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SCOPE OF PLANNING CONDITION 8: DESIGN CODE

The Detailed Design Elements should clarify the usability of the design code document. These should provide a clear directional framework for the more detailed design code elements, to ensure the reader clearly understands the intent and context. It is envisaged that the Strategic Design Principles part of the condition and those criteria of the Detailed Design elements related to Movement are likely to be discharged first.

The Strategic Design Principles shall direct and clarify how the major strategic elements, which occur in more than one phase of development, will be consistently applied across the whole town.

The elements should provide an integrated whole, that ensures physical development is provided in an integrated and cohesive whole. A key element is ensuring that development on both sides of the Busway, primary streets and secondary streets is consistent and compatible. Where minimum standards will be applied to the development these should be specified for clarity.

SCOPE OF PLANNING CONDITION 9: CONTAMINATED LAND INVESTIGATION AND/ OR REMEDIATION

It is understood that the supplementary investigation and recording of contamination will take place in two phases to comply with the archaeological site investigation works.

The assessment does not relate to High Risk Unexploded Ordnance as this matter will be dealt with by way of a separate condition.

The condition allows for the phased discharge of parts A, B, C, D)i and D)ii respectively.

Due regard should also be given to South Cambridgeshire District Council's Supplementary Planning Document - "**District Design Guide: High Quality and Sustainable Development in South Cambridgeshire**", Adopted March 2010: Chapter 10- Environmental Health & Appendix 5: Development of Potentially Contaminated Sites, downloadable from:

<http://www.scambs.gov.uk/content/district-design-guide-spd>

SCOPE OF PLANNING CONDITION 17: B1050 IMPROVEMENTS

Pursuant to Condition 17 'B1050 Improvements' the submitted scheme for the B1050 should include detailed General Arrangement design drawings for the proposed improvement scheme including such items as (visibility splays, specification of traffic signal equipment and street lighting equipment, road markings and signing), stage 1 safety audit report (appropriate to the design stage), and a quality audit report.

An appropriate traffic model, using standard junction modelling packages suited to the design of junction supported by Micro simulation modelling or similar and based on agreed traffic flow scenarios, should also be provided the Local Planning Authority demonstrating the satisfactory operation of the scheme layout and illustrating the impact of the scheme upon the operation of the B1050. Details of the proposed

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signal timings and phasing should also be provided, supported by the appropriate modelling.

All such details should preferably be developed in consultation with the Northstowe Transport Working Group.

SCOPE OF PLANNING CONDITION 19: DEDICATED BUSWAY

Pursuant to Condition 19 'Dedicated Busway' the submitted scheme should include detailed General Arrangement drawings for each section of the Busway route. The timing and delivery of cycling facilities will be addressed in relation to condition 7 (Phasing).

SCOPE OF PLANNING CONDITION 20: TRAFFIC MONITORING

Pursuant to Condition 20 'Traffic Monitoring and Management' the strategy shall, in the first instance, outline how traffic flows on the local highway network will be monitored, and how the information will be presented to the County Council, the Local Planning Authority and the Northstowe Transport Working Group.

SCOPE OF PLANNING CONDITION 21: ADOPTION STRATEGY

Pursuant to Condition 21 'Adoption Strategy' plans shall be provided identifying those parts of the transport and recreational path that will be offered for adoption by the Local Highway Authority, and those parts of the network that will be retained in private ownership. For those parts of the transport and recreational path network that will be retained in private ownership, the Adoption Strategy should outline the management arrangements that are proposed to ensure that the infrastructure is properly maintained. The Busway will be adopted by Cambridgeshire County Council as public highway. Prior to adoption of the transport network, a Section 38 Agreement will be required between the developer and the Local Highway Authority, and the requirements of this Agreement will need to be satisfied.

SCOPE OF PLANNING CONDITION 22: ELECTRICAL VEHICLE CHARGING

Pursuant to Condition 22 'Electrical Vehicle Charging' for all planning class uses, the submitted strategy shall promote and incentivise the use of low emission vehicle re-fuelling infrastructure in the form of electric vehicle charging provision. If future occupiers and users of the development are to be provided with the infrastructure / technology and incentives to use low emission vehicles and fuels then they must be able to readily access and service them without excessive costs or inconvenience. The strategy shall consider incentivising measures which allows something else to happen, which in this case is the provision and use of electric vehicle charging points technology to encourage the use of electric vehicles.

