

**Plot 2a Phase 2 Northstowe****21/02585/S73****TRANSPORT ASSESSMENT TEAM COMMENTS**

**REF:** 1893 **CASE OFFICER:** Andrew Thompson  
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**DATE:** 19<sup>th</sup> July 2021

**Background**

These comments are further to a proposed amendment to the reserved matters application for the construction of 406 houses on plot 2a of Northstowe Phase 2 S/3499/19. The changes to the layout are specifically to the age restricted housing part of the parcel, with the other parts of the plot remaining unchanged. These comments relate to the revised layout of the age restricted housing area only.

Cycle path connections and footway connections to other parcels and greenways

- Comment 1 The access from the age restricted parcel to the greenway is retained and is agreed. This will be specifically for the residents of this area.
- Comment 2 The access to the south of the area is unchanged with access to the key east west route and crossing over Stirling Road.

Cycle Parking

- Comment 3 This is noted to be a proposed provision of 38 cycle parking spaces with Sheffield stands for the 60 flats within a store next to the car park. This store should be secure. The use of Sheffield stands is appropriate. There is also room for a further 12 stands of mobility scooters near to the main entrance. This provision should be agreed with the LPA.

Car Parking

- Comment 4 It is noted that the car parking provides a ratio of 0.5 spaces per dwelling with a provision of 30 spaces. If car ownership is higher than the spaces available, there is a high risk that over spilling parked vehicles will then end up on shared spaces, pavements and blocking footways and access to other dwellings. To avoid this, streets may need to have double yellow lines painted on them, (refer to comments from Highways Development Management), and street furniture may be required to prevent inappropriate parking. The potential for Enterprise car clubs for the plot should be explored. Car clubs have the potential to reduce car ownership, and would be appropriate in this location.

All purchasers / residents should be aware of the limits of parking, and that inappropriate parking would not be acceptable in this location. Sales staff should be clear that the older person housing has less parking because of the urban character and central aspect of this plot. Other houses within Northstowe will be available with a higher allocation of parking should this be required by a resident.

Car ownership and parking is hoped to be self regulating, with residents understanding that if they have a car, that they need to be aware of the limitations to the amount of parking. SCDC are the parking authority for the district, and should be aware of this context.

#### Bus stops and interaction with primary streets

Comment 5 As with the previous layout the proposed layout provides access to the nearby bus stops on the primary street, and the bus stops on the busway in the centre of the Urban Splash parcel.