



Report to: South Cambridgeshire District Council Planning Committee 28 January 2022

Lead Officer: Joint Director of Planning and Economic Development

20/02171/OUT – Northstowe Phase 3A Rampton Road, Longstanton, Cambridgeshire (Northstowe, Longstanton and Oakington Parishes)

Proposal: Outline planning application for the development of Northstowe Phase 3A for up to 4,000 homes, two primary schools, a local centre (including employment, community, retail and associated services, food and drink, community, leisure, residential uses and other accommodation), secondary mixed use zones (including employment, community, retail and associated services, food and drink, community, leisure, residential uses), open space and landscaped areas, sports pitches, associated engineering and infrastructure works, including the retention of the existing military lake and creation of a new lake, with details of appearance, landscaping, layout, scale and access reserved.

Applicant: Homes England.

Key Material Considerations:

- Principle of development
- Amount, use, indicative layout, and scale parameters
- Access and transport
- Housing delivery
- Social and community infrastructure, including education
- Environmental considerations
- Cumulative impacts
- Financial obligations / Section 106 and
- Other matters

Date of Member site visit: N/A

Is it a Departure Application?: No

Decision due by: An extension of time has been agreed until 28 March 2022 to allow completion of the Section 106 agreement.

Application brought to Committee because: The proposal is a large-scale development of strategic importance.

Officer Recommendation: Delegated approval, subject to conditions and s106 agreement.

Presenting Officer: Paul Ricketts, Principal Planning Officer (Strategic Sites Team)

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Executive Summary

1. This planning application for Northstowe Phase 3A completes the main site of Oakington Barracks which was originally identified in the Northstowe Area Action Plan (NAAP) and earlier Development Plan Documents (DPD).

2. The application proposes a further 4,000 dwellings which would total 9,000 dwellings being delivered on the main former Barracks site. The applicant is Homes England. Homes England is also the master developer on Phase 2 and proposed Phase 3A.
3. A further 1,000 dwellings and associated works are being proposed by the same applicant as Northstowe Phase 3B (application reference 20/02142/OUT) to the northwest of the main site. This application is under consideration, and the relevant committee report can be found elsewhere on this Agenda.
4. The comments and concerns raised in respect of this application for Phase 3A through formal public consultations and at pre-application stages have been given thorough and full consideration and have influenced the design and layout of the proposals. The comments of consultees have been given full consideration and matters of drainage and transport in particular, have been the subject of robust assessment.
5. It is considered that the proposal comprises sustainable development having regard to paragraph 11 of the National Planning Policy Framework (NPPF). Approval is therefore recommended subject to necessary safeguarding conditions and the prior signing of a Section 106 agreement.

The site and its surroundings

6. The Phase 3A site comprises approximately 210 hectares (ha) of land that mostly consists of the southern part of the former Oakington airfield and barracks and the proposed access route. The proposed access route, which is referred to as the Southern Access Road East (SARE), connects the south-eastern extent of the Application Site to Dry Drayton Road. The Phase 3A application site is largely bounded to the north by Northstowe Phase 2; to the east by the Cambridgeshire Guided Busway (CGB); to the south by the village of Oakington, and to the west by arable farmland.
7. Phase 3A is generally flat and occupied by the former military airfield and a mixture of open grassland, arable land and fields interspersed with woodland belts and groups of trees and small watercourses. The lake known as the 'military pond' is located in the south-west part of the site. The Northstowe Phase 2 access road (known as Southern Access Road (West) traverses approximately north-south across the southwestern part of Phase 3A, with a connecting central spine road running through Phase 3A that extends to the south.

8. Part of the former airfield perimeter road within Phase 3A is currently used as a haul road as part of Phase 2, providing access between Phase 2 and the Southern Access Road works areas.
9. Within the Site there are four cantilevered pillboxes which are Grade II listed. These World War II pillboxes are present on the periphery of the former airfield which occupies much of Phase 3A. There are also two non-designated airfield buildings within the application site. Large areas of hardstanding associated with the former airfield taxiway and runway are present in the northern part of the site.
10. The southern, narrower portion of the site includes Oakington Brook, which flows through this part of the site in a north-easterly direction.
11. The village of Oakington is located to the south of Phase 3A and is separated from the site by tree cover and hedgerows around the site periphery. Beyond this towards the south-west lies farmland and the A14. The A14 is a key strategic road and joins the M11 motorway, 2 kilometres further to the south. Oakington Business Park is adjacent to the south-eastern site boundary.
12. Land to the east and north-east of Phase 3A is bounded by the Cambridgeshire Guided Busway (CGB), beyond which lies farmland. Beck Brook is located to the east of the CGB.
13. Phase 2 is located to the north of Phase 3A. This area includes a number of vacant buildings associated with the former Oakington Barracks, together with grazed land and fallow land awaiting redevelopment, a water tower, and arable farmland further to the north-east.
14. Land to the west of Phase 3A is bordered by the B1050 which runs in a north-south direction and connects with the A14 approximately 500 metres south of the site. An electricity substation is located adjacent to the B1050 and 40 metres away from the site. Bar Farm and Cottages are located approximately 400 metres to the north of the site boundary and adjacent to the B1050. The village of Longstanton borders the northern section of Phase 3A (as well as Phase 2).
15. Other heritage assets in the area include the Village Pump, All Saints Church and St Michael's Church and The Manor together with the important village setting between Longstanton All Saints and Longstanton St Michael's. In Oakington, the parkland setting of Westwick Hall is an important heritage asset. Longstanton and Oakington also contain Conservation Area

16. There are a number of public rights of way within the site which include links between Rampton Drift and Longstanton to the southwest to Rampton in the northeast. This right of way crosses the Cambridgeshire Guided Busway (CGB) via an at-grade crossing and also links Rampton to Histon and a footpath running adjacent to Cottenham Lode. The byway routes through the Phase 2 site and is currently closed due to construction of the primary road and secondary school but is due to reopen in Spring 2022.
17. A shared footway / cycleway crosses over the CGB to the south at Westwick. This cycleway forms part of the National Cycle Network Route 51 which links to Cambridge to the south and Huntingdon (via Over / Swavesey) to the north. There is a public byway which routes south of Longstanton and runs south towards Bar Hill. This does not provide a crossing over the A14. A byway links to the northwest via a bridleway routing along Over Road and Ramper Road which accesses Swavesey and the Ouse Valley Way to the northwest. The easterly section of Ramper Road from the Over Road junction towards Utton's Drove is marked as part of a long-distance footpath but there is no provision for pedestrians.
18. The application site contains a large number of arboricultural features, including 482 individual trees; 149 groups of trees; 29 woodland groups and 21 hedgerows. There are 13 Tree Preservation Orders (TPOs) located within the site.

Relevant planning history

Phase 1

19. Phase 1 outline planning permission was granted under planning permission reference S/0388/12/OL dated 22/04/2014 for 1,500 homes with associated infrastructure, a local centre and employment also being approved. There have been a number of detailed submissions with reserved matters being granted so far for 1,278 homes, play areas, parks, the water park and greenways. The primary school and community wing are open, and the local centre square was completed in 2019. Work continues on site on a number of development parcels.

Phase 2

20. The outline planning permission for Phase 2 was granted under S/2011/14/OL dated 09/01/2017. This permission also included the Southern Access Road West (SARW). The SARW with its planned connection to the

B1050 is scheduled to be completed at the end of March 2022 and due to open in April 2022.

21. The outline planning permission for Phase 2 has been varied through a number of non-material minor amendments. These include the following –
 - a) S/2435/17/NM dated 10/07/2017 – Minor revision to the Parameter Plans
 - b) S/2792/18/NM dated 16/08/2018 – Amendment to Condition 24 (Landscape Management)
 - c) S/3255/18/NM dated 13/09/2018 – Amendment to the position of the Town Centre Greenway
 - d) S/3503/19/NM dated 24/10/2019 – Inclusion of additional commercial floorspace in Phase 2a
 - e) S/2011/14/NMA4 dated 27/10/2021 - modifications to the parameter plans (also incorporates all of the above non-material minor amendments)
22. The Design Code for Phase 2 was approved under planning reference S/2407/17/DC dated 06/10/2017 and the Phasing Strategy was approved under reference S/2890/18/DC dated 15/02/2019.
23. The Education Campus was approved by Cambridgeshire County Council (reference: S/0092/18/CC dated 15/10/2018) and is being constructed under a Phased Delivery.
24. Work has commenced on the delivery mechanisms for the Town Centre. The Town Centre Strategy was approved under S/2423/19/DC dated 26/06/2020.
25. Other Homes England applications relating to this Phase have included:
 - (a) Earthworks RMA No.1 Water Park - S/1002/18/RM approved 25/06/2018
 - (b) Earthworks RMA No.2 - S/2940/18/RM approved 25/09/2018
 - (c) Strategic Landscaping RMA - S/1552/19/RM approved 12/03/2020
 - (d) Strategic Engineering RMA - S/4208/18/RM approved 19/03/2020.
 - (e) Strategic Landscape RMA to modify details originally approved – 20/01780/REM approved 10/11/2020.
26. The first two development parcels on Phase 2 have been approved and work has commenced on site. First occupations are expected in 2022.

Phase 3

27. An EIA Scoping Opinion for Phase 3 was issued by the local planning authority on 4th March 2019 (reference S/4379/18/E2) following consultation with statutory consultees in accordance with the Environmental Impact Assessment Regulations 2017 (as amended).

Description of Proposal

28. The application is in outline with all matters (scale, layout, appearance, access, and landscaping) reserved. It proposes up to 4,000 homes, in a mix to be agreed, with a range of additional works and facilities being proposed to support the creation of a new town.
29. The additional works include the creation of a local centre and mixed-use employment zones which support the town centre in Phase 2. These secondary mixed-use zones are located around the perimeter of the Local Centre, along a central boulevard up to the Military Lake and at other anticipated key activity nodes. The total potential capacity for these uses at ground floor in the secondary zones is approximately 13,000 square metres.
30. Two Primary Schools are proposed, both with three forms of entry (3FE) and with the appropriate level of sports pitches. The approximate locations of the proposed schools are shown on the Parameter Plans. The detailed siting and design would be determined in conjunction with Cambridgeshire County Council's own planning processes.
31. Included within the proposals would be 67.64 ha of open space broken down as follows:
 - (a) Outdoor sport - 13.55 ha
 - (b) Formal children's play space - 4.14 ha
 - (c) Other children's play space - 4.41 ha
 - (d) Allotments and community orchards - 4.11 ha
 - (e) Informal open space - 41.43 ha
32. Included within the informal open space are proposals to retain the military lake and include a new lake (capable of supporting outdoor swimming) on the position of the former runway (initially named as the runway lake). The total area of these lakes and waterbodies is estimated at 3.29ha.
33. Three buildings are proposed to support the use of formal open space for sport and recreation:

- (a) Phase 3 eastern sports hub changing and social facility: approximately 245 sqm
 - (b) Phase 3 western sports hub storage/toilet facility: approximately 15 sqm
 - (c) Phase 3 northern sports hub changing facility: approximately 36 sqm

- 34. To the south a new link road is proposed (known as the Southern Access Road East) between the application site and to the south of Oakington, which would also connect to the Southern Access Road West.

- 35. The proposals are set out in three Parameters Plans:
 - a) Building Heights (Drawing ref: 5709-OPA-3A-03-V2)
 - b) Movement and Access (Drawing Ref: 5709-OPA-3A-02-V2)
 - c) Open Space and Land Use (Drawing Ref: 5709-OPA-3A-01-V2)

- 36. Other supporting plans include:
 - a) Site Location Plan (Drawing Ref: 5709-OPA-3A-05-V1)
 - b) Existing site levels (Drawing ref. 10019646-AUK-NS-P3-DR-IE-0088-01 Rev P03)
 - c) Proposed site levels (Drawing ref. 10019646-AUK-NS-P3-DR-IE-0089-01 Rev P01)

- 37. The application is accompanied by the following supporting information:
 - a) Design and Access Statement.
 - b) Economic Development Strategy.
 - c) Energy Strategy.
 - d) Flood Risk Assessment and Drainage Strategy.
 - e) Framework Travel Plan.
 - f) Geo environmental Assessment and Outline Remedial Strategy.
 - g) Hedgerow, Tree Survey and High Level Arboricultural Impact Assessment.
 - h) Housing and Community Infrastructure Strategy (incorporating Community Development and Management Strategy).
 - i) Landscape Strategy.
 - j) Low Emissions Strategy.
 - k) Planning Statement.
 - l) Stakeholder and Community Engagement Report.
 - m) Sports and Active Recreation Facilities Strategy.

- n) Strategic Construction Environmental Management Plan.
 - o) Sustainability Statement.
 - p) Transport Assessment.
 - q) Utilities Report.
 - r) UXO Clearance Report.
 - s) Waste Strategy.
38. The Parameter Plans set alongside the Design and Access Statement and Development Principles seek to establish the overall principles underpinning the proposed development, whilst allowing sufficient flexibility to enable the subsequent reserved matters applications to respond to the detailed considerations associated with each element of the proposals. This allows for the general disposition of land uses across the site, layout of routes and infrastructure, and key development parameters such as building heights to be assessed and determined at the outline application stage.

Environmental Impact Assessment

39. The development proposals have been assessed as falling within the remit of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017 (as amended) ('the EIA Regulations') as a Schedule 2 development. This is because of the characteristics, location, and potential impacts of the proposed development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated by measures to prevent/avoid, reduce and where possible offset.
40. The EIA Regulations require the Environmental Statement (ES) to identify the 'likely significant environmental effects' of a development. The government's Planning Policy Guidance highlights that the ES should focus on the 'main' or 'significant' environmental effects only, and that the ES should be proportionate.

Scope of the ES

41. The Applicant recognises that the proposed development constitutes EIA development and as such a voluntary ES has been submitted in support of the planning application. As part of the EIA process, an EIA Scoping Opinion request was submitted to the local planning process. The Council's formal Scoping Opinion confirmed the scope of the EIA. The EIA has been undertaken in accordance with the formal scoping response, including the comments received through the scoping process.

Methodology for the ES

42. The ES considers the likely significant effects of the proposed development during its construction and once it is complete and operational. The ES assesses the maximum quantum, physical extent and development principles defined for the proposal, as set out in the submitted parameter plans which are put forward for approval. The submitted ES has been undertaken based on the assumption that certain Phase 2 infrastructure will be in place.

Topics covered by the ES

43. The ES Main Report (Volume 1) sets out the following chapters:
- a) Introduction
 - b) The Application Site and Proposed Development
 - c) EIA Approach and Methodology
 - d) Development Need and Consideration of Alternatives
 - e) Agriculture and Soils
 - f) Air Quality
 - g) Biodiversity
 - h) Climate
 - i) Cultural Heritage
 - j) Ground Conditions, Contamination and Hydrogeology
 - k) Health
 - l) Landscape and Visual Impact
 - m) Noise and Vibration
 - n) Socio-Economic
 - o) Transport
 - p) Waste and Resource Management
 - q) Intra-project Cumulative Effects
 - r) Summary of Residual Effects, Mitigation and Monitoring
44. The ES Main Report (Volume 1) includes a number of Appendices (Volume 2) and Figures (Volume 3).
45. As the ES is a detailed technical and wide-ranging statement, in order to assist the consideration of the application, it is supported by a Non-Technical Summary.
46. Regulation 26 of the EIA Regulations states that when determining an application in relation to which an environmental statement has been submitted, the relevant planning authority, the Secretary of State, or an inspector, as the case may be, must —

- a. examine the environmental information.
- b. reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph (a) and, where appropriate, their own supplementary examination.
- c. integrate that conclusion into the decision as to whether planning permission or subsequent consent is to be granted; and
- d. if planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.