Reserved matters applications for development including employment land or the local centre shall include as appropriate details of the nature and technology (active or passive), number, location, installation / use and management of the electric vehicle charging points having regard to the level of demand for electric vehicles and parking associated with various planning class uses.

It is understood that Cambridgeshire County Council do not currently adopt Electrical Vehicle charging points and therefore they cannot be located in the public highway.

Consideration will also need to be given to ensuring that the cabling provided is adequate enough to allow additional electric vehicle charging points to be added in

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the future or for existing ones to be upgraded (future proofing / enabling cabling works and infrastructure).

Further guidance can be found in the following:

- "LOW EMISSION STRATEGIES: SUPPLEMENTARY PLANNING DOCUMENT GUIDANCE", Low Emission Strategies Partnership (LESP), January 2011
- "Low Emissions Strategies using the planning system to reduce transport emissions, Good Practice Guidance", DEFRA, January 2010
- "Guide to Electric Vehicle Infrastructure- Best practice guidance: Modes, plugs/socket-outlets and their domestic, public and commercial application", The British Electro technical and Allied Manufacturers Association (BEAMA), May 2012
- "Vehicular and Cycle Parking Guidance", Electrical Vehicle Charging Section, Surrey County Council, January 2012
- Northstowe Phase 1 Planning Application Document 14, Low Emissions Strategy, February 2012
- "Making the Connection, The Plug-In Vehicle Infrastructure Strategy", The Department for Transport, Office for Low Emission Vehicles, 2011
- "Guidance for implementation of electric vehicle charging infrastructure", Transport for London, First edition, April 2010
- Any air quality issue should be in accordance with industry best practice and due regard should be given to South Cambridgeshire District Council's Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10- Environmental Health & Appendix 4: Air Quality: downloadable from:

<http://www.scambs.gov.uk/sites/www.scambs.gov.uk/files/documents/Adopted%20Design%20Guide%20SPD%20FINAL%20%28Appendices%29.pdf>

SCOPE OF PLANNING CONDITION 24: SURFACE WATER MANAGEMENT

The integrated approach should ensure that:

- a. The attenuation areas are located on the areas shown on the land use parameter plans as the principles of this have been agreed by the relevant authorities;
- b. Flooding does not occur within the design parameters of the surface water drainage system, the designs will be tested for exceedance;
- c. The principle behind the water park is to reduce the flood risk to the surrounding area. The discharge rates to the outfall will be agreed by the local authorities as a flexible outfall rate will be required to provide the benefits to the surrounding land;
- d. The Drainage Strategy must also include landscaping construction phases to ensure no runoff from undeveloped or compacted areas etc. causes an increased risk of flooding or pollution.
- e. Water quality and levels are maintained within the development and receiving surface water drainage systems, sufficient to support and encourage natural habitats;
- f. Any managing organisation shall be funded as addressed in the accompanying Section 106 Agreement.
- g. Detailed drawing showing the land occupied by SUDS features pursuant to land ownership transfer and adoptable area.

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SCOPE OF PLANNING CONDITION 28: LANDSCAPE DESIGNS AND SPECIFICATIONS

Very few levels over the site will remain as they exist before development. The applicant should pay particular attention to the stripping, movement, storage and spreading of soils to ensure that soil structures remain viable for the proposed landscape works, following the latest relevant standards and codes of practice, DEFRA Construction Code of Practice for the Sustainable Use of Soils 2009.

Landscape Strategy

The landscape strategy drawings should provide the applicant and future developers of individual land parcels or strategic landscape elements with a strong landscape structure for the whole site.

The applicant should pay particular attention to the landscape character proposed along greenways, major roads at development edges and connections between development parcels, ensuring a strong, cohesive landscape with appropriate landscape character as directed in the design code.

Advice on achieving a strong landscape character can be found in The Cambridgeshire Landscape Guidelines

<http://www.cambridgeshire.gov.uk/environment/natureconservation/policy/guidelines.htm>.

SCOPE OF PLANNING CONDITION 29: LANDSCAPE MANAGEMENT

Pursuant to Condition 29 the landscape management plan shall include details of the landscape management processes required to establish and maintain a strong, healthy landscape, particularly important regarding the structural elements of the scheme where landscape infrastructure may be in place some years before the adjacent built areas.

