstowe Phase 2 (dated May 2015), which has reviewed sports facility provision (both indoor and outdoor) for this phase of the development, and as a result of this review (which included full consultation with Sport England, sports bodies and NGB's) the application has been amended as follows:

"a) Two sports hubs with areas of 9.41ha (eastern hub) + 3.39ha (western hub), adding to a total supply of 12.80ha for outdoor sport (an increase of approx. 2.2 ha on the original application.

b) On the eastern hub, it is proposed to construct a 3G Artificial Grass Pitch (AGP) capable of hosting both football and rugby matches up to and including adult league level.

c) On the Secondary School site, it is proposed to construct a further AGP (currently sand dressed technology but kept under review), which will be available for community use in peak times, out of school hours, principally for hockey and football. It should be noted that the provision of 2 AGPs is significantly ahead of the Sport England calculation for such a population (less than 1STP): there is also an STP committed on Phase 1 land, so the variety of opportunity is high.

d) In addition, on the Secondary School site, it is proposed to construct a 4 court formal floodlit MUGA which will be available for community use in peak times for tennis, netball and basketball".

Outdoor Sport

The revised Sports Strategy is helpful in helping to identify sports facility requirements for the new settlement at Northstowe. It should be noted that it has been prepared to meet a specific requirement to address the issues identified in relation to Northstowe Phase 2. It should be noted that it has been prepared in advance of a full Playing Pitch Strategy (PPS) currently being prepared for Cambridge City Council and South Cambs District Council. It is therefore considered that subsequent plans relating to outdoor sport provision should take account of the findings of this strategic study.

The increase in space for outdoor sport is achieved through (a) increasing the size of the eastern sports hub by approx. 1.1 hectares, and (b) allocating an additional 1.1 hectares to the extension to the western sports hub (the majority of which lies within Phase 1) which will allow the siting of two additional junior football pitches.

Overall provision for outdoor sport is still below the policy requirement of 14.4 hectares, but indicates a significant improvement in provision when compared to the original submission. In addition the provision of a full size floodlit 3G artificial grass pitch (AGP) is supported by the FA who are seeking to develop more AGPs in England to facilitate both training needs and competitive matches. Additional AGP provision in Northstowe is justified as a development from the original sports strategy carried out in 2008, due to the FA policy change to seek to develop more AGPs for football use in that period.

It is noted that the strategy assumes an AGP to be the equivalent of three grass pitches, which would have the effect of increasing calculated supply to 14.4 hectares (Table 1) which meets the policy requirement for outdoor sport. Such an assumption is not accepted by Sport England as every case will differ in terms of the needs for artificial and/or grass pitches, including the role outdoor space plays in the provision of informal opportunities for sport.

Similarly, the facilities provided at the adjacent school site (sand-dressed AGP, grass pitches and MUGA) cannot be included within the calculation for public outdoor space for sport, as the primary function is to meet educational requirements for the school.

In terms of the submitted detailed layout for outdoor pitches and facilities ((Drawing 230781-21), it is accepted that this is an indicative drawing only at outline application stage, and full details will need to be submitted in due course. However, the following issues are raised by Sport England after consultation with NGB's for sport:

- A full technical specification for the 3G and sand-dressed pitches on Phase 2 will need to be submitted to and approved in writing by the local planning authority (including consultation with Sport England) to ensure these facilities are constructed to meet latest Sport England/NGB technical standards. The FA have highlighted a potential issue with pitch markings if the facility is a shared football/rugby facility, therefore this detail will need to be approved in due course.
- More detailed plans for the proposed grass pitches will also need to be submitted with the Reserved Matters application to demonstrate that pitches can be provided to Sport England/ NGB recommended sizes (including safety run-offs and pitch orientation). It is recommended that early consultation with Sport England takes place on detailed layouts for the Sports Hubs.
- The sports hubs will also need to be provided with adequate changing facilities built to Sport England standards. Further guidance can be obtained from: <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/pavilions-and-clubhouses/>

- It is considered that further consideration is given to the siting of the proposed MUA on the Eastern sports hub as its isolated position away from the proposed pavilion is not ideal. It is also important that this facility is floodlit to allow year round evening use.
- The FA has some concerns regarding the overlapping mini-soccer pitches with the cricket outfield which can cause qualitative issues unless the pitches are constructed to a high specification. Sport England therefore recommends that a condition should be imposed requiring a full site survey and pitch construction details are submitted and approved to ensure that all pitches are constructed to a suitable standard (see recommended conditions)
- Another condition is required to agree community access to indoor/outdoor sports facilities on the school site, to ensure the right balance is achieved between school and community use. Sport England can provide helpful guidance, including a template agreement, to help in this process. Further information is available here: <http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/community-use-agreements/>
- The provision for rugby within Northstowe may need further consideration. The RFU would prefer to see investment in existing established clubs in the area, but it is still proposed to provide one grass rugby pitch in Phase 1 together with access for local rugby clubs to the proposed 3G AGP (this requires the AGP to be 'rugby compliant' with regards to the technical specification). It may be preferable to therefore site the grass rugby pitch adjacent to the 3G AGP to allow a club to be based at this site and to better manage matches/training sessions, though this can be clarified with further consultation with the RFU.
-

