

Appendix 4

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, (ix) contaminated land remediation, (x) ground improvement works (xi) demolition and removal of buildings and other structures on the Site, (xii) creation of enabling works access and temporary haul roads or similar related works.]

“Earthworks” means the principal foul and surface water drainage and flood risk 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 works, hereby approved, shall commence in relation to the Earthworks until approval of the details of the landscaping (level of detail to be in accordance with condition 23) and layout have been obtained from the local planning authority in writing. The development shall be carried out in accordance with the approved details.

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.

Primary Development Site - 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.

Southern Access Road West – Full Planning Permission Time Limit

5. The Southern Access Road (West) hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

REASON - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.

Approved Plans

6 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)
- f. Sustainability Strategy (August 2014)
- g. Energy Strategy (August 2014)

REASON: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Development Limits

7. 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

8. 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 and which Phasing Plan shall inter alia contain sufficient information to show how each relevant Development Parcel shall accord with the section 106 triggers, where applicable. 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. The Site Wide Phasing Plan shall include but not be limited to the sequence of providing the following elements:

Residential development parcels;

The busway and local bus services;

Major distributor roads/routes within the site, including timing of provision and opening of access points into the site;

Strategic footpaths and cycleways;

The town centre and community facilities including the secondary school, primary schools and sports hubs;

Employment land and household waste recycling centre;

Strategic foul and surface water features and SUDS;

Formal and informal public open space, town park/square, allotments, community orchard and parks;

Strategic electricity, telecommunications and gas networks;

Infrastructure for the provision of fibre optic cables;

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

9. 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 all public realm areas, including enclosure, natural surveillance, public art, materials, street furniture and signage, sustainable drainage, the incorporation of utilities and landscaping for all public spaces;
- 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 primary development site including the amount of parking, location and layout of parking, and 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, and allowing for 1 cycle space per bedroom;
- k. A landscape strategy describing the design principles, character, treatment and organisation of strategic green spaces including play spaces and the public realm. It will show how the landscape will function and how the various open spaces and landscape elements will be coordinated. The strategy shall also include examples of landscape typologies and a palate of materials showing typical hard and soft landscaping details for the strategic greenspaces and the public realm.
- 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 preserve and enhance the Longstanton Conservation Area;
- p. Details of the Design Code review procedure and of circumstances where a review shall be implemented,

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

10 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 and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved 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.

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 primary development site as a whole, taking into account the indicative mix of dwellings detailed within the Planning Statement and local knowledge of market demand. Each Development Parcel for residential development shall be constructed in accordance with the approved market mix for that parcel.

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 - Lifetime Homes (Affordable and Market Dwellings)

12. Design certificates shall be submitted specifying the Life Time Homes Standard for:

Each affordable dwelling type with each reserved matters application for layout in relation to each Development Parcel containing residential dwellings.

5% of all market homes, with details submitted for approval with each relevant reserved matters application for layout.

Each affordable or 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

13. Prior to the commencement of development of any sub-phase within the town centre, the applicant in partnership with the Local Planning Authority shall submit further details as specified in the approved Economic Development Strategy for approval in writing by the Local Planning Authority. The further details shall incorporate inward investment, enterprise development and sector development showing the links to culture and place making. Subsequent applications for any sub-phase of the town centre shall be in accordance with the principles set out in the approved additional economic development strategy details.

REASON: To support the timely delivery of development that will have significant local economic benefits.

Town Centre Strategy

14. Notwithstanding the submitted Town Centre Strategy dated August 2014 an updated Town Centre Strategy to provide more detail on the layout and distribution of activities 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 occupation 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.

Sport

15. Prior to or concurrent with the reserved matters submissions for each of the secondary school or sports hub(s) development parcels the following documents shall be 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

16. 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.