SCOPE OF PLANNING CONDITION 31: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Pursuant to Condition 31 'Construction Environmental Management Plan' earthworks, volumes and all off site movements, including conformation that material is fit for purpose should include contractor's access/storage/holding areas and temporary recycling facilities and the potential for a concrete crusher.

Dust: Due regard should be given to the following:

- Mayor of London: The control of dust and emissions from construction and demolition Best Practice Guidance, dated November 2006.
- The Institute of Air Quality Management (IAQM) documents:
- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites - 2012
- Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance, January 2012

Noise and vibration (including piling) impact/prediction assessment, monitoring, recording protocols and consideration of mitigation measures should be in

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accordance with BS 5228:2009 – Code of Practice for Noise and Vibration Control on Construction and Open Sites: Parts 1 (Noise) and 2 (Vibration) (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works and BS 6472-1 2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting.

It is paramount that there is a commitment to consider not only existing residential but any phased residential that forms part of the development itself and need to protect the amenity of such early noise sensitive phases that will be subject to on-going construction noise. In addition to the vibration limit levels referenced in BS 6472-1 2008 it should be noted that guidance on the nuisance effects of vibration is provided in BS 5228-2 Annex B, with reference to estimating peak particle velocity (ppv) values particularly relevant to due to construction works on.

Whilst it may not be necessary to undertake continuous noise and vibration monitoring agreement should be reached on when it will be undertaken. For example spot noise checks could be undertaken on a regular basis at site boundary locations closest to residential.

Longer Term Continuous Monitoring of noise and vibration should be undertaken when

- Agreed target levels are likely to be exceeded by prediction
- Upon receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints

Soil Handling: Separate storage areas should be adopted on site for different types of material (recycling, imported, hazardous etc.).

In relation to any contaminated land condition requirements a Soil Management Plan (SMP) for the site is required. SMP are required for each phase of the development and should be submitted with each reserved matters application. The SMP should include the following details:

- Strict chain of evidence should be kept for any material recycled on site. It should demonstrate where the material originated from and where it was subsequently placed. Depending on the source of the material further chemical testing may be required. Contaminated material will not be recycled around the proposed landscaped/private garden areas.
- Any material imported on site should be tested for a full suite of contaminants including metals and petroleum hydrocarbons. The results of the chemical testing should be forwarded to the Local Authority for review **prior** to soil importation.
- Any material imported for landscaping should be tested and certified in accordance with the relevant BS eg BS3882 2007 or subsequent replacements. Material imported for other purposes could be tested at a lower frequency (justification and prior approval for the adopted rate by the Local Authority is required). If the material originates from a 'clean source'

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the developer should contact the Environmental Quality and Growth team for further advice.

Site Lighting: should be in accordance with the requirements of the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011" and recommendations listed in the Clean Neighbourhoods and Environment Act, 2005.

SCOPE OF PLANNING CONDITION 32: EIA MITIGATION

Pursuant to Condition 32 'EIA Mitigation Compliance' Table 15.1 of Chapter 15 of the submitted Environmental Statement will form the basis of monitoring compliance however, Table 15.1 is not exhaustive and other items shall be included as required.

SCOPE OF PLANNING CONDITION 34: NOISE MITIGATION

Pursuant to Condition 34 'Residential Noise Assessment / Insulation Scheme' the scheme shall provide an adequate level of protection from B1050, Cambridgeshire Guided Busway (CGB) and internal site traffic noise. The residential units shall be carefully designed and or acoustically protected by a noise insulation scheme or other attenuation measures to ensure noise levels within habitable rooms and in external private amenity areas comply with British Standard 8233:1999 "Sound Insulation and noise reduction for buildings - Code of Practice".

The designating of the various residential typologies should only be finalised following consultation with the project acoustic consultant and consideration of final detailed 3D noise modelling of noise levels distribution throughout the development site having regard to relevant building heights and the prediction of discrete noise levels to facades, which will determine the degree of noise insulation / attenuation that may be required.

In terms of a hierarchy of traffic noise mitigation / attenuation measures, the mitigation of noise close to source by acoustic barrier or similar in combination with the careful location / orientation of buildings of external amenity areas and the internal configuration of habitable rooms should be considered first in the early design stages. A noise insulation scheme for the external building envelope with an alternative form of mechanical ventilation as necessary should only be considered as a last resort.