47. This requirement is dealt with throughout the report.

48. The ES sets out the mitigation measures designed to address significant adverse effects of the Proposed Development on the surrounding environment.

49. Mitigation measures can be used to prevent avoid, reduce, and offset the environmental effects of a development project, and may even enhance the receiving environment. As such mitigation measures can be classified in the following way:

Avoidance: Making changes to the design of the project to avoid adverse effects on environmental features. This is considered to be the most acceptable form of mitigation.

Reduction: Where avoidance is not possible, adverse effects can be reduced through sensitive environmental treatments/design.

Compensation: Where avoidance or reduction measures are not available, it may be appropriate to provide compensatory measures. It should be noted that compensatory measures do not eliminate the original adverse effect; they merely seek to offset it with a comparable positive one.

Remediation: Where adverse effects are unavoidable, management measures can be introduced to limit their influence; and

Enhancement: Projects can have positive effects as well as negative ones, and the project preparation stage presents an opportunity to enhance these

positive features through innovative design. Mitigation measures identified by the ES will be required by planning conditions or s106 agreement. These are listed in **Appendix G**.

50. ES Addendums have been submitted by the Applicant in response to requests for further information, and these were subject of further consultation. A review of the ES was also carried out by the Applicant to provide a status update on the assessments undertaken as part of the ES. This confirmed the robustness of the baseline information and the conclusions of the assessments presented within the ES.
51. Regulation 29 sets out the information which is required to accompany decisions for EIA developments. Having assessed the submitted application, officers are satisfied that the ES and other additional information provided complies with the 2017 EIA Regulations (as amended) and that sufficient environmental information has been provided to assess the environmental impacts of the development proposals.

Amendments to the Application

52. Following consultation, amendments and updates were provided in January 2021, including an amendment to the ES (in particular, the Chapters on Transport, Socio Economics, Biodiversity, Noise and Vibration, and Air Quality) with updates to a range of the documents supporting the planning application submission.
53. A further submission of information outside the ES was submitted in July 2021 to support and respond to consultee responses.
54. In August 2021 a further amendment was secured to increase the buffer to the Oakington edge by 15 metres. A Groundwater Note has also been provided in relation to the issues that were highlighted by the publication of the HR Wallingford Report for Longstanton Parish Council. As these submissions were generally not new information, no further formal consultation was carried out.

Pre-application engagement

55. The Applicant undertook a significant amount of public engagement prior to the formal submission of the application. This engagement is summarized below.

Applicant Stage 1 Consultation

56. In July 2018 the Applicant carried out a Council Members session, interactive workshops and two public drop-in sessions which were supported by an online questionnaire.
57. During this stage 90 people engaged with the drop-in sessions and 466 responses to the questionnaire were received. In terms of the topic areas, Design/Layout (24%), Greenspace (21%) and Public transport and cycle/walking (15%) were the most important topic areas raised.
58. In summary, the need for high quality green space, a local identity (not a suburb of Cambridge) and good quality transport alternatives from the private car were seen as important issues. There was a general positive (62%) to the principle of a Fenland design with only 10% against this design ethos.

Applicant Stage 2 Consultation

59. A second phase of engagement took place in November and December 2018. This included a further Member Session, workshops and two further public drop-in sessions. A further questionnaire was also developed for the drop-in sessions. At this stage a design review was carried out by the national Design Council (formerly CABE).
60. A further Design Review also took place locally, with a site visit, on 8 May 2019, with the Cambridgeshire Design Quality Panel.
61. During this stage, 90 people engaged with the drop-in sessions and 388 responses to the questionnaire were received. In terms of the topic areas raised, Design/Layout (26%), Public transport and cycle/walking (22%) and road transport (14%) were the most important topic areas raised. In particular reducing the dominance of the car was seen as important.
62. In summary the need for high quality green space, a Northstowe identity should be created and good quality transport alternatives from the private car were seen as important issues.
63. A total of 55% agreed that that the proposals reflected the historic context with the remainder being neutral on the issue. A total of 27% were positive about taller buildings in selective locations, 27% were neutral, and 45% were against. The retention of woodland and creation of public transport were

unanimously supported whilst pedestrian and cycle links were also seen as very important by 94% of respondents.

64. The Design Council (DC) supported the green and blue spaces at the centre of the masterplan. The DC challenged the designers to be ambitious in relation to transport movement, integration of parking and health and well-being; and designing a place that can change over time. The DC also made a point about the desirability of linking with the wider footpath/cycleway network including Northstowe Phase 1.
65. Cambridgeshire Design Quality Panel (CDQP) commented that the design strategy addressed potential future trends and aims, with the capability for self-sustaining healthy communities, landscape quality and recreation at the heart of the design of the future town. The CDQP noted the aspiration to make Northstowe a low carbon development that is able to accommodate the impacts of climate change. The CDQP also noted that its likely population and demographics would be beneficial to providing the level of services and facilities required to support the development and would help to promote walking and cycling. Furthermore, the CDQP commented on the opportunity to challenge levels of car parking and provide creative solutions to parking, ensuring that areas of the public realm would not be car dominated.

Applicant Stage 3 Consultation

66. During 2019 (April-October) a range of meetings were held with SCDC and County Council Officers on a range of topics to inform the submission and to identify supporting evidence. Several meetings were also held from September 2019 to March 2020 discuss the scope of the s106 contributions.
67. Further engagement also took place in September 2019 with Members as well as a further event in November 2019 with members of the public. 153 people attended the public drop-in sessions.
68. Over the course of the total consultation events 345 people have attended the various drop-in sessions whilst 857 comments have been received to the proposals.
69. It is also noted that the applicant has been a regular presence at the Northstowe Community Forum which is attended by Northstowe residents, several parish councils and other interested local residents. Updates have been regularly presented to the Forum.

Policy, guidance, and other material planning considerations

Planning policies

70. A full list of policies, Supplementary Planning Documents (SPD) and other material planning policy and document can be found in **Appendix A**.

National Guidance

National Planning Policy Framework 2021 (NPPF)

National Planning Practice Guidance (NPPG)

National Design Guide (NDG)

National Model Design Code (NMDC)

The Development Plan

71. For the purposes of the s38(6) of the 2004 Act, the Development Plan is the South Cambridgeshire Local Plan (2018), Northstowe Area Action Plan (2007) (except where superseded by the Local Plan) and the County Minerals and Waste Core Strategy and Allocations.
72. **South Cambridgeshire Supplementary Planning Documents (SPD)**
Open Space in New Developments SPD - Adopted 2009
Trees & Development Sites SPD - Adopted 2009
Landscape in New Developments SPD - Adopted 2010
Biodiversity SPD - Adopted 2009
District Design Guide SPD - Adopted 2010
Affordable Housing SPD – Adopted 2010
Development Affecting Conservation Areas SPD – Adopted
Health Impact Assessment SPD – Adopted
Cambridgeshire Flood and Water SPD – Adopted 2016
Sustainable Design and Construction SPD – Adopted January 2020
73. **Other Material Planning Policy and Documents**
Northstowe Development Framework Document - August 2012
Northstowe Development Framework Document Addendum – An exemplar in sustainable living - October 2012
DfE - Securing developer contributions for Education - November 2019
Healthy New Town Initiatives – Department of Health
Design and Construction Guidance (DCG) – Anglian Water - April 2020
Cambridgeshire and Peterborough Local Enterprise Partnership (LEP) Strategy: Strategic Economic Plan (2014)

Equalities Act

74. The application has been assessed against the relevant sections of the Equalities Act 2010, and it is not considered that the application discriminates against people with protected characteristics specified in the Act. The protected characteristics are:-
- a) age
 - b) gender reassignment
 - c) being married or in a civil partnership
 - d) being pregnant or on maternity leave
 - e) disability
 - f) race including colour, nationality, ethnic or national origin
 - g) religion or belief
 - h) sex
 - i) sexual orientation

Town and Country Planning (Use Classes) (Amended (England Regulations 2020

75. From 1st September 2020 the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (2020 No. 757) came into force
76. Three new use classes have been created by this change: Class E (Commercial, business and service), Class F.1 (Learning and non-residential institutions) and F.2 (Local community).
77. Class E creates a new commercial, business and service use class which subsumes retail (A1), financial and professional services (A2), restaurants and cafes (A3) and business (B1a/b/c) use classes. Uses such as gyms, nurseries/creches and health centres (previously in use classes D1 Non-residential institutions and D2 Assembly and leisure) and other uses which are suitable for a town centre area are also included in Class E. Since 1st September 2020 planning permission is not required for changes between these, what were until recently, different kinds of uses. This is because they are now grouped into the same use class and therefore will not constitute development.

78. For example, a retail shop can change to a restaurant, or an office building could change to a retail supermarket without needing planning permission for a change of use (providing there are no restrictive covenants, conditions, section 106 obligations restricting the existing use).
79. The regulations also create Classes F1 and F2 which include local community, non-residential and learning uses, which are considered important to local communities and which will be protected through the planning system rather than given the additional flexibility provided to Class E uses
- Class F1: 'Learning and non-residential institutions' such as schools, non-residential education and training centres, museums, public libraries, places of worship and law courts.
- Class F2: 'Local community' uses such as community halls, meeting places and recreational facilities such as swimming baths and sports facilities. This also includes small-scale shops (up to 280 square metres, located 1000 metres or more from another retail unit).
80. Uses which may have potential amenity impacts on neighbouring properties will become sui generis and any material change of use will require planning permission. This includes pubs/bars, takeaways, cinemas, concert, dance, and bingo halls.
81. Once a use has been implemented under the planning permission then it will benefit from the permitted development subject to these new use classes.

Public Consultation and Engagement

82. Paragraph 126 of the NPPF sets out the importance of effective engagement for achieving well-designed places.
83. Policy SC/4 of the Local Plan sets out the importance of stakeholder engagement in identifying community needs in large-scale major developments over 200 homes or more.
84. The Council has also adopted a Statement of Community Involvement (SCI) which seeks to promote and encourage applicants to carry out early engagement with the Council and local community before submitting a planning application.

85. The Applicant has submitted a supporting Stakeholder and Community Engagement Report which outlines how the community has been engaged in the development of the masterplan and design. The level of consultation that has been undertaken is summarised below.

During the Application process

86. In excess of 2,500 letters were sent out to local residents and approximately 20 site notices were displayed across Longstanton, Oakington and Northstowe. The Council's social media was also used to publicise the submission and was widely shared on Parish Council and Community social media pages.
87. Officers also emailed the two principal Parishes (Longstanton and Oakington) and the Application is also detailed on the Council's website. The Application has been advertised in local press. Interviews with SCDC's Portfolio Holder for Planning also took place on BBC Radio Cambridgeshire to further raise awareness of the Application.
88. Due to the lockdown arising from Coronavirus, additional time was given to local residents to respond to the initial planning consultation. A total of 56 days was given from the first publication to the end of the first consultation period (44 days from the receipt of the letters).
89. In addition, an online Northstowe Community Forum took place on 1st July 2020 where Officers and Members of the team from Homes England were available to answer questions. The forum was advertised widely in the local community with Longstanton and Oakington communities invited. The presentation focused on consultation responses received at the time and is online and available to view post the meeting.
90. Following the closure of the public consultation, a range of meetings were held between the Applicant, County and Council Officers seeking to address and consider detailed comments from consultees and residents. Officers and Homes England representatives have continued to be present at the virtual Community Forums following the closure of formal consultation to update viewers on the progress of the applications.
91. Further information was submitted on 27 January 2021 and public consultation was commenced through the Council's website and social media accounts with further consultation with consultees.
92. A final tranche of minor amendments to the parameter plans were submitted in July 2021 which included a covering letter outlining a response to a

number of consultees. Due to their specific nature, a focused consultation with Parishes and relevant technical officers was carried out. Wider consultation with the general public was not carried out as a result of this information.

Conclusion

93. It is considered that there has been extensive engagement with the community, stakeholders, and members. There has been the opportunity to comment and influence the design process and provide useful local knowledge which have been incorporated into the masterplan.

Consultation

94. Full detailed comments of those who have been consulted and of representations received are available on the Council's public access website. The following is a summary of the key issues raised.
95. **Cllrs Sarah Cheung-Johnson and Cllr Alex Malyon - Objection** on the following grounds:
- a) Insufficient green separation between Oakington and the Northstowe;
 - b) Inappropriate housing to the South of the site, including excessive housing height;
 - c) Excessive increase in traffic through the villages of Oakington and Westwick;
 - d) The proposed design and location of the Southern Access Road East
 - e) Inadequacies in the Construction and Environmental Management Plan (CEMP);
96. **Cottenham Parish Council - Objection** on the following grounds:
- Flood Risk*
97. For several years, the Parish Council has been emplacing shortcomings in the planning determination process related to surface water management arising from three sources:
- understatement of flood risk due to increased surface water run-off from the developments.

- inadequate pre-determination examination of developer proposals for sustainable drainage systems intended to protect neighbouring areas from surface water flooding.
- premature discharge of imposed conditions with inadequate scrutiny of design and arrangement for long-term enduring maintenance.

98. The specific issue with the design of Northstowe 3A, as pointed out by the Engineer at the Old West Internal Drainage Board, is the lack of any automatic interlock and agreement to discharge into the IDB's drainage system to prevent the development's excess surface water continuing to be shed into the Cottenham Lode - even when the latter is in a flood state. This weakness perpetuates a flaw the Parish Council reported in Northstowe 1 which is supposedly being corrected, albeit very slowly, by engagement with the IDB and others.

Traffic Overload

99. The four 5-year supply planning applications in south-west Cottenham led painfully to the realisation that parts of the road network in the vicinity would become seriously overloaded with extensive queuing at peak times. In turn that led to several iterations of an upgraded roundabout design.
100. **Girton Parish Council - Objects** to the proposed positioning of the Southern Access Road East (SARE) and believes that it should connect directly to the A1307 roundabout with Dry Drayton Road. Given the complicated route to the A14 East and the M11 South via the Bar Hill junction it requests that the SARE should not be built until a new link to the M11 from the A1307 roundabout on the Huntingdon Road near Cambridge is constructed.
101. **Longstanton Parish Council (representation received 18 January 2022) - Supports** the application subject to comments being taken into consideration and dealt with by planning conditions. The overarching focus on green infrastructure is welcomed.
102. Detailed comments provided relating to the following:

Site Hydrology Assessment

103. Notes that the groundwater management document dated August 2021 projects a 1-2m drop in groundwater levels following development, and that the baseline data used dates from a time after dewatering of the Northstowe development site had already taken place. Seeks a condition ensuring an independent impact assessment is conducted to understand how this would impact upstream groundwater-fed water features, not just inside the

development parcel but also in the adjacent villages of Longstanton and Oakington as well as in Northstowe Phases 1 and 2, and to understand how any potential impact can be suitably mitigated.

Southern Access Road East

104. Requests further consideration to where the SARE will join the Dry Drayton Road and whether joining instead at the roundabout with the A1307 could mitigate the impact and reduce the likelihood of vehicles coming from or through Northstowe using Oakington to approach Cambridge.