Groundwater and Contamination

17. No development other than agreed enabling works, approved by this planning permission, shall Commence 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 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 a detailed risk assessment, including a revised CSM.
3. Based on the risk assessment in (2) an options appraisal and Remediation Method Statement giving full details of the remediation measures required and how they are to be undertaken. The Remediation Method Statement 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. If, during development, including the remediation phase, 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 supplementary Remediation Method Statement detailing how this contamination shall be dealt with and obtained written approval from the Local Planning Authority. The contamination shall be remediated in accordance with the approved supplementary Remediation Method Statement.
5. No development shall be brought into use or occupied until a verification report demonstrating completion of works set out in the Remediation Method Statement(s) (parts 3, 4 and 5 above) have been completed. The verification report must be submitted to and approved in writing by the Local Planning Authority, and demonstrate that the land is suitable for the proposed end use. 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).

Drainage – Surface Water Drainage Strategy

18. A site wide 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

19. 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 – Foul

20. 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

21. Prior to occupation of the development 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

22. No dwellings shall be occupied at the proposed development (Northstowe Phase 2) unless otherwise agreed in writing by the local planning authority until such time as the matters set out below are completed to the satisfaction of the local planning authority:

- a) Installation of a pumping station, to the prior agreed specifications of the local planning authority, at Webb's Hole Sluice;
- b) Raising of part of the Swavesey Drain left bank, to a consolidated minimum crest level of 5.3m AOD and minimum crest width of 5m, at Mare Fen (from downstream of Station Road to the Scratch Bank). The location and specifications of the raised and widened bank shall be identified on a plan and submitted to and approved by the local planning authority prior to the commencement of works to raise and widen the bank. The bank shall be raised and widened in accordance with the approved plan and specifications.
- c) Measures shall be in place to maintain the bank in perpetuity.

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 and Design - Reserved Matters

23. Reserved matters submissions for Earthworks and each of the Strategic Engineering Elements, and Strategic Open Space, pursuant to this outline permission, shall include landscape designs and specifications for i) Earthworks, or ii) the relevant part of Strategic Open Space or iii) the relevant part of Strategic Engineering Elements

The details shall where appropriate include the following, in accordance with the Design Code, unless otherwise agreed in writing by the Local Planning Authority.

For Earthworks:

Drawings and cross-sections shall be submitted to the Local Planning Authority for approval at an agreed scale describing the existing and proposed site levels, land profiling (areas of cut, areas of fill, mounding, shaping and contouring works), associated land drainage works (strategic swale and ditch corridors) and relationships with development and site edges and boundaries.

For the relevant part of Development Parcels, Strategic Landscape Elements or Strategic Engineering Elements:

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 and design 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.

REASON: To ensure adequate landscaping in accordance with Policies NS/12, NS/13, NS/14 and NS/15 of the adopted Northstowe Area Action Plan (2007).

Landscape Management and Maintenance Plan

24. 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' a Landscape Management and Maintenance Strategy shall be submitted and approved by the local planning authority to cover the entire application site.

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.

REASON: To ensure adequate landscaping in accordance with Policies NS/12, NS/13, NS/14 and NS/15 of the adopted Northstowe Area Action Plan (2007).

Landscaping Implementation

25. All planting, seeding or turfing in the approved soft landscape details for the relevant Development Parcels or Southern Access Road (west), shall be carried out in the first planting season following the completion of the appropriate element of development unless agreed in writing with the Local Planning Authority. 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.

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.

Tree Protection

26. No demolition, site clearance or building operations shall commence in respect of any Earthworks, Southern Access Road (west), 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.

27. 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.

Ecological Management Plan

28. Prior to works on the Southern Access Road (West) and prior to or concurrent with submission of reserved matters applications 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.
- 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) 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,
- 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

29. No development, site investigation, groundworks or vegetation removal, except for UXO mitigation and directly associated enabling works, 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.

Heritage

30. No development shall commence until a Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include but not be limited to the following components, completion of each will trigger the phased discharge of the condition:

1 – Recording of existing built heritage assets and collation of records relating to built heritage assets which have been demolished, and publication of the results

2 - 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

3 - Post-excavation assessment (to be produced for each archaeological site within 6 months of the completion of fieldwork)

4 - 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).

The approved scheme shall be carried out in its entirety unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the implementation of investigation, recording, reporting and publication of heritage assets in accordance with policy CH/2 of the adopted Local Development Framework 2007.