If the reasonable internal noise levels detailed in BS 8233 cannot be achieved with a partially open window (assuming a 12 to 13 dB reduction across a partially open window) and where the associated rooms are not dual aspect (to a quieter facade), particular regard shall be given to mitigation and engineering options to achieve rapid / purging ventilation and thermal comfort / summer cooling without the need to open external windows including consideration of mechanical ventilation systems.

Due regard should also be given to industry best practice to include the following:

- Approved document E of the Building Regulations - Building Bulletin 93: "Acoustic design in schools" 2004
- "Sound Control for Homes", (Building Research Association and Construction Industry Research Association) 1993

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- South Cambridgeshire District Council's Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 - Environmental Health & in particular Appendix 6: Noise" downloadable from:

<http://www.scambs.gov.uk/sites/www.scambs.gov.uk/files/documents/Adopted%20Design%20Guide%20SPD%20FINAL%20%28Appendices%29.pdf>

SCOPE OF PLANNING CONDITION 36: EXTERNAL LIGHTING

Pursuant to Condition 36 'Light Pollution' an artificial lighting scheme / report prepared by a suitably qualified Lighting Engineer or lighting company shall be submitted and shall include details of any external lighting of the site such as street lighting, floodlighting, security / residential lighting and an assessment of impact on any sensitive residential premises on and off site. The report shall include layout plans / elevations with luminaire locations annotated, full isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height and spacing, aiming angles / orientation, angle of glare, operational controls). The report shall assess artificial light impact in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011".

SCOPE OF PLANNING CONDITION 37 – AIR QUALITY

Pursuant to Condition 37 'Low Emission Strategy (LES)' the strategy shall be in accordance with the submitted Northstowe Phase 1 Planning Application Document 14, Low Emissions Strategy, February 2012 to ensure the effective implementation of measures contained within an LES with the overarching aim of reducing the impacts of transport related emissions on local air quality, public health and habitats during the duration of construction and operational phases of the development. The scheme will assist the local authority in carrying out their local air quality management (often shortened to LAQM) duties under Part IV of the Environment Act 1995 and the future local air quality impact as a result of the development.

It shall complement proposals set out in the submitted Transport Assessment and Residential School and Workplace Framework Travel Plans to implement measures to reduce traffic congestion by incentivising / encouraging and the use of alternative modes to the private car and influencing travel behaviour.

Monitoring is a critical requirement and shall include within agreed timescales the following:

- Construction Monitoring of Low Emissions Vehicles and Technology
- Travel Plan Monitoring Report / Travel choice surveys
- Designated Personnel Responsibility / Coordination
- On site Air Quality Monitoring and Provision of results to the Local Authority
- Periodic Monitoring and review

On site Air Quality Monitoring

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With regard to air quality monitoring of pollutants / emissions, of particular relevance is the Low Emissions Strategy section on LES Monitoring and in particular:

Throughout the construction and operational phases, a process of Air Quality Monitoring will take place. A local onsite monitoring station will be agreed at a site location to be agreed with the Local Authority. This suite will measure localised emissions which will be reported on a 6 monthly basis.

The information provided by these localise monitoring sites would enable the authority to implement any necessary monitoring or actions in pursuit of an Air Quality Action Plan, including the introduction of Low Emission Zones, should emissions exceed those levels agreed to be acceptable.

SCOPE OF PLANNING CONDITION 38: CARBON REDUCTION STRATEGY

Pursuant to Condition 38 'Carbon Reduction Strategy' the strategy should provide the overall delivery framework to actively promote 'sustainable living' across all aspects of the build-out and subsequent ongoing occupation of Phase 1 of Northstowe. For the purposes of this Condition, sustainable living is defined as: the dynamic relationship between the day-to-day work-rest-and-play activities of Northstowe's residents, workers and visitors and all aspects of its built and green infrastructure so as to minimise local and global environmental impacts. A relationship that deliberately promotes and encourages the adoption of more sustainable living practices for all residents, workers and visitors from the outset of the new settlement's occupation. The strategy should contain a comprehensive Low Carbon Sustainable Living (LCSL) Programme of activity. This Programme should be appropriately adapted to provide a clearly scheduled LCSL Action Plan to be included as part of the reserved matters application for each Development Parcel. The Strategy and Programme will therefore act as the source and co-ordination document for each LCSL Action Plan ensuring the most efficient use of resources.