Electric Vehicle Charging Infrastructure

105. The transport assessment refers to a lower number of traditional private driveways planned; the Council would like to seek clarity on how this will impact residents' abilities to use EV charging infrastructure, and whether sufficient consideration has been given to installing public EV points. Seeks clarity on whether the electricity supply planned will be able to cope with the expected increase in EV usage when the ban on new conventional petrol and diesel vehicles comes into force in 2030.

Public Transport Provision

106. The transportation strategy is now out of date since the Combined Authority have cancelled the Cambridge Autonomous Metro project plans. We would like to see the assumptions made in the strategy reassessed and the strategy adapted accordingly, in advance of any development work taking place.

Adoption of SUDS

107. The Town Council notes that Anglian Water have stated that the application does currently not contain sufficient information to decide if the Sustainable Drainage features proposed are of an adoptable standard. Seeks a condition to ensure that Sustainable Drainage features are built to the specifications for adoption by Anglian Water, and that there is a maintenance strategy in place for the SuDS before they are built.

CEMP

108. Seeks submission in advance of any work taking place a robust CEMP document covering the areas detailed, with specific restrictions on development work times, noise and dust monitoring and mitigation, and strict

limitations on construction traffic routes with a total prohibition for construction vehicles on using the Southern Access Road East or running through the village of Oakington.

Delivery Phasing

109. Seeks robust conditions to ensure that roads and cycleways within the development are completed in a timely manner, linked with housing completion in the local area.
110. Seeks clarity on which phase of the development the local centre will be started and subsequently completed is also needed. Phasing of the development needs to be considered carefully in general, to minimise the impact on residents.

Accessible and Adaptable Homes

111. The applicant has chosen to only meet the minimum 5% housing stock requirement as set out in the Local Plan for accessible and adaptable homes for the development (section 3.2.6 in the Housing Strategy). The Town Council feels that this lacks ambition and should be reconsidered when applications come at Reserved Matters stage.

Design and Access Statement

112. Clarity is sought on whether the assumption of 20% homeworking is still valid, given the rapid changes in work patterns seen in the last couple of years. If the assumption is likely to be higher, the Town Council requests that consideration for more flexible workspace is to be incorporated into the plans.
113. Notes that it is not clear what the phasing is for the proposed employment land and local centre, and how this fits in with the delivery of homes in phase 3A; the Town Council wishes to see employment locations delivered early on.
114. **Oakington and Westwick Parish Council – Objection** for the following reasons:
 - a) Excessive increase in traffic through the villages of Oakington and Westwick, and then beyond to Girton/Cottenham.
 - b) The Proposed Location of SARE on Dry Drayton Road.

- c) The Proposed Design of the SARE exit onto Dry Drayton Road.
- d) The lack of width of the green separation between Northstowe and Oakington and Westwick.
- e) Inappropriate construction of overbearing housing units to the South East of the site, bordering Church View and Mill Road.
- f) Inappropriate housing to the South West of the site, to the South of the perimeter road, bordering Lowbury Crescent and Longstanton Road.
- g) Excessive housing height to the South of the proposed development.
- h) Excessive Housing Density, specifically to the Southern Edge.
- i) Failure to Provide Flood Attenuation as agreed in Phase 2.
- j) That the site contains significant levels of contamination which is potentially dangerous to the health of residents of Northstowe/Oakington and Westwick.
- k) Enforcement of Working Hours/Dust and Pollution/ Noise/Lighting and need for an enforceable Construction and Environmental Management Plan.
- l) Requests for s106 contributions have also been received.

115. **Over Parish Council - Objection.** Over is already hugely affected by increases in traffic with the development that has already taken place in Northstowe and the type and size of the roads/junctions are not able to withstand the increased use due to the current build capacity without adding other homes, some of which are seven storey towers which will be clearly visible by the village of Over.

116. The documents identify four key junctions which will be “above capacity” by 2036 and Three other junctions will be under stress by 2036 (operating at >80% capacity). Remedial action is due to be carried out as part of Northstowe Phase 2. Parking is also a highlighted consideration for Northstowe 3B but this will also impact on 3A.

117. Over Parish Council would also like to express deep concern about possible under-provision of parking spaces in Northstowe Phase 3B in an attempt to meet the target development density which will also impact on Phase 3A.

118. **Swavesey Parish Council - Objection** on the following grounds:
119. Although not all of the surface water from this development will flow into Swavesey Drain, there is still a lack of information and detail on how the infrastructure for the drainage from the site will work and be maintained.
120. Mare Fen works to the drain (within Swavesey Parish which will take the outflow of treated foul water from Uttons Drove STW, which serves the whole of Northstowe) are still not complete to allow capacity for drainage from the additional houses.
121. No further development should be permitted until the conditioned work for the already permitted development has been completed.
122. Swavesey Parish Council also supports the Swavesey Internal Drainage Board (IDB) and their concerns with regard to the capacity of Uttons Drove WRC.
123. **Willingham Parish Council** - Makes no recommendation. Reiterates the need for a bypass around Willingham due to the volume of traffic coming onto the B1050 both during construction and thereafter.
124. **South Cambridgeshire District Council - Air Quality.** No objection. In agreement with the methodology of the Air Quality Assessment presented in Chapter 6 of the Environmental Statement as it was previously agreed between SCDC and Arcadis Consultants and accepts the findings of the assessment.
125. The submitted Low Emission Strategy and the Framework Travel Plan are acceptable as the proposed measures are in line with the requirements of Local Plan 2018. Details and the implementation plan for each of the proposed sustainable transport measures can be covered in more detail at the detailed design stage and Reserved Matters applications.
126. **Greater Cambridge Shared Planning Service – Conservation.** No comment.
127. **South Cambridgeshire District Council Contaminated Land.** No objection.
128. The site has a potentially contaminative historical usage comprising former military land and barracks, an airfield, plus mixed uses with surrounding land,

and is being developed into a sensitive end use (residential). Some levels of investigation have been carried out to date, from WSP in 2007 to Arcadis in 2020. These investigations are considered relatively preliminary and more detailed investigation has been proposed and agree with these proposed next stages of investigation. Recommends conditions.

129. **South Cambridgeshire District Council Ecology.** No objection subject to the recommendation of planning conditions.
130. **South Cambridgeshire District Council Environmental Health -** No objection. There are a number of issues that require clarification through appropriate conditions.
131. **South Cambridgeshire District Council Development Officer, Health Specialist – Support.** As per the Council's Supplementary Planning Document on Health Impact Assessment (HIA SPD) the outline application has been reviewed using the HIA Review Package checklist contained in Appendix 3. The outcome is that the Health Impact Assessment as submitted has been assessed as grade A which meets the required standard of the HIA SPD policy (only HIA's graded A or B are acceptable).
132. **South Cambridgeshire District Council Housing Growth and Strategy –** No objection.
133. **Greater Cambridge Shared Planning Service Landscape -** No objection. Issues associated with previous comments have been addressed suitably at this stage and can be further considered during the Design Coding and REM
134. **Greater Cambridge Shared Planning Service Planning Policy -** No objection. It is considered that the proposed quantum of employment land is broadly acceptable, subject to increased provision of B class uses to support home working, the provision of appropriate facilities and infrastructure for home working and recognition in the transport planning of the development of the potential increase in commuting to employment sites elsewhere in the area e.g. along the busway.
135. **South Cambridgeshire District Council Sustainable Drainage Officer -** No objection. The application is supported by a Flood Risk Assessment and Drainage Strategy and a Flood Risk Assessment Addendum. The above documents demonstrate that surface water from the proposed development can be managed through the use of various SuDS features (swales, permeable paving, rain gardens and ponds/basins). It is proposed to limit the maximum rate of discharge from individual parcels to 12 litres per second per hectare (l/s/ha) into the strategic system. From there it will be attenuated and

discharged from the site at a maximum rate of 3 l/s/ha. Attenuation will be provided on a catchment basis.

136. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual. It is understood that groundwater levels differ across the site but generally they are between 0.92 and 5.93 m below ground level.
137. The development has the potential to affect groundwater levels, hence the applicant proposes ongoing ground water monitoring around the site, and the opportunity for incorporating SuDS that allow groundwater recharge will be considered where feasible and appropriate.
138. **Greater Cambridge Shared Planning Service Sustainability Officer - No objection.**
139. The revised Energy Strategy for Phase 3A sets out a clear pathway to net zero carbon, namely:
 - a) Fabric first
 - b) A stepped move away from fossil fuelled heating
 - c) Low carbon heating; and
 - d) Incorporation of renewable energy.
140. The strategy commits to the phasing out of fossil fuels for heating by 2023, and notes that the most appropriate technologies for the scheme are likely to be air source heat pumps for residential, with ground source heat pumps possible for non-residential buildings, and photovoltaic panels.
141. Precise technologies will be determined as part of the detailed design that will support reserved matters proposals. Initial carbon calculations have been provided, which suggest that carbon savings of around 40% are possible using this approach. It should be noted that these calculations have been carried out using the existing 2013 Part L methodology, which will have been updated by the time the first reserved matters application has been submitted as we move towards the introduction of the Future Homes Standard.
142. Conditions are recommended to secure the submission of detailed Energy Strategies as part of future reserved matters applications, and for the baseline carbon reduction target of a 19% improvement on Part L 2013 to be updated and uplifted in line with future changes to either Part L of the Building Regulations or on adoption of higher standards as part of the Greater Cambridge Local Plan.

143. **South Cambridgeshire District Council Tree Officer** - No objection. Recommends conditions.
144. **Greater Cambridge Shared Planning Service Urban Design** - No objection. Support the scheme subject to Design Code conditions. Discussions with the applicant to discuss concerns as part of a constructive design dialogue have resulted in these issues being addressed.
145. **Cambridgeshire County Council Archaeology** - No objection - would anticipate that the programme of archaeological mitigation can be secured through the inclusion of conditions of planning permission.
146. **Cambridgeshire County Council Lead Local Flood Authority** - No objection subject to drainage conditions securing SuDs.
147. **Cambridgeshire County Council Minerals and Waste** - No objection.
148. **Cambridgeshire County Council Transport Assessment Team** - No objection subject to a mitigation package agreed with the applicant.
149. Sufficient detail has been presented to make a sound assessment. Northstowe benefits from the improved A14 and the Cambridge Guided Busway and is well placed to take advantage of the Cambridge to St Ives Greenway and future upgrades to the City's bus network.
150. The Transport Assessment (TA) has been the subject of extensive engagement since May 2018. Whilst most details have been agreed with the applicant, the details of the SARE and the mitigation at each junction are subject to safety audit and agreement. Work on these aspects is expected to be resolved and continues as part of the continued engagement with the applicant and their technical team.
151. The proposals have a critical dependency on –
- a) the new town's vehicle trip generation and distribution of these trips,
 - b) the capacity of the Bar Hill interchange and when the SARE is required to be constructed, and
 - c) the impact of traffic on surrounding villages. These matters have been subject to investigation with the applicant.
152. CCC provided technical comments on the TA in August 2020, to which the applicant has provided additional information and clarifications, particularly relating to trip rates, distribution, and mitigation. A revised TA has been submitted by the applicant and has been reviewed.

153. The s106 obligations have been agreed with the applicant.
154. **Anglian Water** - No objection subject to a condition relating to provision of foul water drainage details.
155. **Cadent Gas Pipelines** - No objection
156. **Cambridgeshire Constabulary** - No objection – The issue of security and crime prevention has been considered throughout the Design and Access Statement and consideration is being given to the issue which should inform the Reserved Matters.
157. **Clinical Commissioning Group (CCG)** - No objection - the CCG will work with the planning authority to prepare the necessary information to safeguard a financial contribution to deliver a fully functional and financially viable Healthy Centre, within the Civic Hub, for the new residents of Northstowe.
158. **Environment Agency** - No objection subject to conditions. Following discussions with Anglian Water (AWS), confirmation has been received that the development can be accommodated by Uttons Drove.
159. In respect of water supply, the EA can confirm that Northstowe is within Cambridge Water Company's (CWC) supply area for drinking water, but in AWS' supply area for sewerage. CWC would therefore supply potable water for the development. New household developments can now however be supplied by an inset company, which could be AWS, or any number of 3rd party providers. Typically, the water would still come from CWC, but the inset company would buy the supply from CWC and sell it onto the customers.
160. **Fire Service** - No objection subject to a condition relating to the provision of fire hydrants.
161. **Highways England** - No objection subject to conditions/s106s relating to 1) enhancement of Bar Hill Junction and 2) the implementation of the Southern Access Road East prior to development of 3,001 dwellings, dependent upon the monitor and manage approach.
162. **Historic England** - On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.
163. **Natural England** - No objection - the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

164. **Old West Internal Drainage Board** - The Board understands that the surface water drains directly into Cottenham Lode. It is vital that the development does not increase the level of water in the Lode as this would affect the gravity discharge into Reynolds Drain. It is also important that there is no discharge when the Lode is in flood.
165. **Public Health England** - No comment as there are no specific chemical & environmental hazard concerns which have the potential to impact on the health of local communities.
166. **Sport England** - Support subject to the securing of a financial contribution towards off-site sports facilities to meet existing and future demand.
167. **Woodland Trust - Objects** on the basis of loss of veteran trees. The Arboricultural Impact Assessment submitted with this application identifies trees T160, G161 and T746 as either definitively veteran or possessing veteran characteristics. Based on the information provided within the AIA tree schedule and separate tree constraint plan documents, the Trust is concerned that these irreplaceable trees are all indicated for removal.
168. **Cam Cycle** - No objection. On grounds of highway safety, and under policies TI/2 and HQ/1, we expect the applicants to provide Scheme Objective statements, Risk Assessment Method Statements, Equality Impact Assessments, and Road Safety Audit reports for each of the schemes shown in Appendices I and K.
169. **Cambridge Past Present and Future** - Comments - notes that these applications are largely in line with the Local Plan and subsequent expectations, but that close attention must be made to making more specific the general commitments to the provision of 40% Affordable Housing; sustainability and energy levels; satisfactory extent and quality of the tree/green area between Phase 3A and Oakington; and sufficient S106 payments to Cambridge Guided Busway (CGB) for the enhancement of local bus provision; and the installation of the two new CGB stations.
170. **Friends of Northstowe (Nature)** - Comments – all the documents clearly refer to the military lake and its protection.
- The lake is regarded as part of the Cultural Heritage of the site
 - Wildlife won't survive in areas which are used for recreation, dog walking etc. Trumpington Meadows is an example of this.
 - We care about the wider nature issues, the lake principally but also sustainability in terms of trees, woodland yes trees and the creatures whose habitat these are.

171. **Longstanton District Heritage Society (LDHS)** - Comments - Overall, this planning application has put heritage and environment at the centre of the plan and that is commendable, but LDHS wishes to see the planning permission push the development further. This is to ensure that Northstowe is truly an exemplar 21st Century development that is going to be fit for purpose long into the future; a place that gives equal priority to heritage, people, and the environment.
172. **National Trust** - Seek contributions towards Wicken Fen as a result of potential increase in visitors from Northstowe.
173. **RSPB** - Seek contributions towards the provision of visitor facilities as a result of potential increase visitors from Northstowe.
174. **The Friends of St. Michael's Church** - Seek contributions towards enhancement and provision of community facilities at St Michaels Church, Longstanton.