31. Management of pillboxes and Longstanton Paddocks

- a. No development shall commence until a written scheme for the long term use and care of the pillboxes has been submitted to and approved in writing by the Local Planning Authority.
- b. No development, apart from Enabling Works and Earthworks, shall commence until a written scheme for the long term use and care of the Longstanton Paddocks has been submitted to and approved in writing by the Local Planning Authority.

The approved schemes shall be carried out in their entirety unless agreed in writing by the Local Planning Authority.

REASON: To protect the heritage of the locality in accordance with adopted NAAP Policy NS/18 and Policy CH/5 of the adopted Development Control Policies DPD (2007).

Longstanton Conservation Area

33. 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

34. Prior to or concurrently with the submission of reserved matters applications for any Development Parcel containing residential units, pursuant to this outline permission, a statement shall be submitted demonstrating compliance with the Low Carbon Strategy (as set out in the Energy Strategy, August 2014 and Sustainability Statement, August 2014) and shall be agreed in writing by the Local Planning Authority.

The development of each Development Parcel shall be carried out in accordance with the approved 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

35. 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 provide a strategy demonstrating the incorporation of energy efficiency measures and on-site low to zero carbon technologies in respect of regulated energy emissions.

To demonstrate exemplar status in line with the Northstowe Area Action Plan and the Energy Strategy (August 2014) developers must submit an Energy strategy with a focus on significantly reducing CO₂ emissions using enhanced Fabric Energy Efficiency standards and low/zero Carbon technologies across the development.

The strategy shall include the total predicted energy requirement of the development and its carbon reduction impact and shall set out a schedule of proposed on-site renewable energy technologies across the development. It should include the respective contributions of different technologies, location, design and where applicable any maintenance programmes. Every 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 and to deliver exemplar status in accordance with policy NS/23 of the Northstowe Area Action Plan, 2007.

BREEAM Standards

36. Design certificates specifying a minimum BREEAM level of 'Very Good' for each non-residential building below 1000m² and for all secondary and primary school buildings, and specifying a minimum BREEAM level of 'Excellent' for each non-residential building of 1000m² or more 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 relevant minimum BREEAM level 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

37. 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 potable 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

38. 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

39. No development, hereby approved, in respect to any Enabling Works, Earthworks, any of the Strategic Engineering Elements, any Strategic Landscape Elements or any Development Parcel shall commence until details setting out the location of 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.

Unexploded Ordnance (UXO)

- 40.
- 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

41. Prior to the Commencement of any development 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 sub-phase specific (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The sub-phase specific CEMP shall include details as specified in any approved site wide CEMP.

The sub-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

42. 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

43. 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

44. 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

45. 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

46. 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 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

Waste & Recycling Management Strategy

47. 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).

Air Quality

48. No development, hereby approved, shall commence in respect of any Development Parcel, until details of a Low Emissions Monitoring, Management and Review Strategy (the "Strategy") has been submitted to and approved in writing by the Local Planning Authority for the relevant works. The Strategy shall:

- i) Be updated at least once every two years in accordance with details to be approved by the Local Planning Authority
- ii) Take account of evolving legislation and shall demonstrate how changes to legislation will be addressed and implemented at all applicable times during the build out of [Northstowe Phase 2][the Development].

All Development Parcels shall be constructed in accordance with the approved Strategy (as updated biennially).

REASON: To ensure that the development conforms to the 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 the principles of the submitted Homes and Communities Agency, Northstowe Phase 2, Low Emissions Strategy (Hyder Report No 5040-UA006156-UE31-R01 Document 07 August 2014 appended to the Sustainability Statement as Appendix B); in the

interest of reducing carbon dioxide emissions in accordance with South Cambridgeshire (LDF) Development Control Policies (DPD 2007), policy NE/1, NE/2 and NE/3 and policy NE/16 Emissions.

Transport

Transport – A14

49. 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 highway 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 A14 Cambridge to Huntingdon improvement scheme; and (iii) the widening of the B1050 to dual carriageway between its junctions with the A14 at Bar Hill the proposed Northstowe southern access route.

REASON: To ensure the appropriate access to the Primary Development Site to safe and efficient operation of the A14 Trunk Road.