The LCSL Strategy for Northstowe Phase 1 should include the following:

- i) A baseline summary of the built infrastructure sustainability features of Phase 1 as a whole and the environmental resource savings that will be delivered when set against national averages for existing buildings/infrastructure. This should include quantified data covering, at a minimum:
 - Anticipated energy consumption/sq.mtr for broad building types (domestic and non-domestic) broken down into space heating, water heating and non-heating 'plug load' electricity usage, with each expressed in both kWh consumed and kg of carbon dioxide equivalent emitted.
 - Anticipated water consumption for broad building types (domestic and non-domestic), with the domestic figure expressed as litres/person/day.
 - Anticipated household and workplace (commuting) travel mileages broken down by lone car driver, Guided Bus, other public transport and cycling, with each expressed in miles travelled, kg of carbon dioxide equivalent and relative percentage of the total under the residential domestic and workplace commuting headings.
- ii) A parallel baseline summary for each respective Development Parcel reserved matters application, as they come forward, that matches the

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phase-wide content (as laid out in point '1' above). These two baselines (phase-wide and parcel-wide) should be used to regularly assess and understand progress in the implementation of the Low Carbon Living Strategy.

- iii) The design and delivery of a fully consultative and participative process that establishes a very clear 'sustainability identity' for Northstowe. This identity should incorporate a clear vision, with mapped tangible outcomes.
- iv) Integral to the LCSL Strategy is the inclusion of an LCSL Programme of activity. This Programme should set out:
 - A schedule for the delivery of LCSL work across all of Phase 1, e.g. consultations, activity milestones, triggers and reviews.
 - An agreed allocation of responsibilities for the delivery of all LCSL work covering the full Phase 1 build-out and beyond.
 - An opening agreed approach to achieving LCSL on the ground. This approach should be developed through the consultation process.
 - A comprehensive listing of all LCSL activities likely to be relevant to Northstowe's future residents, workers and visitors.
- v) A monitoring regime that will take and assess the range of LCSL activities against the original baseline data.
- vi) An agreed allocation of roles and responsibilities to take forward the above actions. This is likely to involve developers, builders, local authorities, land owners, local governance bodies (existing and as they come forward), community development workers, and local volunteer and community groups.

The specific reserved matters applications for each Development Parcel within Phase 1 should include a carefully constructed Parcel-specific LCSL Action Plan that has been individually developed from the Phase-wide LCSL Strategy.

SCOPE OF PLANNING CONDITION 39: ENERGY DELIVERY STRATEGY

Pursuant to Condition 39 'Renewable Energy' all domestic and non-domestic buildings shall be designed to incorporate low carbon or renewable energy technologies to generate at least 10% of the building's estimated regulated energy demand above the Building Regulations in place at the time of adoption of Policies NE/1 and NE/3 of the Local Development Framework 2007 and NAAP policy NS/23. The developer may present alternative and innovative approaches able to achieve equivalent levels of energy saving or carbon emissions reductions, in accordance with the energy hierarchy, where low carbon or renewable energy technologies are not considered feasible or viable or will have other adverse impacts or unintended consequences on development.

Application and compliance with this condition should be reviewed with each reserved matters application. Should compliance with the Code for Sustainable Homes and/or a future iteration of the Building Regulations require the installation of renewable energy or energy efficiency technologies that meet this requirement then this can be used to discharge the condition. The applicant will demonstrate compliance with the condition through a suitable energy strategy submitted with each Reserved Matters application.

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SCOPE OF PLANNING CONDITION 40: WASTE MANAGEMENT STRATEGY

The WMMS should demonstrate how waste management arrangements are in accordance with the RECAP Waste Management Design Guide. The developer is strongly advised to contact the Waste, Recycling and Minimisation Officer prior to submission of the WMMS and Toolkit.

Link to the RECAP Waste Management Design Guide
<http://www.scambs.gov.uk/content/local-development-framework>

SCOPE OF PLANNING CONDITION 43: FIBRE OPTIC TELECOMMUNICATION INFRASTRUCTURE

It is acknowledged by officers that the provision of fibre optic telecommunications services on the site is dependent on the relevant infrastructure provider being prepared to provide a connection to the site and may not therefore be feasible.

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