Indoor Sport

The strategy for indoor community sports facility provision within Northstowe has always been based around the concept of a dual-use facility based at the secondary school site. The agreed facility mix in the original 2008 sports strategy was:

- 8 court sports hall
- 6 lane 25m swimming pool
- Health and fitness suites
- 2 Squash courts

The new strategy maintains the principle of dual-use facilities on the secondary school site, but the proposed delivery of these facilities is complicated by the fact that the new settlement will be delivered in three distinct phases. The calculate requirement for Phase 1 and 2 combined (as well as the educational requirement for the secondary school) is for a four court hall, and this is the proposed provision at this stage. It is also proposed to retain space for the sports hall to be extended to a 6-court or 8-court facility once Phase 3 is implemented.

Whilst it is accepted that the demand for sports hall provision from Phases 1 and 2 only equates to the need for a four court hall, it is unfortunate that this will result in a costly extension to the hall being required once Phase 3 is implemented. Sport England would prefer to see the facility at the school completed as an 8 court facility which will serve the whole settlement without the need for it to be delivered in two phases.

If a 4 court facility is provided initially as part of Phase 2 it is highly recommended that the 'enhanced' four court hall as set out in Sport England's design guidance 'Sports Halls: Design and Layouts Design Guide' (2012) is provided. This hall measures 34.5m x 20m and better meets a variety of sport requirements compared to the traditional 33m x 18m facility.

generate demand to justify a 4-lane facility, and a 6-lane facility can be justified with the delivery of Phase 3. Again it would be very costly to provide a smaller facility at first, to be extended at a later stage.

Sport England would wish to see further consideration given to providing the full sized facilities (both sports hall and swimming pool) as part of the Phase 2 development in order to reduce overall building costs. The early completion of these facilities would also help to attract people to Northstowe and thus be of economic benefit to developers of Northstowe.

It is considered that further work needs to be carried out to develop a strategy for delivering the sports facilities proposed as part of this application, including identification of funding sources (developers, S106, CIL, external funders etc.) and a timetable for their provision as part of the overall implementation of this phase of development.

Recommendation

There is clearly much work to do with regards to agreeing detailed plans for sports facilities at reserved matters stage, and Sport England would welcome early discussions with the applicants on these matters which have been highlighted in this correspondence.

Specific issues that need to be approved at reserved matters stage include:

- Sports pitch layouts including pitch types, sizes, safety margins, orientation etc.
- Detailed specification for the proposed artificial grass pitches, including design, surfacing, markings, floodlighting, fencing etc.
- Detailed specification for the proposed multi-use games areas (MUGAs)
- Detailed designs including internal layouts for the proposed sports hall and swimming pool
- Detailed design specification, including internal layouts for proposed pavilions/clubhouses to serve outdoor sports hubs

However, Sport England is satisfied that the improvements made to the principles of sports facility provision (particularly the increase in space for outdoor sport and the additional AGP provision) as a result of the initial objection to these application, means that we are now in a position to remove our objection to this outline application.

We would also wish to see the following conditions applied should planning consent be granted:

1. No development shall commence until the following documents have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]:
 - (i) A detailed assessment of existing ground conditions (including drainage and topography) of the land proposed for the community and school playing fields which identifies constraints which could affect playing field quality; and
 - (ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full and in accordance with a timeframe agreed with the Local Planning Authority [after consultation with Sport England]. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing fields are prepared to an adequate standard and is fit for purpose and to accord with Development Plan Policy **.

Informative: The applicant is advised that the scheme should comply with the relevant industry Technical Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to 'Natural Turf for Sport', (Sport England, 2011) [insert document titles].

2. Use of the indoor/outdoor sports facilities on the proposed secondary school site shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to playing fields, artificial grass pitch, multi-use games areas, sports hall and swimming pool and include details of pricing policy, hours of use, access by non-school users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The facilities shall not be used at any time other than in strict compliance with the approved agreement."

Reason: To secure well managed safe community access to the sports facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy **.

Informative: Guidance on preparing Community Use Agreements is available from Sport England www.sportengland.org.