Representations from members of the public

175. A total of 88 letters of objection from local residents were received. Some residents have written in more than once during the course of the application.
176. In summary their comments relate to the following issues:
- a) Impact on Oakington
 - b) Green Separation and lack of space – previous “promises” of 200m
 - c) Impact on Nature and Wildlife and does the proposal meet biodiversity net gain
 - d) Impact on Military Lake and loss of wildlife
 - e) Flooding and Mitigation
 - f) Position of the Southern Access Road East and impact on residents
 - g) Southern Access Road should follow design under S/7008/07/F
 - h) Increase in traffic and speed
 - i) Construction traffic should not be allowed through villages
 - j) Impact of reinstating public rights of way
 - k) Noise and Disturbance from construction
 - l) No detail with regard to the Tomato Farm
 - m) Impact on the Oakington Brook and Cottenham Lode
 - n) Objection to the reinstatement of footpaths between Oakington and the Airfield
 - o) Lack of facilities including doctors and impact of the development on existing amenities
 - p) Concern with regard to the lack of biodiversity net gain

- q) Management of green space/buffer should be with Oakington
 - r) Does not seem to meet net zero carbon – should be more ambitious and detailed.
 - s) Designs should take account of Covid and the need for gardens and greenspace
 - t) Award Drain 171 needs more regular maintenance
 - u) Construction length and duration
 - v) Inadequate information has been submitted under the EIA regs in relation to soil and water; the impacts on soil, water, biodiversity, and landscape; and inadequate consideration of the cumulative effects with other existing or approved projects
177. Four letters were received in support of the application. These comments refer to facilities for shops and the green areas being provided, lit cycles routes for use and management of speed limits whilst welcoming the provision of 40% affordable housing and wanting to see tree planting.
178. Six general comments were received, relating to the following: hoping that the trees can be retained, that improvements are needed to cycleways and walking routes, should include nest bricks in the provision of biodiversity. It is also noted that the Pathfinder Church in Northstowe has written in support of the provision of faith space and a garden of remembrance.

Planning assessment

Section 1 – The principle of development

179. Paragraph 11 of the National Planning Policy Framework (NPPF) addresses the issue of the presumption in favour of sustainable development in decision-making. The SCDC Local Plan 2018 constitutes an up-to-date local plan with respect to the requirements set out in paragraph 11 of the NPPF.
180. Policy S/6 ‘The Development Strategy to 2031’ states that major site allocations from the South Cambridgeshire Local Development Framework 2007-2010, together with the Area Action Plan for Northstowe (except as amended by SS/5) are carried forward as part of the development plan to 2031 or until such time as the developments are complete.
181. The Area Action Plan for Northstowe (NAAP) identifies the site for a sustainable new town with a target size of 10,000 dwellings and associated

development, as well as the off-site infrastructure needed to deliver and serve the town. It establishes an overall vision for the new town including its relationship with surrounding villages and its countryside setting. It also sets out the policies and proposals to guide all the phases of development.

182. NAAP Policy NS/1 'The Vision for Northstowe' sets out that Northstowe will be a sustainable and vibrant new community that is inclusive and diverse with its own distinctive local identity, which is founded on best practice urban design principles, drawing on the traditions of fen-edge market towns, which encourages the high-quality traditions and innovation that are characteristic of the Cambridge Sub-Region.
183. NAAP Policy NS/2 'Development Principles' sets out to deliver 10,000 homes and other uses in a distinctive town character with well-designed and landscaped urban and residential areas to create neighbourhoods with their own character and legibility. NAAP Policy NS/3 'The Site for Northstowe' defines the boundaries of the site.
184. The site is an established part of the Development Plan and the Council's Growth Strategy and has been for a number of years. It is noted that third party comments have been received relating to the principle of development and seeking the re-consideration of the allocation and its return to previous masterplans (which were based on lower numbers of housing to be delivered on Northstowe). The current proposal is however consistent with the adopted Local Plan and the current Northstowe Area Action Plan.

Conclusion

185. The application proposals are in accordance with the Local Plan policies set out above, and as such the principle of development is considered to be acceptable.

Section 2. Vision, land use and parameters

2 (a) Introduction

186. The application includes 3 parameter plans. These are based upon the following topics -
 - a) Movement and Access
 - b) Open Space and Land Use
 - c) Building Heights

187. The purpose of the parameter plans submitted with the application are to detail the key elements of the development proposals and to show how these respond to the environmental constraints of the site and the assessment of the site set out in the Environmental Statement.

2 (b) Vision

188. Local Plan Policy NH/1 “Conservation Area and Green Separation at Longstanton” states that areas of countryside within the conservation area at Longstanton will form part of the green separation between Longstanton and Northstowe.
189. NAAP Policy NS/4 ‘Green Separation from Longstanton and Oakington’ sets out the principles for the Green Separation from Longstanton and Oakington which are outlined as having a high degree of public access and also containing land uses primarily open in character.
190. NAAP Policies NS/12 ‘Landscape Principles’, NS/13 ‘Landscape Treatment of the Edges of Northstowe’ and NS/25 ‘Strategic Landscaping’ provide further guidance on how Phase 3 should relate to its wider context.
191. Objective C2/a of the NAAP is to create an appropriate setting for the new town, minimising any adverse visual or landscape impacts on the surrounding area including the setting and character of the surrounding settlements, in particular the closest villages of Longstanton, Oakington and Westwick and their Conservation Areas as well as more distant neighbours at Rampton, Willingham, Over and Bar Hill.
192. The applicant has submitted a Design and Access Statement (DAS) in support of the application proposals. The DAS sets out an Illustrative Masterplan and Landscape Strategy. It establishes a framework of key design principles and is intended for formal endorsement as part of the outline consent.
193. The key defining principles of the design for Phase 3A are as follows:
- a) Reflecting the site’s history by using the alignment of the main airfield runway and historical routes such as Mill Road to structure the masterplan.

- b) Marking the site with key 'gateways' and open spaces, creating a strong sense of transition and arrival into the town and towards the Town Centre in Phase 2.
- c) Creating confident development edges that achieve a clear distinction between countryside and town.
- d) Retaining appropriate landscaped green space between the new development and existing settlement edge of Oakington.
- e) Retaining the Ridge and Furrow landscape within Longstanton Conservation Area.
- f) Facilitating locally distinctive buildings and landscape with a sense of place and character that is recognisable from the local context.
- g) Establishing a network of 'green' and 'blue' routes and spaces which draws the wider landscape through the development, safeguards existing tree belts, creates formal and informal spaces for recreation, encourages bio-diversity and enables sustainable drainage.
- h) Introducing a Local Centre with a Neighbourhood Park, shops, community facilities and employment in the most accessible and visible location, complementing the Town Centre in Phase 2.
- i) Creating distinct character areas and variation in building forms, heights and densities across this large site.
- j) Incorporating significant existing views and vistas and creating new ones.
- k) Arranging housing to create strong frontages and positive overlooking of streets and open spaces.
- l) Creating a highly permeable movement network which integrates Phase 3A with the rest of the town and surrounding area, and promotes active and sustainable travel choices (walking, cycling, public transport).
- m) Promoting innovation and flexibility in car parking provision to accommodate future changes in travel patterns and car ownership.
- n) Establishing a robust but flexible framework to enable the development to mitigate and adapt to climate change through the location, form, orientation and design of buildings and spaces.

Relationship to Longstanton

194. The relationship with Longstanton reflects the principles established through the Phase 1 and 2 outline planning permissions and the requirements of NAAP Policies NS/4 and NS/13, in particular, which seeks to ensure that historic landscapes are protected and that uses are open land uses that protect privacy and amenity with views of St Michaels Church maintained.
195. Continuing the principles that were established in Phase 2, the Longstanton Ridge and Furrow fields which lie at the northwestern edge of Phase 3A will be protected. This will enhance the views of St Michaels Church from the site. Adjacent to this will be an area of sports pitches, which will be adjacent to the site of western primary school. Alongside Longstanton Road the existing tree belt will maintained and enhanced.
196. On the basis of this evaluation, it is considered that the relationship of the development with the Longstanton Conservation Area and St Michaels Church are considered to be acceptable, and in accordance with Policies NS/4 and NS/13 of the NAAP in particular.

Relationship to Oakington

197. The relationship with Oakington is based on green separation defined by tree groups to shield views but also through a green corridor which will aid the sense of openness.
198. The use of active open space is outlined as supporting and retaining the separate identity of Oakington whilst ensuring that routes and access is created to facilities and services in the new town.
199. Aspirations for greater separation appear to have arisen as a result of previous versions of the masterplan where a smaller amount of development was allocated to Northstowe in the early/mid 2000s. These versions showed the majority of development located inside the current airfield road further away from Oakington.
200. The Cambridgeshire Design Quality Panel discussed this issue in their considerations in May 2019 and July 2020, highlighting that the green edges, in retaining the identity of the villages, should be seen as a positive and usable feature that links the villages to Northstowe rather than as a barrier or separation.
201. Further work was submitted as part of the January 2021 update which included additional information to describe Phase 3A's relationship with

Oakington. The size of the buffer at the closest point to Oakington has been increased by a further 15m. The separation at its closest point would be approximately 45m from the shared boundary (further to the actual property) but in a majority of areas this would be in excess of 60m.

202. Third party comments which raise concern that the green separation could be land banked for future housing development are addressed as part of the submitted parameter plans, which identify this area as open space.
203. A third-party representation has also been received which notes that a property on Station Road is not identified on the base mapping, and as such due consideration has not been given to the impact of the proposals on this house. This house is a new building that was not built at the time of the base mapping being produced to inform the planning application. Officers are satisfied that due consideration has however been given to this house as well as other houses along Station Road.
204. The use of tree belts and the retention of significant areas of open space will aid mitigation and ensure any potential impact will be minimised. Furthermore, lower heights and lower density development will take place along the southern boundary with Oakington which will further reduce the impact of the development.
205. Taking account of the relationship between Northstowe and Longstanton that has already been approved, the proposals would deliver a similar relationship to Oakington.
206. The third-party concerns relating to the relationship with Oakington have been given full and careful consideration. Overall, the relationship is considered to be acceptable, in accordance with Policies NS/4 and NS/13 of the NAAP in particular.

Relationship to Phase 2

207. In addition to the relationship to the neighbouring villages, the relationship of Phase 3A with Phase 2 has also been considered to ensure that the proposals develop as part of a town and not as an individual phase. In this respect some of the already approved Phase 2 infrastructure runs through Phase 3A and includes the primary route to the Southern Access Road West and a connecting link for the busway to the Guided Busway.
208. The parameter plans identify connections to Phase 2 and include areas of higher density closer to the town centre. The influence of the town centre and corridors of commercial activity arising out of the town centre is also reflected

in the masterplan, in terms of the mixed-use employment areas. The location of the local centre will ensure there is a positive and subservient relationship between these two centres. There is also a positive relationship with open space, and the proposed runway lake builds closely on the use of the fringes as green space.

Conclusion

209. In conclusion, the proposals have accounted for and mitigated the impact of the development with the neighbouring villages of Oakington, Longstanton and with Phase 2 in the formation of the masterplan. The proposed masterplan has been prepared through detailed public consultation, including with local residents and the Design Quality Panel, and the balance between development, open space, maintaining the relationship and identity of Oakington and Longstanton from Northstowe has been given careful and appropriate consideration. The proposals are considered to be in accordance with the Local Plan, and NAAP Policies NS/4 and NS/13 in particular.

2 (c) Movement

210. NAAP Objective D6 requires the development to, amongst other things, provide a highly accessible network of safe streets and safe and convenient cycleways, and to link Northstowe to the main road network whilst minimising the impact of traffic generation on surrounding communities.
211. The submitted movement and access parameter plan builds on the already approved routes through this Phase that were approved as part of the Phase 2 submission, including the Southern Access Road West.
212. This application seeks to enhance the already established links to the town centre. The proposal includes a range of non-vehicular links to Longstanton and Oakington and the re-instatement of Mill Road and Longstanton Road as green routes. There are also public transport links to the Guided Busway and for local Oakington Services.
213. The submitted movement and access plan shows the primary routes (which could be used by all modes of transport) around the Phase with zones to these locations to allow for creation of appropriate development zones and minor flexibility in the precise location.
214. There are two secondary routes shown around the proposed Local Centre and to the north which would aid in the creation of a road loop. The details

and routes of tertiary roads and other roads within development parcels are not provided at this stage, as they would be detailed through Design Codes and future detailed submissions.

215. The proposals also show a zone within which the Southern Access Road East would be located. This would be a smaller road in comparison to the Southern Access Road West and would connect the site to Dry Drayton Road. The access would be broadly located in the vicinity of the Oakington Business Park.
216. There will be no road connection between Northstowe and Oakington. The annotation 'main connection point' shown on the movement parameter plan will be primarily for pedestrian and cycling access but could also be used for emergency access and potentially a bus link.

Conclusion

217. The access plans, movement parameter plan and the proposed associated design principles relating to movement are considered to be acceptable and in accordance with NAAP Objective D6.

2 (d) Land uses

218. The submitted parameter plan shows the location of proposed key areas of public realm and open space and shows how these key features have influenced the layout of the proposed masterplan.
219. The plan shows the retention of existing tree belts, the proposed military lake, and playing fields. The relationship with and the location of the green space adjacent to Oakington and Longstanton, including the Longstanton Conservation Area, are also shown on the land use parameter plan.
220. The former runway forms a key route. The location of the previous runway will be re-designed as a lake, capable of being used as an outdoor swimming facility. The former runway also runs through the proposed local centre with an element of public realm at the heart of the centre. A neighbourhood park is proposed between the local centre and runway lake.
221. There are four key "green" routes shown on the parameter plan. Mill Road, with a minimum width of 12m (although may be reduced to 8m in width around the primary school where the route crosses primary roads) would reinstate the former Mill Road connecting Oakington and Longstanton as a

public footpath/cycleway or bridleway route with the Local Centre at the centre of the route.

222. A further greenway is proposed running from the Longstanton Conservation Area to the south of the runway lake to the eastern playing fields. The route would run to the north of the proposed position of the primary schools and include areas of mixed-use commercial areas. The route would be between 8-12m in width. This greenway would link northern areas with Longstanton to the Military Lake and provide a gateway for recreational users. This route would be between 8-20m in width.
223. Northern Greenway would connect Phases 2 and 3A together and the east/west routes and facilities in Phase 2 (such as the water park, sports hub, and education campus). The space is identified as being between 10-15m wide.

On Site Infrastructure

224. Local Plan Policy TI/8 requires new development to make suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms.
225. The infrastructure that will be provided as part of Phase 3A includes:
- Roads and public transport infrastructure
 - Sports pitches
 - Formal and Informal Play
 - Runway lake
 - Faith and Community Land/Buildings
 - Allotments and Community orchards
 - Community buildings
 - Schools
226. It has been suggested that more green space could be created between Northstowe and Oakington by moving the eastern sports hub to this location. The location of the eastern sports hub has been chosen however so that it is reasonably central and avoids floodlighting close to Oakington.

Conclusion

227. It is considered that the land use proposals as described in the parameter plans and reinforced with additional information in the submitted Design and Access Statement, Design Principles and Landscape Strategy are acceptable, and are in accordance with NAAP Objectives.

2(e) Scale and Density

Scale

228. The submitted building heights parameter plan shows that a majority of Phase 3A will be up to three storeys in height for the residential areas. This does not mean that all the development within these areas will all be three storeys high, and a design-led approach will be needed to ensure that variety in roof height up to this height will be delivered.
229. An area of two storey development is shown to the edge closest to Oakington. Along the former runway and at proposed intersections buildings are shown as four storeys in height with the local centre being potentially five storeys in height.
230. Third party representations raise concern regarding the proposals for 3 storey buildings overlooking Church View and Mil Road in Oakington. The parameter plans identify that those buildings of up to 3 storeys will be located approximately 150 metres away from these properties. Where the proposed development sits closest to Church View and Mill Road (approximately 90 metres away) the heights are limited to 2 storeys.
231. To frame the Military Lake and the large area of open space around the Lake the proposals also seek to provide some feature buildings of about seven storeys in height.