Transport – Equine, Walking & Cycling Routes

50. 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 busway and general traffic road

51. The section of shared busway and traffic route during Phase 2 as identified on Plans 8 and 8B Movement and Access Parameter Plan Issue B is permitted for shared traffic for the period of time until Phase 3 commences or the traffic flows on the shared Busway/ general traffic link exceeds the agreed flow threshold, whichever is the sooner. 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 agreed with the Local Planning Authority and be provided from the junction with the busway into the development. Following the completion of Phase 2 should the flows not have exceeded the threshold to be agreed with the Local Highway Authority, then the section of road between the junction with the busway into the development shall revert to bus use only.

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

52. No development, hereby approved, in respect to any Development Parcel shall Commence until a scheme 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 and Mitigation

53. Prior to occupation of any residential dwellings the following details shall be submitted to the Local Planning Authority:

i) details of a Traffic Monitoring and Management Strategy. The phased implementation of the approved Traffic Monitoring and Management Strategy shall be agreed as part of the strategy and no residential development shall be occupied 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' and the need for improvements and their implementation will be agreed with the Local Planning Authority.

iii) 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 peak hour exceed a traffic flow threshold 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 the approved development.

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

54. 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

55. Prior to the first occupation of any buildings in respect to any Development Parcel, pursuant to this permission, a Parking Management Strategy for both motorised vehicles (based on an average of 1.75 spaces per dwelling) 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 the development including the

town centre, and the means of managing parking demand and enforcement including any Special Enforcement Area and car clubs within the Phase 2 development and have consideration of the adjacent area of Rampton Drift. The development shall be carried out in accordance with the Parking Management Strategy, unless otherwise agreed with the Local Planning Authority.

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

56. 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

57. 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) The design and layout of a proposed crossing of the CGB at the junction of the CGB with the Dedicated Busway; ii) The design and layout of the junction of the Southern Access Road and Longstanton Road; and iii) The design and layout of the junction of the Construction Haul Road and Longstanton Road.

REASON: To create safe routes for non-motorised road users to and from the development.

Transport – Framework Travel Plan

58. 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 Specific Travel Plans

No education or workplace development, 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

59. 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 – Rampton Drift Access

60. No development that alters the existing access to Rampton Drift shall commence until an access strategy for Rampton Drift has been submitted and approved in writing by the Local Planning Authority. The strategy shall detail 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)

61. Prior to occupation of any residential dwellings the following schemes together with a programme for their implementation should be submitted to and approved in writing by the local planning authority. The works shall be provided in accordance with the approved schemes prior to occupation of sub-Phase C through agreement with the Highway Authority and include:

- Improvements to the CGB crossing at Rampton Drift ;
- Improvements to the bridlepath between Wilsons Road Longstanton and the Southern Access Road West
- 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.

REASON: To mitigate the impact of development traffic upon the local highway network and provide a high standard of facilities for walkers and cyclists.

Transport - Works to Public Rights of Way

62. No development affecting an existing public right of way within the site shall commence until a scheme detailing any amendments to the 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 and 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

63. 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

SOUTHERN ACCESS ROAD (WEST)

B1050 Cycle Route

64. Further details shall be submitted for approval to the Local Planning Authority prior to commencement of the B1050 roundabout, for provision of an additional cycle route to the west of the B1050 link road to the A14 improvements to the south within the Phase 2 application site. The additional cycle route shall be constructed in accordance with the approved details, subject to implementation of the associated proposals for Phase 1.

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.

Landscape Design Proposals

65. 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.

REASON: To ensure adequate landscaping in accordance with Policies NS/12, NS/13, NS/14 and NS/15 of the adopted Northstowe Area Action Plan (2007).

Sustainable Drainage

66. 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 200 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.

REASON: To ensure adequate surface water drainage for the Southern Access Road (West) in accordance with Policy NS/21 of the adopted Northstowe Area Action Plan (2007).

Transport – Longstanton Road Closure

67 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.

Existing Access – Closure

68. 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.

External Artificial Lighting

69. No development, hereby approved, shall commence in relation to the Southern Access Road (west) until an artificial lighting scheme in accordance with the approved drawings 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.