

Summary of Consultation Responses

Environment Agency

* No objection.

Cambridge Cycling Campaign

- There should be no routes for motor vehicles through the settlement;
Transport officer response: This was discussed at the time of the outline application for Phase 2 and the council negotiated with the HCA to remove the centre cross primary street that would have passed through the Town Centre square;
- Bus stops should follow the London Accessible Bus Stop Design Guidelines and be long enough for two door buses to open both doors;
Transport officer response: 'The County Council is familiar with these design standards and bus stops will be long enough to allow for them to be used by two door buses';
- Junction design has not been sufficiently covered by the guidelines;
Transport officer response: This will be addressed in detail at the reserved matters stage for the primary roads and bus way, and will be informed by the work undertaken for Phase 1;
- Concerns about Busways Type C & D (Town Centre & Urban Park) because there is no separation of cycling and no clear path for cycling;
Transport officer response: 'The provision of a 4.5m wide shared used walking and cycling path alongside the busway is considered acceptable by the County Council. The provision for pedestrians crossing the bus road and of shared cycling along the footways with the High Street in the town centre will be addressed at the detailed design stage. The design of the High Street space should encourage pedestrians to cross freely, buses to be slowly driven, and for cyclists to use the key bus area rather than the footway for passage along the High Street. The provision of integrated cycling in the urban park alongside the bus way will be addressed at the design stage. Officers will aim to direct faster cyclists onto the bus way, and for family cycling through the urban park'.
- Object to Primary Street Types A, B & C (Avenue, Double Tree Line & Single Tree Line) because they do not have separate and protected space for cycling;

Transport officer response: 'The provision for cycling along the primary and secondary streets is acceptable and aligns with phase 1. Wider paths at 2.3m are also acceptable from a County Council point of view. As a base principal this will ensure that there is a high quality provision of cycling routes along all key roads within Phase 2 which aligns with that of Phase 1. This provides excellent provision for commuter cyclists and offers a secondary network for less confident cyclists, alongside that of the greenways and quiet roads'.

- With regard to Secondary Street Type A it could be improved by the provision of a 'safety buffer' between the parked cars and cycle lane;
Transport officer response: 'This will be determined at the detailed design / reserved matters stage when the design will take the location of parked cars into account'.
- Object to Secondary Street Type B (Carriage Incorporating Cycling) because it does not have separate and protected space for cycling;
Transport officer response: 'These routes are supplemented by segregated routes for cycling nearby and so are not considered necessary for these particular secondary streets'.
- At minor road junctions we feel that the 'Copenhagen-style' junction approach with continuous footways and cycle ways is the appropriate choice;
Transport officer response: This will be determined at the detailed design / reserved matters stage.
- At signalised junctions the cycleway should be physically protected all the way up to the junction where it should be controlled by cycle specific traffic signals. At roundabouts in the built up area priority should be given to walking and cycling with a separated cycleway around the outside. For larger roundabouts outside the built up area the best solution is grade separation.
Transport officer response: 'This will be determined at the detailed design / reserved matters stage'.

County Council Archaeology

* Supports the intention to keep the Paddocks Parkland as an area of open space. Any landscaping within the Paddocks Parkland area must be sensitive to these important heritage assets and ensure they suffer no harm or loss of significance. The notional route for shared pedestrian / cycle access as shown would cause substantial harm to the pattern of ridge and furrow and possibly to elements of the shrunken medieval village.

Planning Officer Response: The proposed route of the pedestrian / cycle route across the Paddocks Parkland is in accordance with the 'Movement and Access Parameter Plan - Plan 8 Issue B'. However, the proposed routing raised concerns at the outline planning permission stage and so a condition (condition 31) was attached to the outline permission requiring the applicants to submit a scheme for a rerouting of this pedestrian / cycleway so that it won't harm the paddocks. The route in the Design Code is therefore referred to as 'Notional' because the exact route will be determined by condition 31.

County Council Highways

- The future maintenance of the public realm needs to be considered;
- The County Council are not in a position to adopt SUDS infrastructure, unnecessary areas that serve no highway function or materials with a higher maintenance cost. The County Council no longer maintains trees within the highway.
- Some of the streets shown are of inadequate width and inadequate overhead clearance to be acceptable for adoption.

- Incorporation of details within the Design Code will not be seen as binding upon the Highway Authority for inclusion within a street for adoption as a public highway.