Density

232. The objective of Policy H/8 is to ensure that new settlements have higher densities compared to rural villages and should aim for 40 dwellings per hectare (dph). This is to make the most efficient use of land in sustainable

locations. H/8 goes on to state that local character, the scale of development, and other circumstances can justify development at lower and higher densities than 40 dph (net).

233. The proposed development follows this principle, and the site will be developed at an average density of 45 dph. The submitted amended parameter plan shows where the different density ranges will be located.

Conclusion

234. The proposed approach to density is considered to be consistent with the strategic aim for Northstowe to deliver an attractive and distinctive new town with a variety of housing options. It is considered that the proposed development has been developed at an appropriate density to maximise the development potential of the site, in accordance with Policy H/8.

2(f) Phasing

235. Should outline planning permission be granted and based on how the previous phases have been developed, it is estimated that it will take 2-3 years to complete the next stage in the process. This will be to agree measures such as the design code, the formal phasing strategy, and other strategies and matters such as strategic engineering and landscaping.
236. It is expected that the first areas for housing will be located in the northeast of the site adjacent to Phase 2 and close to facilities in the proposed town centre. The runway lake will be an early piece of strategic infrastructure.
237. A detailed site-wide phasing plan will be secured as a condition of the outline consent, to ensure that the development and associated infrastructure is completed in a timely manner. It is an expectation that the details of the phasing plan will provide clarity on the delivery of the local centre, as raised by third party representations (**Condition 9 – Phasing**).
238. The earliest date for house occupations and completions are estimated to be approximately four years from the date of permission meaning that there is a limited impact of the development in terms of the Council's current housing land supply. Targeted completion of the proposals is estimated to be around 2040 with the delivery of approximately 400 homes per annum across Northstowe.
239. The Southern Access Road East is only needed towards the end of the development cycle, and therefore detailed work is only likely to commence

with the occupation of approximately 3,000 houses. Other transport mitigation will be delivered in accordance with County Council and Highways England timescales.

240. It is estimated that the two primary schools will be delivered by the occupation of approximately 1,000 and 2,500 homes within phase 3. The Local Centre will be targeted for delivery to start in 2030 which is the approximate timescale for the completion of the town centre in Phase 2 and therefore allows a consistent supply of commercial development land.
241. The last housing area to be delivered will be around the western edge (closest to Longstanton) with this development also closely related to the completion of Phase 2.

Conclusion

242. In conclusion, there is a reasonable expectation that the development will be appropriately delivered over the suggested overall timescale. A phasing strategy will be required by condition **(Condition 9 – Phasing)** and this may require amendment and updating from time to time as development progresses. On this basis, the development is considered acceptable with regard to density.

Section 3. Access and Transport

3 (a) Introduction

243. Paragraph 104 of the NPPF sets out the transport issues which should be addressed within Development Plans and decisions.
244. Paragraph 105 of the NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.
245. Cambridgeshire's Third Local Transport Plan, also referred to as LTP3, covers the period 2011-2031. The three main parts of the Plan consist of Policies and Strategy, the Long-Term Transport Strategy, and the Transport Delivery Plan.
246. The Policy and Strategy document sets out the overarching policy context for transport in Cambridgeshire, informed by a number of local and national strategies, policies and plans. The Policies and Strategy document assists in

informing the LTP Transport Delivery Plan, which sets out overall programme for transport.

247. In May 2017, the Cambridgeshire and Peterborough Combined Authority (CA) was formed as part of the devolution deal agreed with Central Government. The CA now has the strategic transport powers and is the Local Transport Authority for the Cambridgeshire and Peterborough area. The mayor sets the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan (LTP).
248. The CA published the LTP in January 2020 following extensive consultation with partners. The document covers the ways in which the CA's strategies and delivery ambitions around transport fit in with the wider vision of the region's present and future. The vision for the LP is to deliver a world class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all. The document describes how transport interventions can be used to address current and future challenges and the opportunity for Cambridgeshire by setting out policies and strategies needed to secure growth and ensure that planned large-scale development can take place in the county in a sustainable way.
249. Policy HQ/1 'Design Principles' requires that development proposals must achieve a permeable development with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets and other routes both within the development and linking with its surroundings and existing and proposed facilities and services, focusing on delivering attractive and safe opportunities for walking, cycling, public transport and, where appropriate, horse riding.
250. Policy TI/2 'Planning for Sustainable Travel' states that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.
251. NAAP Policy NS/10 'Road Infrastructure' requires that adequate highway capacity will be required to serve all stages of the development.
252. The submitted ES provides an assessment of the effects of the Proposed Development on Traffic and Transport, in the context of national planning policy and guidance, local planning policy, legislation and consultation with statutory and non-statutory consultees. The assessment has considered the following types of impacts within the study area:
 - a) Pedestrian severance;
 - b) Pedestrian delay;
 - c) Pedestrian amenity;

- d) Fear and Intimidation;
 - e) Congestion and driver delay;
 - f) Accidents and safety; and
 - g) Hazardous Loads.
253. The assessment has identified that there will be an increase in HGV traffic visiting the Site during the construction period. HGV movements will be principally associated with the delivery of plant and materials, and the removal of construction waste. In addition, construction personnel and visitors to the Site will also generate car and van movements as they arrive and depart.
254. Vehicle trip generation for the residential and non-residential parts of the proposed development has been derived from a combination of traffic surveys, traffic models and the Trip Rate Information Computer System (TRICS).
255. The trip rates have been discussed with Cambridgeshire County Council along with the levels of trip internalisations. Evidence shows that as a settlement grows in terms of population supported by local employment and non-residential key facilities, the opportunity for containment of trips within the development is likely to significantly increase. For the purposes of the assessment, reduced external vehicle trip rates on the wider transport network have been applied.
256. The modelling has shown that there will be a reduction in peak hour traffic flows on some of the roads modelled because of the introduction of the rail park and ride facility onsite.
257. The applicant has proposed a range of mitigation measures, including ways to encourage sustainable travel, a network of pedestrian and cycle routes which will be linked to greenspaces and recreational routes, traffic calming measures and appropriate crossing facilities and new onsite park and ride facilities.
258. In addition, a Travel Plan will be implemented to encourage greater travel to and from the site by non-car modes and will form an integral part of the proposed development. During construction, a Construction Environmental Management Plan (CEMP) will be put in place to mitigate construction traffic effects.
259. Following the implementation of mitigation measures, the pedestrian, cycle, and public transport networks will be largely unaffected by construction activities at the site.

260. Once the proposed development has been built out there will be moderate to major beneficial effects for users of rail/bus services along with pedestrians and cyclists travelling within, to and from the site. Car drivers using the local road network will experience minor to moderate effects associated with an increase in driver delay and risk of accidents associated with more vehicles using the network.

3 (b) Site access

261. Whilst site access is a reserved matter, the Movement and Access Parameter plan presents the proposals relating to movement and access for the site, indicating the primary and secondary streets, the key walking and cycling routes as well as main connection points to the surrounding areas.
262. Access to Phase 3a from the strategic road network will be via the A14 Bar Hill junction, the B1050, and the Southern Access Road West dual carriageway to the southern end of Phase 3a. There will also be access to and from Station Road, Longstanton via the primary roads in Phases 1 and 2. A junction on the south side of the proposed Development will provide the option of entering Phase 3A on central or easterly primary streets as well as a tertiary route on the west side around the military lake.

3 (c) Transport Assessment

Introduction

263. The applicant has submitted a Transport Assessment (TA) with the application. The purpose of the TA is to assess the impact of the proposed development on the surrounding area and to assess the appropriate amount of mitigation that may be required to make the application acceptable in transport terms. It has been reviewed and confirmed as acceptable by Cambridgeshire County Council Transport Assessment Officer.
264. The TA sets out the following –
- a) Baseline conditions for walking and cycling
 - b) Baseline conditions for highway conditions
 - c) Future baseline 'without development'
 - d) Proposed development
 - e) Trip generation
 - f) Vehicle trip distribution

- g) Assessment of sustainable travel modes
- h) Assessment of traffic impact
- i) Traffic impact mitigation
- j) Cumulative assessment
- k) Sensitivity test
- l) A14 assessment
- m) Summary

265. The TA was updated in January 2021. Further clarification was provided in July 2021 (but did not amend the Environmental Statement). This further work has been centred around sensitivity testing and understanding potential implications to higher levels of traffic than those anticipated. A number of other points of clarification around ensuring that the mitigation proposed is directly related to the development has also been discussed and agreed.
266. The transport modelling has demonstrated that the forecast transport effects of the development can, subject to mitigation achieved by way of planning conditions and the S106, be satisfactorily accommodated on the surrounding road network in line with the policy objectives of the development plan and national planning policy objectives.
267. Chapter 10 of the TA has identified the impact of traffic on the highway network and junctions. A comparison was provided of the performance of junctions 'With' and 'Without' development. This chapter discusses the mitigation proposed to address the impacts, as well as anticipated triggers for mitigation and how this can be monitored.
268. The concluding section provides a schedule of proposed mitigation and anticipated triggers.

A14

269. The upgrades to the A14 have now been completed in relation to Northstowe and the Swavesey, Bar Hill and Dry Drayton area. The third-party representations from Oakington and Girton Parishes and local residents are noted, which express concern about the potential for Northstowe to generate traffic to Cambridge through the villages and express the desire to reinstate the 2005-2007 scenario of a junction being provided at Dry Drayton Road to eliminate this possibility. The Highways England A14 scheme was however designed to remove this junction from the A14. Concern has been raised that the traffic modelling in the TA uses outdated plans for the A14 junction with Bar Hill, but the application has based their TA on plans provided by the Highways Agency.

270. Mitigation in the form of the partial signalisation of the Bar Hill junction with the A14 will be secured by planning condition (**Condition 16 – Transport – Signalisation of Bar Hill Junction**).

Longstanton Road

271. Longstanton Road is already approved as a new greenway as part of Phase 2 and works to the southern access road west have accounted for this provision. The route will also provide a recreational and physical link between Oakington and Longstanton with trees also being retained.

Mill Road

272. Mill Road is a historic route between Oakington and Longstanton at the centre of Phase 3A which was severed as part of the airfield development. As part of the development of the masterplan together with community involvement it was recognised that the route could be reinstated and that this was a potential positive element of the proposals.
273. The proposals show the new Mill Road as a green route/linear park for non-vehicle users (e.g., walking, cycling and equine users) with the proposed Local Centre and a new town park as part of the town core. Mill Road will also include play and recreational activity and a community orchard.
274. The creation of a strong and green link with landscaping and public realm at the heart is a welcome part of the masterplan and parameter plan proposals and is a significant positive benefit. Details of the route will form a planning condition (**Condition 13 – Landscape and Design – Reserved Matters**) and be part of the public realm and landscape proposals in the Design Code.

Conclusion

275. The transport impacts and mitigation for Northstowe have been the subject of extensive discussions over a number of years with the Highway Authority. These measures have been agreed in full as part of the proposed s106 package. The proposed mitigation therefore is considered to be acceptable and appropriate to manage the impact of the development and the transport impacts.

Southern Access Road East (SARE) and the junction with Dry Drayton Road

276. The application submitted shows a new zone for the SARE without specific or detailed junctions or route layout. The purpose of the SARE is to mitigate and manage traffic from Northstowe heading to the new A1307 or A428 or to

the new local access roads which sit alongside the new A14. The modelling suggests that the SARW route would in most cases be more convenient and quicker to access the A14 and the strategic route network to and from Northstowe

277. Whilst a scheme was previously developed with earlier iterations of the A14 (with a Dry Drayton Junction), this is no longer considered as viable, having regard to the lack of a junction on Dry Drayton Road directly on to the A14.
278. Officers note that Oakington Parish Council prefer the previous scheme which had a priority junction to the SARE. The detail design of this junction is still underway and opportunities to optimise routing choices of motorists so as to avoid local roads is still be explored. In either event properties of Poplar Villas on Dry Drayton Road, to the south of Oakington, would be affected by a new road layout.
279. Girton Parish Council have also commented on the nomenclature of the SARE: the name relates to the geographical relationship to the application site with the approved Southern Access Road West further to the West.
280. The SARE would be smaller in scale (likely to be a single carriageway), with cycling infrastructure and other associated works. It is considered that this would create an easier and more convenient route to Cambridge than travelling through the villages of Oakington and Girton. The TA sets out measures to discourage traffic travelling through Oakington.
281. Whilst third party concerns are understood, the level of traffic from Northstowe when taking into account the convenience of the SARW and other routes, the SARE would not in the view of the Highway Authority, create significant traffic through Oakington. The suggestion to close off Dry Drayton Road to Oakington would not for that reason be appropriate.
282. Officers note that further discussion will be required with the County Council and other partners to determine the precise layout and junction design. This will be subject of subsequent reserved matters planning applications.
283. The delivery of the SARE will be secured by planning condition (**Condition 17 – Southern Access Road East**).

Public Transport, Sustainable Travel and Facilities

284. The guided busway route around the outside of the town provides regular fast links to Cambridge and Cambridge Science Park. A number of facilities on Phase 1 have now been advanced and work on the town centre has also commenced with the approval of the town centre strategy.

285. A bus link between the new town and Oakington will be delivered through a scheme to agreed and this will be secured through planning condition (**Condition 18 – Bus Link to Oakington**).
286. Early delivery of play space and public realm will benefit residents of Phase 3A. These community buildings and further commercial space will provide a significant number of facilities in place prior to the first occupation of Phase 3A.
287. The ongoing East-West rail project which has recently consulted on proposed alternative routes forms part of a wider and separate legislative process. It should be noted that the proposals for the East-West Rail project do not form a favoured route option at the present time and should not be considered as forming any part of the transport solution for Phase 3 at this point.
288. Officers acknowledge that the level of movement within Northstowe presents an opportunity to promote and deliver sustainable travel choices, reducing the impact on surrounding roads and creating a high level of “internalisation” of traffic movement.

Changing Transport Patterns

289. Transport movement and technology is evolving and as part of this it is likely that autonomous cars and other new technologies have the potential to have a significant impact on car use and ownership in the lifetime of this development. A planning condition (**Condition 25 – Electric vehicle charging**) will be required to ensure that a site wide electric vehicle charging infrastructure strategy and implementation plan is agreed before development commences.
290. Electric bikes and e-scooters are also becoming more popular with technology and legislation evolving and these will facilitate a wider catchment area for cycling and alternative modes of transport and movement.
291. At this time, it is not possible to forecast confidently, the pace or impact of such uses or detail how they will change the way people travel to facilities. Space is planned within the local centre to provide electric bike provision and the travel plan and car parking provision will therefore evolve with the scheme.

Conclusion

292. Based upon an assessment of the submitted ES and Transport Assessment and associated proposed mitigation measures, and taking all other comments into account, it is considered that the development has provided appropriate provision to encourage future residents to use modes of transport

other than the car, and subject to monitoring, will satisfactorily mitigate the impact of the development on the surrounding villages and roads in accordance with the NPPF and Policy TI/2 of the Local Plan.

Section 4. Employment Assessment

293. NAAP Policy NS/8 'Northstowe Employment' sets out the objective is to provide approximately 20 hectares of employment land throughout the town, with the crucial factor is job numbers as opposed to land provision. This includes making more efficient use of land than on traditional low-density business parks. This policy is underpinned by 4 key objectives:
- D4/a To provide a part of the labour force for Cambridge and its locality as well as enabling people who live in Northstowe to work in the town.
 - D4/b To encourage the development of a mixed economy to provide a range of employment to support the development of a socially inclusive community.
 - D4/c To provide for the development of a significant high technology research and development business district located close to the town centre and linked to the main focus of research activity in and on the edge of Cambridge by guided bus.
 - D4/d To provide for firms that the sub-region needs to attract in order to grow and strengthen its role as a High Technology Cluster.
294. The applicant has submitted an Economic Development Strategy which seeks to collate evidence from Phase 1, 2 and 3 and provide an overarching assessment as well as reviewing the previous submissions in 2014. The submitted Strategy updates on matters such as the impact of leaving the European Union and the changing economic climate as well as new working practices.
295. The EDS summarises that Northstowe will provide a significant amount of employment land and form a 'critical mass' of employment space to attract new businesses.
296. Chapter 14 of the ES has assessed the proposed benefits and impact of the development in terms of the creation of jobs and opportunities and the development of skills for the population which could arise from the construction phase. Due to the scale this would be classed as moderate beneficial and significant in terms of the EIA Regulations.

297. The most recent evidence work for the Joint Local Plan has regard to the proposed economic strategy for Northstowe as set out in this and previous applications. When taking into account the full range of employment options (including home working), it is anticipated that there may be between 5,750 and 6,100 jobs in Northstowe. This could represent around 25% of the 2018 South Cambridgeshire Local Plan employment target.
298. Phase 3A proposes to provide approximately 1,550 jobs and 5.5ha of employment land, which will contribute to fulfil the role of Northstowe as an important sub-regional economic role, being one of several significant employment areas within the Cambridge City region area. In providing 10,000 well connected new homes close to the North Cambridge business parks and Central Cambridge, it also forms an important role to support the regions' existing employment destinations – particularly to the North of Cambridge (via the busway) and within the City and neighbouring centres.
299. The ES sets out a number of areas, including the anticipated population dynamic having assessed the population of surrounding areas and similar developments in Cambridgeshire and data from national and local data sources.
300. The data and conclusions set out a number of key aspects which flow into wider discussions on the s106 contributions and also planning conditions in terms of the aim to create a balanced and inclusive community.
301. The application proposes a local centre (noting the proximity to the town centre in Phase 2) and a range of mixed-use character areas throughout the development in areas that would be linked between the local centre and the town centre. Further key areas of activity around the runway lake and key routes and junctions are also considered appropriate for mixed use.
302. At this stage the parameter plans suggest a range of floorspace and seeks to provide flexibility to the future delivery of the masterplan, it is anticipated that this would also include a significant element of homeworking.
303. With 5G technology expected to be in place in Northstowe, it should be possible to work remotely anywhere in Northstowe including within the cafes, shops, community centres and other public spaces. The flexibility of these uses is also expected to increase through the new Class E use class. Final configuration and the right balance of workspace and homeworking space will evolve through the life of the planning permission with each phase of development responding to wider changes in working patterns and consumer trends.

Conclusion

304. Noting the flexibility contained within the new Class E use class, and the range of commercial and employment space proposed in Phase 3A, the proposals are considered to be in accordance with NAAP Policy NS/8.

The Local Centre

305. NAAP Policy NS/6 'Local Centres' identifies the number and scale of local centres across Northstowe and the role these play in the wider town.
306. The objectives of the Local Centres are also set out in the NAAP as being:
- a) To provide local centres located appropriately to the dedicated local busway through the town.
 - b) To ensure that all residents of Northstowe are within reasonable walking distance of a local centre or the town centre.
 - c) To ensure that local centres provide for the day-to-day needs of local residents for convenience shopping and service provision.
 - d) To act as a focus for small-scale local employment.
 - e) To ensure early provision of local centres to help create community identity from the outset.
307. The submitted application, in the parameter plans and Design and Access Statement in particular, sets out how the principles of the local centre has been derived. The local centre also includes public realm and outdoor spaces.
308. The application proposes that the Local Centre, Neighbourhood Square and Park form the focal point for Phase 3A. They are prominently located and highly visible from the Central Avenue and busway. As the Central Avenue approaches the Neighbourhood Square there are open views into the centre and to the commercial frontages.
309. The Neighbourhood Square will comprise hardstanding; a space for community events and activities and a shared pedestrian/cycle route. Small urban water features will link it in character to the Runway Lake further north. Mixed use retail and employment space will overlook the space, with residential units located on higher levels ensuring passive surveillance throughout the day and night.

310. A condition is proposed (**Condition 15 – Local Centre Development Framework**) which will require a strategy to encourage the delivery of a sustainable and dynamic local centre and to aid the centre’s short- and long-term planning.

Conclusion

311. Overall, the proposals for the local centre are considered to contribute towards meeting the aims and objectives of NAAP Policy NS/6 by delivering a local centre close to the local busway, within reasonable walking distance for local residents, which will meet day-to-day needs of local residents for convenience shopping and service provision and will also act as a focus for small-scale local employment. Complemented by the provision of outdoor space and appropriate design principles, the local centre should also assist in supporting community development activities across Phase 3A.

Section 5. Housing Delivery

Introduction

312. Policy S/6 ‘The Development Strategy to 2031’ states that major site allocations from the South Cambridgeshire Local Development Framework 2007-2010 together with the Area Action Plan for Northstowe (except as amended by SS/5) are carried forward as part of the development plan to 2031 or until such time as the developments are complete.

5 (a) Quantum, density, and mix

313. NAAP Policy NS/2 ‘Development Principles’ sets out to deliver 10,000 homes and other uses in a distinctive town character with well-designed and landscaped urban and residential areas to create neighbourhoods with their own character and legibility.
314. Policy H/8 ‘Housing Density’ states that new settlements will be required to achieve an average net density of 40 dwellings per hectare (dph), but that net density may vary from the above where justified by the character of the locality, the scale of the development, or other local circumstances.
315. NAAP Policy NS/7 Part 3 ‘Northstowe Housing’ identified that Northstowe will achieve an average net housing density of at least 40 dwellings per hectare across the town as a whole. It states that ‘a range of densities will be

provided following a design-led approach, including higher densities in and around the town centre, local centres and at public transport stops, and lower densities on sensitive edges of the town.'

316. Policy H/9 'Housing Mix' requires a wide choice, type and mix of housing to be provided to meet the needs of different groups in the community. An appropriate mix of market housing is set out in the policy which gives a target of at least 30% 1- or 2-bedroom homes, at least 30% 3-bedroom homes, and at least 30% 4-bedroom homes. This policy relates to any development, but on a development of this scale, this mix may not be appropriate in all locations, for example the mix in the higher density areas may be skewed towards 1- and 2-bedroom apartments and in the lower density areas to larger homes.
317. The proposed development will be built at an average density of 45 dph, which is in accordance with both the Local Plan and the NAAP. The new settlement will require a much broader range of house types and densities than is usually found in the villages of South Cambridgeshire. There will be a range of densities across the site, with lower densities being sympathetic to the landscape setting of the southern boundary, whilst higher densities would help to support vibrant local centres and ensure that there is more activity along the key movement corridors within the development.
318. Concerns have been raised about the proposed density being too high. Densities are lower in other parts of the site (about 35dph) on Phase 1 and about 38dph on Phase 3B which reflect the differing circumstances across the new town and the emphasis on design led approaches.
319. An indicative housing mix can be determined at each key phase within the development to guide reserved matters parcels. Each key phase would need to have regard to the cumulative housing mix across the application site and the need for specialist accommodation such as for disabled and elderly persons in accordance with Policy H/9.
320. A condition is recommended which will require that when each residential parcel comes forward it will need to be accompanied by a statement demonstrating how it accords with the agreed indicative housing mix and delivery strategy for that key phase or, if justified, why it deviates from that mix and strategy (e.g., if there is a change in market conditions) (**Condition 57 – Housing Mix**).
321. Comments have been received relating to the principle of development and some comments have sought to re-consider the allocation and return to previous masterplans (before the current Area Action Plan) which were

based on lower numbers of housing to be delivered on Northstowe. The adopted development plans and the current proposal are nevertheless consistent in terms of the overall quantum of development earmarked for Northstowe.

322. Policy H/9 establishes the following guidance for market housing mix for market homes within new development
- a) 1-2 Bedrooms At least 30%
 - b) 3 Bedrooms At least 30%
 - c) 4+ Bedrooms At least 30%
323. A 10% flexibility allowance is included to any of these categories, taking account of local circumstances.
324. The application proposals set out to provide a mix of housing types across Phase 3A and as a whole will comply with the Local Plan and NAAP policies. Nonetheless, the specific mix of each development parcel will be established through the reserved matters applications. It is expected that parcels in higher density areas around the local centre will deliver a lower proportion of larger homes and lower density areas will deliver a higher proportion of larger homes.
325. Customisable and modern methods of construction may also provide flexibility in the number of bedrooms being proposed within a similar house type, as seen on Northstowe Phase 2A. This delivery approach will therefore need to be kept under review as each parcel of development comes forward across the site.

Housing for Older People

326. Policy H/9 requires a wide choice, type and mix of housing to be provided to meet the needs of different groups in the community including older people. The Greater Cambridge Housing Strategy 2019-2023 indicates the direction of policy relating to the provision of homes for older people. With the application due for first occupations beyond 2023, it is expected that updated evidence would be used to inform housing formats and the need for specialist accommodation across the development – and that this will inform the mix and quantum on each phase of the site's delivery.
327. Current policy seeks approximately 5% of new supply to be age exclusive homes which meet Building Regulations Part 4 (2 or 3). It also seeks approximately 7% of new supply to be specialist housing for older people,

which could take the form of care ready type accommodation, extra care or an alternative type of accommodation (e.g., retirement accommodation).

328. The application sets out that provision for age exclusive homes and specialist housing for older people will be informed by the need identified using up to date modelling and determined at the reserved matters stage. Given the anticipated delivery timeline for the entire phase, a framework condition and detail through the Design Code would therefore be appropriate for delivering the range of housing over the life of any permission (**Condition 14 – Design Code; Condition 56 – Housing Delivery Statement; Condition 57 - Housing Mix**).

Conclusion

329. Based on the above assessment and recommended conditions, it is considered that up to 4,000 dwellings can be delivered on the site at an appropriate density and mix, together with all the necessary infrastructure and open space, in accordance with Policy H/9.

5 (b) Affordable housing

330. Policy H/10 (1a) 'Affordable Housing' requires 40% affordable homes on development sites of 11 dwellings or more except where it can be demonstrated unviable considering changing market conditions, individual site circumstances and development costs.
331. Policy H/10 (1b) 'Affordable Housing' requires that, to address evidence of housing need, an agreed mix of housing tenures will be determined by local circumstances at the time of granting planning permission.
332. The applicant has proposed in its Affordable Housing Statement to deliver 40% affordable housing with the following mix –
- 50% affordable rent.
 - 20% shared ownership
 - 10% discount market sale
 - 20% rent to buy
333. These tenures fall within the definition of affordable housing as defined in the NPPF and has been accepted by the Council's Joint Housing Development Officer (Growth). The proposed affordable housing provision would meet the

policy target of 40% affordable housing, and has an agreed mix of housing tenures, in accordance with Policy H/10 (1a) and (1b) of the Local Plan.

334. The proposed affordable housing mix will meet varying household incomes and will help to facilitate a more diverse and balanced community in accordance with the social objectives of sustainable development set out in paragraph 8 of the NPPF.

5 (c) Accessible housing and internal space standards

335. Local Plan Policy H/9 'Housing Mix' requires 5% of both affordable and private new homes (split evenly between the two tenures) to be built to the M4 (2) standard (accessible and adaptable dwelling standard) or any successor document. Whilst third party representations raise concern that the proposals do not go beyond 5% provision for accessible and adaptable homes, this is an acceptable approach which is policy compliant. **Condition 59 – Accessible and Adaptable homes** has been recommended.
336. Policy H/12 'Residential Space Standards' requires that all new residential units will only be permitted if the gross internal floor areas meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standard (2015) or successor document. This level of detail would not be expected at outline planning stage and would be assessed at reserved matters stage. A planning condition is recommended to ensure this standard is implemented (**Condition 58 – Space standards**).
337. Overall, the commitment to the space standards within the current Local Plan is welcomed as a baseline for the appropriate delivery of space, with the potential for reviews over time in relation to changing working from home habits.

Fire Strategy

338. The application proposes that all residential premises within Phase 3A, including all tenures and forms of housing, will be fitted with domestic fire sprinklers. This is welcomed and considered acceptable as a way forward. Details of the location of fire hydrants within each subsequent development parcel will be secured by condition (**Condition 12 – Reserved Matters Requirements**).

5 (d) Community-led housing

339. Policy H/9 and NAAP Policy NS/7 require a wide choice, type, and mix of housing to be provided to meet the needs of different groups of the community.
340. The Council is supportive in principle (subject to viability and deliverability), to working with a Community Land Trust (CLT) to support the provision of housing in the new town. Future opportunities for CLT involvement can be captured at each key phase approval stage where there is a requirement for the applicant to submit a Housing Delivery Statement (**Condition 55 – Housing Delivery Statement**).

5 (e) Gypsy and Traveller provision at New Communities

341. National Planning Policy for Traveller Sites (2015) requires Councils to maintain a five-year land supply of Travellers sites, in a similar way to housing, and identify deliverable sites to meet the needs to meet identified for the first five years. The Gypsy and Traveller Accommodation Assessment (2016) identified no need for Gypsy and Traveller pitches during the plan period, taking account of existing available supply. Provision is required for Travelling Show people and Local Plan Policy H/20 makes safeguards for land use in this regard.
342. Policy H/21 requires that opportunities to deliver Gypsy and Traveller sites, where need is identified, will be sought as part of large-scale new communities and significant major development sites. Future opportunities for such sites can be captured at each key phase approval stage when there is a requirement for the applicant to submit a Housing Delivery Statement (**Condition 55 – Housing Delivery Statement**).

5 (f) Self and custom build

343. The delivery of self-build and custom-build housing is strongly supported by national policy and offers the opportunity for residents to be involved in the design and construction of their own homes.
344. The Local Plan requires that in each phase of strategic sites, developers supply dwelling plots for sale to custom and self-builders. Policy H/9 requires strategic sites to provide plots for self and custom builders, although no specific level of provision is specified for new development sites. Given the

significant role that Northstowe will play in delivering housing over the current and following Local Plan period, the development should be able to contribute positively to meeting the district's self and custom build requirement.

345. A Custom and Self-build Housing Strategy can be secured for this phase by planning condition (**Condition 55 – Housing Delivery Statement**), with the design principles for these types of houses addressed through the site-wide Design Code. Any scheme secured by condition will also determine the broad location of where the self-build homes will be located.

Conclusion

346. In summary, the overall housing quantum, mix and density of the development is considered to make best use of a sustainable site in accordance with Policies H/9 as well as NPPF paragraphs 124 and 125. Conditions as identified above are recommended to ensure accessible homes, residential space standards, and opportunities for Gypsy and Traveller sites, self/custom build sites and community-led housing are captured at each key phase of the development, in accordance with Policies H/9, H/10, H/12 and H/21 of the Local Plan and Policies NS/2 and NS/7 of the NAAP.