Planning Officer Response: The S106 agreement for Phase 2 requires the developers to agree to a management and maintenance strategy that will ensure all public realm areas, SUDS infrastructure and street trees are maintained. The County Council will be consulted about the species and size of any trees to be placed adjacent to an adopted highway at the reserved matters or discharge of condition stage.

County Council – Transport

- No objection.

County Council - Lead Local Flood Authority

- No objection.

Longstanton Parish Council

- Members feel that parking standards are low and only allows doors to open on one side
- It would be the perfect opportunity to include rainwater harvesting for toilets etc due to the development being in a 'water stressed area'. This would be especially useful for flats.
- It had been mentioned that there was feedback that the school was to be built as cheaply as possible, however, it was noted that there are specific areas on pages 47 and 53 with the design for the school. Cllr members wanted to stress that it is important that the new school is as inviting, similar to the new ones at Trumpington and Eddington. Cllrs also feel that high end architects should be used for the school as it is part of the Town Centre and these architects are designing the centre.
- Northstowe Fields – Cllrs expressed concern about the height of some buildings as 4 storey homes would be out of keeping.
- Cllrs would like to see some clarification on the broadband and mobile phone provisions for the development and car parking capacity in the town centre.
- Cllrs raised concerns about the proposed Management fees for various areas and would welcome some clarification on this following the recent government decision to stop the leaseholding on new builds.

Planning Officer Response:

- The proposed parking provision of an average of 1.75 spaces per dwelling is in accordance with the outline permission.
- A planning condition (Condition 35 – Water Conservation Strategy) on the outline permission will ensure that all residential development meets the

water conservation measures required of a water stressed area. Condition 34 will ensure BREEAM requirements are met for non-residential buildings.

- The parish will have the chance to comment on the secondary school building when the relevant reserved matters application is received.
- The Building Heights Parameter Plan will ensure that the vast majority of the Northstowe Fields Character Area is limited to three storeys in height. Four storeys will be permitted in the Northstowe Fields Character Area along the busway in accordance with the approved Parameter Plan.
- Details of the town centre, including the type and provision of car parking will be addressed when the Town Centre Strategy is submitted (as required by 'Condition 14 – Town Centre Strategy' of the outline permission). 'Condition 36 – Fibre Optic Telecommunication Infrastructure' will ensure that all future parcels have to deliver high speed broadband.
- The issue of lease holding in new builds is not a planning issue. In terms of the fees for the management and maintenance of green space this will be assessed by a future management and maintenance strategy to be submitted under the S106.

Natural England

- No comment.

South Cambridgeshire Air Quality

In general agreement with the content.

As such, the following good practice principles are recommended to be considered at this stage.

1. Wherever possible, new developments should not create a new 'street canyon', e.g. narrow spaces created when a road is enclosed by tall buildings on both sides where high air pollution levels are often observed or a building configuration that inhibits effective pollution dispersion
2. New development should be designed to minimise public exposure to pollution sources, e.g. by locating habitable rooms away from busy roads, and directing combustion generated pollutants through well sited vents or chimney stacks
3. Where particularly sensitive members of the population are likely to be present e.g. schools, the buildings should generally be sited 100m or more away from busy roads where pollution concentrations are high. (Items 1-3 are recommended by EPUK & IAQM guidance for Land-Use Planning & development dated January 2017)
4. On new roads, measures which help motorists stay at a constant speed rather than accelerating and decelerating are preferable to speed humps. (This is recommended by the National Institute for Health and Care Excellence Guidance, Nice Guideline NG70 dated June 2017)

Planning Officer Response: The Design Code is consistent with the comments provided by the environmental health officer.

South Cambridgeshire Ecology

- No objection.

South Cambridgeshire Environmental Health

- No objection but would like reference to the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011.

Planning Officer Response: Not considered necessary to address the request to make reference to lighting standards because these standards will probably change over time and can be dealt with at the time when each reserved matters application / discharge of condition is submitted. Furthermore, the Phase 1 Design Code doesn't reference specific lighting standards. Condition 41 of the outline permission will also ensure that an external lighting scheme is submitted with all relevant applications.

South Cambridgeshire Landscape and Urban Design

- No objection following receipt of amended document which has addressed the adoption issues surrounding the Mews Quarter and the palette of proposed materials.

South Cambridgeshire Trees

- No objection.

Sustainability Consultant

- The Code makes reference to the correct sustainability credentials required by the local authority.