Section 6. Social & Community Infrastructure

6 (a) Introduction

347. Policy SC/4 'Meeting Community Needs' requires large scale major developments to provide detailed assessments and strategies for community needs, which take account of capacity and accessibility at existing facilities in the locality.
348. Policy NS/9 of the NAAP states that Northstowe will provide a full range of publicly provided services and facilities.
349. Community facilities and services to be provided include:
- a) Education
 - b) Community Meeting Places
 - c) Health Facilities
 - d) Libraries
 - e) Open Space, Productive Space, Children's Play Space and Sports Facilities

- f) Commercial Facilities Important to Community Life
- g) Provision for Faith Groups
- h) Provision for Burials
- i) Provision for Waste and Recycling
- j) Community Development Workers and Early Development Collaborative Support
- k) Public Realm / Public Art
- l) Outdoor Performance Space

350. Such facilities should be provided in accessible locations with opportunities sought for joint provision or co-location of compatible services and facilities. The timely delivery of services and facilities will be required, including consideration of early phase requirements of the development.

351. The applicant has submitted a s106 Heads of Terms document setting out their strategy for meeting community needs. This identifies that any community facilities that will be provided will complement other community facilities in Northstowe and the surrounding villages. The development proposes a schedule of new community facilities/services, and each of these will now be examined in turn with consideration for the delivery and timing of each in accordance with the requirements of Policy SC/4 and NS/9.

6 (b) Education

Early years and Primary schools

352. Phase 3A will require two 3 form entry (3FE) primary schools with early years provision included. The second (southern) primary school can go up to 4FE, totalling 7FE of primary provision across the site. The funding requirement is listed in the s106 heads of terms part of the report.

353. Early years provision will be included within the primary schools.

Secondary school

354. No on-site secondary education provision is proposed for Phase 3A, as a 12FE secondary school is being delivered on the Phase 2 education campus. A proportionate financial contribution for secondary provision is sought, to be secured through the s106 agreement.

355. Similarly, the Special Education Needs school provided on Phase 2 will meet the wider needs of Northstowe and the wider area, so separate provision is not proposed in Phase 3A.

356. Officers note a third-party representation has been received which relates to the design of the two primary schools, and the need to accommodate social distancing. This is a detailed matter which can be addressed at the design stage.

6 (c) Community Meeting Places

357. Policy SC/6 as well as NS/9 requires that all housing developments will contribute towards the provision of indoor community facilities to meet the needs generated by the development. The developer will be required to provide land and the provision of multi-purpose community buildings for this part of the new town, to a specification to be agreed as part of the s106 agreement.

6 (d) Health facilities

358. Policy SC/4 requires that all housing developments contribute towards the provision of health facilities to meet the needs of that development. Phase 3A of Northstowe will need to provide new healthcare provision and arrangements for delivering this facility will be secured through the s106 agreement. It is anticipated that this will be delivered as part of the civic hub in Phase 2.
359. Whilst a third party raises concern regarding the lack of a health care facility to be provided on phase 3A, as summarised above, this will be provided as part of the Phase 2 development.

6 (e) Library

360. The library for the whole town will be provided within Phase 2. Phase 3A will be required to make a financial contribution towards the delivery of the library, to be secured through the s106 agreement.

6(f) Open Space, Children's Play Space and Sports Facilities

361. Policies SC/6 'Indoor Community Facilities' and SC/7 'Outdoor Play Space, Informal Open Space and New Developments' require all housing developments to contribute towards indoor community facilities and outdoor playing space (including children's play space, formal outdoor sports facilities) and informal open space. There is a minimum but no maximum

standard for this provision. This is reinforced by the NPPF, which highlights the importance that access to open space has to the health and wellbeing of a community.

362. NAAP Policy D10 'Meeting Recreational Needs' seeks to ensure that adequate provision is made for sports facilities and public open space for play and informal leisure within Northstowe so that residents "can lead a healthy lifestyle and enjoy a high quality of life and leisure time".
363. The main elements of open space to be provided as through Phase 3A are –
- a) Formal sports pitches: The Phase 3 eastern sports hub in the south-eastern part of the Site providing 4 full-size pitches (1 synthetic turf pitch, 1 rugby, 2 football) and 7 junior pitches, together with changing and social facilities in a pavilion. The Phase 3 western sports hub with 6 junior football pitches and storage/toilet facility adjacent to the primary school. The Phase 3 northern sports hub with a 4-court tennis facility (also usable for netball) and MUGA with changing pavilion in the north-eastern part of the Site. This disposition of facilities across the Site ensures that all homes within Phase 3A will be within 1,000 metres of outdoor sport provision, as per NAAP policy.
 - b) Formal children's play space: A Neighbourhood Equipped Area for Play (NEAP) located alongside the Phase 3 eastern sports hub, 5 Locally Equipped Areas for Play (LEAPs) spread across the Site. In addition, a skate park and BMX track are proposed in the Phase 3 eastern sports hub.
 - c) Informal open space: A wide variety of green spaces and routes spread across the Site, providing opportunities for informal and 'semi-formal' recreation, including play areas, walking/cycling trails, allotments, and parks for rest and contemplation.
 - d) Water bodies: The military lake in the southwestern part of the Site and proposed runway lake. The proposed runway lake could provide opportunities for open water swimming.
364. The areas of informal open space provided on the site will enable a broad range of age groups to pursue a wide range of active recreational activities (such as walking, cycling, jogging, outdoor gym and table tennis), as well as more passive activities like rest and contemplation. Allotments and community gardens will also be accommodated alongside these activities within the informal open space provided.

365. The provision of open space has been reviewed by officers and Sport England, who are supportive of the proposals for formal outdoor sport. The provision of open space and playing fields is in accordance with Local Plan policy and the NAAP and will be delivered together with appropriate changing room facilities.
366. The timing and phasing of the delivery of the open space and recreational facilities within Phase 3A will be established as part of the s106 agreement, with delivery in accordance with the phased development of the site. The precise details will be defined through future key phased submissions which will include design codes and reserved matters applications, to be secured by planning conditions (**Condition 11 – Reserved Matters Applications; Condition 51 – Community Garden; Conditions 61-64 – Open Space**).

Public Realm and Recreational Links

367. NAAP policies require links to the surrounding areas and countryside, in terms of recreation and the creation of green space on the edges of the development that would allow for access between the new town and the surrounding villages - in particular reinstating previously stopped up public footpaths.
368. The proposals seek the creation of links to public footpaths located outside the application site, as identified in the Movement and Access Parameter Plan. The third-party comments are noted which raise concern that reinstating footpaths will impact upon the amenity of those residents who live close to these paths. The status of these Public Rights of Way rights has not been changed by the application proposals, and they are still Public Rights of Way.
369. The creation of the footpath links to the wide public right of way network will enhance sustainable travel and provide a wide social benefit, in accordance with the policy provisions of NAAP Policies NS/4, NS13, NS19 and NA/20.

6(g) Commercial Facilities Important to Community Life

370. Local Plan Policy SC/4 'Meeting Community Needs' requires development to meet community needs and ensure the delivery of commercial facilities important to community life such as childcare nurseries, local shops, restaurants, cafes, and public houses. Such uses are only likely to come forward in response to market demand.
371. In other large settlements in the area, land availability for childcare provision has been either limited or non-existent, leading to unsustainable travel

movements away from the site and difficulty for residents in accessing childcare provision.

372. To address this, a condition is recommended to ensure that a strategy is submitted and agreed for the appropriate marketing of land/units for potential uses important to community life such as childcare nurseries and local shops **(Condition 15 – Local Centre Development Framework)**.
373. The town centre and other local centres will be expected to provide comparison and convenience / food shopping facilities for the future residents of the new town. The precise details of the retail and other facilities will be defined through future key phased submissions, including the use of design codes and in reserved matters applications. It is not considered appropriate to use s106 triggers to deliver these facilities, as these will be delivered by commercial operators when there is enough demand. A planning condition can help to ensure that these types of uses come forward, in accordance with Policy SC/4 **(Condition 15 – Local Centre Development Framework)**.

6(h) Provision for faith groups

374. With respect to faith provision, it is proposed to provide land for a faith facility in or adjacent to the Local Centre. The delivery of this facility can be secured as part of the s106 agreement.

6(i) Provision for Burials

375. The Phase 2 development has a requirement to produce a burial space strategy as part of its planning conditions and the s106 agreement. This will address the needs of the whole of Phases 2 and 3.

6 (j) Community Development Support

376. Local Plan policies recognise that new developments take time to develop, and that support is needed to help people to settle and start the groups, clubs and activities found in more established neighbourhoods. Until established, a new community places increased financial pressure on public sector organisations, due to factors including the significantly larger proportion of younger families than is present in the overall Cambridgeshire population.
377. The proposals have been reviewed by the District and County Communities Officers. A range of financial contributions have been agreed in respect of the provision of a multi-agency approach to community development. This will include specialist community development workers, project workers and a

range of kickstart funding opportunities. The details are set out in **Appendix B (Draft S106 Heads of Terms)**.

- 378. Subject to securing these contributions through the s106 agreement, the applications proposals are considered to provide appropriate community support to meet the needs of local residents.
- 379. Based on the above evaluation, the proposals are considered acceptable with regard to community development, in accordance with policy SC/4 of the Local Plan and the NPPF.

6 (k) Public Realm / Public Art

- 380. Policy HQ/2 'Public Art in New Development' states that the Council will encourage the provision or commissioning of public art that is integrated into the design of development as a means of enhancing the quality of development proposals. The provision of public art must involve the local community and could be community-led, potentially relating to the former use of the site.
- 381. Policy NS/9 requires that provision should be made for public art in Northstowe to help provide a sense of place and distinctiveness.
- 382. The provision of quality visual arts and crafts as part of new developments can bring social, cultural, environmental, educational, and economic benefits, both to new development and the local community. Given the aims of Policy HQ/2 and NS/9, and the community benefits related to public art, it is considered appropriate to apply a condition seeking a public art strategy as part of the design code, along with a public art delivery plan at reserved matters stage (**Condition 14 – Design Code; Condition 48 - Heritage and Public Art Mitigation Strategy**).

6 (l) Governance

- 383. Policy SC/4 'Meeting Community Needs' requires that all housing developments will include or contribute to the provision of the services and facilities necessary to meet the needs of the development.
- 384. As part of the discussions relating to the Phase 3 proposals, it is recognised that there should be consideration given to community-led management of community uses so that they can be retained for the benefit of the community

in the long term. In the short to medium term, this however may need to be the responsibility of a management company. Such transfer provisions will be secured through the s106 agreement.

6 (m) Other community uses – crime and emergency services

385. Designing out crime and creating an environment for people that is, and feels safe, is an objective of Policy HQ/1 (Design Principles). A condition has been recommended (**Condition 14 – Design Code**), which includes the requirement for the design coding process to include measures to minimise opportunities for crime.

6 (n) Conclusion

386. Subject to the recommended conditions as set out above and securing the described s106 obligations, the development proposals accord with the social and community objectives of Local Plan policies SS/7 and SC/4 by providing a range of uses appropriate to Northstowe, including community services and facilities, as well as measures to assist the development of the new community and the involvement of the existing stakeholders.

Section 7. Environmental Considerations

7 (a) Loss of Agricultural Land

387. The NPPF states that the economic and other benefits of the best and most versatile agricultural land should be taken into account by Local Planning Authorities. It further advises that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be sought in preference to that of a higher quality. Local Plan Policy NH/3 reinforces this position by seeking to prevent the irreversible loss of high-quality agricultural land.
388. The development proposals will result in the permanent loss of 162 hectares of agricultural soil. Officers agree with the ES assessment that the loss of this agricultural land is a Major Adverse effect which is Significant in terms of the EIA Regulations.
389. Policy NH/3 recognises that there are certain circumstances when the loss of agricultural land is acceptable, including where land is allocated for development. Officers are therefore satisfied that the proposals do not cause conflict with policy NH//3: the level of growth planned for the South

Cambridgeshire area to 2031 and beyond means that some development on agricultural land will be inevitable, as part of the development of allocated sites.

390. The proposals include areas where although the soils would remain in a relatively unaffected condition, soil handling and management would be required (such as for the provision of public open space).
391. In order to safeguard soil resources and ensure soil quality as part of the overall sustainability of the development, details of the soil handling process can be secured through appropriate planning conditions (**Condition 65 – Groundworks**). This includes maximisation of recycled or reused soils, the storage of soils away from watercourses (or potential pathways to watercourses) and any measures to handle potentially contaminated soil to be stored on an impermeable surface and covered to reduce leachate generation and potential migration to surface waters. Officers agree with the ES assessment as Negligible Adverse and Not Significant.
392. The residual effects of the development proposals on agriculture and soils occur during the operation phase would be minimal, although a Negligible Adverse effect relating to fly-tipping on agricultural premises is anticipated which is considered to be Not Significant in terms of the EIA Regulations.

7(b) Air Quality, Dust and Odour

393. Local Plan Policy SC/12 'Air Quality' requires applicants to produce a site based Low Emission Strategy. Chapter 6 of the ES provides an Air Quality Assessment (AQA) with an analysis of the likely effects of the proposed development on air quality during the construction and operational phases of the development, The Councils Environmental Health Officers agreed the methodology for the submitted AQA.
394. The potential impacts include nuisance, loss of amenity and health impacts caused by construction dust and changes in traffic related pollution. This is reinforced in the Health Impact Assessment (HIA) submitted with the application.
395. The ES considers the impacts upon human receptors but also ecological receptors, having regard to nitrite sensitive ecological receptors in particular. It finds there to be no significant effects during the construction or operational phase on ecological designated sites.

396. Concern has been raised relating to increased air pollution due to the increase in road traffic as well as general concern relating to construction traffic.
397. The operational impact of the proposed Development on local air quality has been assessed by undertaking air quality modelling of the without and with proposed development scenarios in 2036. For NO₂, PM₁₀ and PM_{2.5} the implementation of the proposed development is predicted to result in negligible effects at existing receptors. On-site concentrations at future receptors indicate that the occupation of the site would not create new exposure to poor air quality. Pollutant concentrations across the site are demonstrated to be low in 2036 even with worst-case assumptions adopted.
398. The submitted Travel Plan (TP) provides a package of measures to help specifically mitigate the transport emissions impacts of the development as well as reduce car usage. This would be achieved through sustainable transport measures, incentives and supporting infrastructure discussed in the transport chapter of this committee report. This objective will be supported by an appointed Travel Plan coordinator, monitoring plan and provision of contingency measures to be agreed.
399. The submitted Low Emission Strategy sets out measures principally to consider transport impacts upon air quality during both the construction period and operational phases of the proposed development and draws on the conclusions from the transport assessment, framework travel plan, construction and environmental management plan and Chapter 6 of the ES.
400. Provision is also made for electric vehicle charging facilities for both residential and commercial properties across the site. The principle of these strategies has been agreed by the Council's air quality officer, with implementation of the proposed measures contained within the travel plan secured by planning condition (**Condition 12 – Reserved Matters Requirements**).
401. The submitted Low Emission Strategy and the Framework Travel Plan both seek to optimise the use of sustainable travel modes and are considered to provide an acceptable foundation for the submission of more detailed measures that will be implemented during the life of the development. The requirement for electrical vehicle charging points in new developments will be mandatory from June 2022 with Part S of the Building Regulations.
402. The applicant has submitted a Strategic Environmental Management Plan, which includes access arrangements. Construction vehicles will access the

Application Site via the SARW that links with the B1050 and the A14 at the Bar Hill junction.

403. A construction haul route is likely to be linked from the roundabout junction of the SARW and the Primary Road through the proposed Development, using the existing perimeter road (both east and west). This will be only for construction vehicles and will enable a separation of construction and operational traffic during the build out of the development. This document will become an approved document.

Dust

404. ES Chapter 6 provides an assessment of construction dust and explains that the main cause of unmitigated dust generation from construction sites is from demolition and vehicles using unpaved haul roads, and off-site from the suspension of dust from mud deposited on local roads by construction traffic.
405. Given the large scale of construction on the site there is a high potential for dust emission and therefore appropriate mitigation is required through a Construction Environmental Management Plan (CEMP) condition, as agreed by the Council's Environmental Health Officer (**Condition 43 – Construction Environmental Management Plan**).
406. The CEMP would incorporate measures to limit dust and particulate matter generated during the construction of the proposed development, and therefore no significant effects on air quality are predicted.

Odour

407. There are no odour issues anticipated to be associated with the development.

Other Matters

408. The Environmental Health Officer in consultation comments, advises that the management and mitigation of uses may result in conflict or require careful design and mitigation – for example, managing flue and plant equipment, to prevent noise and disturbance, particularly in mixed use areas where residential and commercial uses may have a close physical relationship. Conditions have been recommended in accordance with the advice offered (**Condition 43 – Construction Environmental Management Plan**).

Conclusion

409. The submitted documentation has been reviewed in respect of air quality, dust and odour. Based on the above assessment and subject to the implementation of the planning conditions as recommended above, officers are satisfied that there will be no unacceptable or significant adverse impacts on health and quality of life arising from air quality, odour and dust. The development is therefore in accordance with Local Plan policy SC/12 and the NPPF.

7(c) Archaeology and Heritage

410. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in exercising an authority's planning function, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of Heritage Assets.
411. Section 16 of the NPPF requires that applications recognise the significance of any designated and non-designated heritage asset and that an assessment of the impact of development on the asset including any appropriate mitigation be undertaken.
412. NAAP Policy NS/18 'Use of Existing Buildings' states that the developer will be required to prepare a comprehensive strategy for buildings of historic interest, and that structures such as the pillboxes identified for their heritage value will be retained and maintained as features or points of interest in the landscape.
413. The Cultural Heritage chapter in the ES assesses the likely significant effects of the Proposed Development in terms of the built heritage and historic landscape. It is supported by a Cultural Heritage Statement.
414. Following discussions during the scoping and pre-application process, the study area for designated heritage was defined as 2km. The study area for non-designated heritage assets is set at 1km in light of the substantial amount of work undertaken and knowledge gained from investigations in the Northstowe Phase 1 and Phase 2 areas.

415. Through the operational phase of the development, the impacts on Heritage Assets in the area has been assessed as Minor Adverse falling to Negligible for assets further away from the application site and Not Significant in the context of the EIA Regulations.
416. Officers are satisfied that the impact of the proposals on the cultural heritage has been appropriate assessed and there are no concerns have been raised by Statutory Consultees.

Impact on Above Ground Heritage Assets

417. The ES assesses the likely impact on significant archaeological effects resulting from the Proposed Development. It includes a review of designated and non-designated archaeological assets as appropriate. It also includes a geophysical survey. The ES assessment of significance and impacts have been subject to consultation and have been agreed as acceptable.
418. The former airfield has eight cantilevered “Oakington” style pillboxes (four of which are within the current application site) which are Grade II listed as a group. The application proposes their reuse for ecological and environmental purposes, which may require public access to enable physical adjustments for public safety reasons.
419. The proposed works would support the retention of these features and follows the approach for other pillboxes on Phase 2 of the development. The ES nevertheless concludes that the effect of the development on these designated assets, notably in the change to their setting, would be significant.
420. The ES assessment of the impact on other designated and non-designated heritage assets is that the development would not have a significant impact. Historic England and District Council Conservation officers have not raised any objections to the application proposals.
421. Officers consider the potential impacts on the pillboxes would be less than substantial, on the basis that the proposals will offer both benefits to the structures as well as causing lasting change to the setting and context. Having regard to Paragraph 202 of the NPPF, the less than substantial harm caused to the pillboxes must be weighed against the public benefits of the proposals. A scheme for the long-term use and care of the pillboxes will be secured by condition **(Condition 47 – Pillboxes)**.
422. In terms of post construction effects on the setting of the three nearest conservation areas, the ES concludes that for Longstanton and Oakington,

the new development will change the setting of these conservation areas through the redevelopment of the former airfield that separates them. This impact after mitigation is considered to be adverse but not significant. For Westwick Conservation Area, the form of development nearest to the conservation area boundary means that the impact of the development, whilst adverse, is not considered to be significant.

423. Given the distance of these heritage assets from the application site, officers agree with the conclusions of the ES, that the characteristics and wider setting of heritage assets is unlikely to be significantly affected by the development proposals.

Impact on Below Ground Heritage Assets

424. Under the Phase 2 planning permission (reference S/2011/14/OL), detailed permission was granted for the Southern Access Road West to the B1050 and link road for the Guided Busway which run through Phase 3A. As a result, and through the planning condition secured as part of Phase 2, work on understanding the archaeology has already been undertaken with details submitted with the Phase 3A application.
425. The ES advises that there are no designated archaeological remains recorded within the proposed development area. Nevertheless, it records Historic Environment Records assets identified in the application site and contains a baseline assessment of non-designated remains within the defined study area. The ES concludes that non-designated archaeological assets outside of the application site will not be physically impacted but may experience changes to their setting. Fourteen non-designated assets within the development – principally associated with the military use of the site, will however be impacted. A phased programme of archaeological investigation and recording is therefore re-proposed (and has already begun) on the site. Mitigations, where appropriate are also set out.
426. Northstowe as a site has already produced some interesting archaeological finds on Phase 1 and 2. Some of these will be put on display in the proposed Heritage Annex being constructed next to Homes England's Office on the former entrance to the Barracks site. This will also include some finds from Highways England's investigations as part of the A14 and has been developed in conjunction with the Longstanton District Heritage Society and with funding and support from Highways England and the applicant. Some finds will be left in situ and have been recorded and efforts through modern technology are being made to ensure that there is a link to these areas and wider understanding of the local community.

427. The ES also considers whether there are any related cumulative effects upon heritage assets arising from earlier phases of development. It concludes that given construction is now underway on phases 1 and 2, any residual cumulative effects from the baseline is not likely to be significant. Overall, the ES assessment of archaeology is considered to be appropriate. The recording and mitigation proposed can be managed through the construction process and further investigations will be secured through planning condition **(Condition 46 – Archaeology)**.

Conclusion

428. Officers are satisfied that the acceptability of the application proposals with regard to archaeology and the built heritage is acceptable, amounting to less than substantial harm to designated and non-designated heritage assets which would be outweighed by the public benefits of the scheme summarised at the end of this report.
429. Based on the above assessment and recommended conditions, the development is considered to accord with cultural heritage objectives set out in Policy NH/14, NAAP Policy NS/18, the Planning (Listed Buildings and Conservation Areas) Act 1990 and section 16 of the NPPF.

7(d) Biodiversity

Introduction

430. The NPPF places significant emphasis on ensuring that new development protects and enhances biodiversity, including establishing new ecological networks that are more resilient to current and future pressures.
431. Policy NH/4 requires new development to maintain, enhance, restore, or add to biodiversity. It states that development proposals should take opportunities to achieve positive gain through their form and design.
432. NAAP policy NS/16 requires developers to undertake a full programme of ecological survey before development starts, and NAAP policy NS/17 requires the development to create new biodiversity features.

Existing site biodiversity

433. The site sits within the Impact Risk Zone of a nearby statutory protected site. The site is within 15 km of both Wicken Fen Special Area of Conservation (SAC) / Ramsar and Eversden and Wimpole SAC, and within 5 km of four Sites of Special Scientific Interest (SSSI).
434. Species records within 2 km of the site show great crested newts and other amphibians, barn owls and other breeding and farmland birds, flowering plants, invertebrates, bats, brown hare, badgers, water voles, otter, and hedgehog all have been recorded locally.

Impact, mitigation, and enhancement

435. A comprehensive package has been secured to compensate for the loss of farmland bird habitat on the whole of the Northstowe site. This will be delivered off-site and secured through the s106 Agreement.
436. Chapter 7 of the ES sets out the findings of biodiversity net gain calculations. It concludes that overall, the proposed enhancement measures combined with the retention of habitats within the Site will achieve a quantifiable net gain of at least 10% (with a potential target of 15%) in line with the biodiversity offsetting metrics. This is secured through **(Condition 26 – Site Wide Ecological Mitigation Implementation and Management Strategy)**.
437. A site-wide Construction Ecological Management Plan will be required, which will include updates to surveys prior to submission of key phase reserved matters applications. **(Condition 43 – Construction Environmental Management Plan)**.
438. A comprehensive Habitat Management Plan will be required for all semi-natural, created, enhanced, and retained habitat. This must include comprehensive habitat establishment parameters, and habitat management strategies able to roll forward for at least 25 years and a specific condition **(Condition 12 – Reserved Matters requirements)** to secure measurable biodiversity net gain as well as a specific condition to secure green and brown roof installation and a Biodiversity: Ecological Design Strategy (EDS) and Site Wide Ecological Mitigation Implementation and Management Strategy (LEMP) **(Condition 26 – Biodiversity)**.

439. Concerns have been raised that the impact on biodiversity and existing wildlife has not been given proper consideration. Officers are satisfied that the application proposals have fully considered this issue and are in agreement with the conclusions of Chapter 7 of the ES; that the proposed development is not likely to have any significant adverse effects on any designated sites of wildlife or habitat importance.
440. Relevant planning conditions have been recommended as described above, in accordance with the advice offered by the Council's Ecologist. This includes the requirement for additional bait marking surveys for an existing badger sett (**Condition 26 – Site Wide Ecological Mitigation Implementation and Management Strategy**).

Conclusion

441. Based upon the above assessment, and subject to appropriate planning conditions and s106 agreement, as well as taking into account proposed mitigation, including the creation and management of habitats and improvements to connectivity through green infrastructure, the proposed development would benefit a wide range of fauna and result in an overall demonstrable net gain for biodiversity, in accordance with the NPPF, Policy NH/4 and NAAP Policy NS/16.

7(e) Land contamination

442. Policy SC/11 'Contaminated Land' requires developers to undertake site wide investigation and assessment of land contamination to ensure the land is suitable for the proposed end use and is not presenting a risk to the environment. Due to the Site's former military use the risk of contamination has been known since it was allocated for development.
443. The ES provides in the Ground Conditions, Contamination and Hydrogeology chapter and assessment of the likely significant effects of the development during both the Construction Phase and Operation Phase of the Proposed Development.

Ground Conditions

444. The site has a potentially contaminative historical usage comprising former military land and barracks, an airfield, plus mixed uses with surrounding land, and is being developed into a sensitive end use (residential).
445. The submitted ES includes consideration of the scope for contamination of the site, containing a specific chapter on Ground Conditions, Contamination

and Hydrogeology. The application is also accompanied by an Unexploded Ordnance (UXO) Clearance report.

446. The proposed methodology for consideration of ground contamination has been subject to pre-application discussions and agreed by the Council's Environmental Health Officer. The methodology considers the impact of the proposed development on sensitive receptors on site as well as future occupiers of the development. It also has regard to the potential impacts on the hydrogeology of the area arising from the development works and subsequent occupation of the site.
447. The assessment methodology builds upon earlier work undertaken at Northstowe and has regard to national guidance as well as Local Plan policy SC/11. The investigative work undertaken to date identify contamination associated with specific areas (such as around former tanks and fuel stores). However, these are considered to suggest localised rather than widespread contamination across large parts of the site.
448. The ES identifies the need for further detailed investigation and suggests that based on previous investigations, the appropriate means to address the potential impacts upon identified sensitive receptors is through planning conditions. requiring further works and investigation at the reserved matters stage of each phase of the site's development. The Council's Contaminated Land Officer has reviewed the proposals and agrees with the ES conclusions.
449. Based on the current data and assessment, wide scale contamination has not been encountered. There are localised areas of contamination associated with specific historical uses, and detailed investigation and assessment, including the potential for hazardous gases, will be required to define the extent at the appropriate time.
450. Whilst noting that the construction phase in particular (rather than occupation of the site) is likely to present a range of opportunities for mobilising contaminants, the ES suggests that alongside the safeguards contained in the UXO strategy, appropriate controls should be applied through the Construction Management Plans to address the potential and respond to the need for management of undetected contaminants arising throughout the site's development phase.
451. In respect of the impact of the development on hydrogeology, the ES notes, through a number of boreholes, that the water table is not uniform. No significant groundwater contamination has been identified through the investigations and the ES recommendations, to be captured through the

measures surrounding materials storage and monitoring, would provide appropriate safeguards to prevent the risk of contamination of groundwater during the development phase.

452. The Council's contaminated land officer has raised no objections to the proposal subject to appropriate conditions. Officers are satisfied that with appropriate provisions in place through the planning conditions as described above, existing and future sensitive receptors can be safeguarded **(Condition 52 – Land Investigation, Remediation and Verification Scheme; Condition 53 – Land Remediation and Verification; Condition 54 – Contamination (unexpected))**.

Unexploded Ordnances (UXO)

453. Outline planning permission for Northstowe Phase 2 required all 'high risk UXO' (defined as large bombs with a potentially unstable fuse charge) to be removed across the entire Northstowe development, and all further necessary UXO mitigation measures undertaken prior to any properties being occupied.
454. Having reviewed the Northstowe Phase 3A UXO Clearance Report submitted with the application, Environmental Health Officers are satisfied that this provides confirmation of clearance of all 'high risk UXO' across Phase 2 and Phase 3A of the Northstowe development. The report also provides confirmation of the clearance of other potential UXO targets across the development and gives a clearance statement to this effect.
455. Whilst small munitions may be safely removed (subject to the appropriate safety measures being employed by specialists) larger devices have the potential to cause widespread disruption. In extreme cases this may involve the evacuation of occupiers of buildings in proximity to the device.
456. To reduce the possibility of this scenario being encountered, a site wide assessment has already been carried out to identify and deal with potentially high risk UXO. However, it is still important to consider the impacts of previously undiscovered UXO possibly being found during construction. A condition is therefore recommended to deal with this possibility **(Condition 55 – UXOs)**.

Conclusion

457. Based on the above assessment and the submitted ES, and subject to relevant planning conditions as described above, officers are of the view that the contamination risk to human health and controlled waters can be suitably managed and mitigated. On this basis the proposed development is considered to be in accordance with land contamination and pollution control objectives set out in the NPPF and Policy SC/11 of the Local Plan.

7(f) Drainage and Flooding

Surface Water

458. Paragraph 167 of the NPPF advises that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.
459. Paragraph 167 of the NPPF also states that development should only be allowed in areas at risk of flooding where, in the light of a Flood Risk Assessment it can be demonstrated that:
- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location.
 - b) the development is appropriately flood resistant and resilient.
 - c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate.
 - d) any residual risk can be safely managed; and
 - e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.
460. Most of the site is located in Flood Zone 1. There are small areas towards the edges of the site (running along the Cambridge Guided Busway) which are within Flood Zones 2 and 3.

Proposals

461. The application follows an overarching approach to surface water management across Phases 2 and 3. This uses a design standard based upon a 1 in 200-year event plus an additional 40% for climate change. In addition, the application proposes to provide for a 48-hour on site holding capacity to help attenuate surface water discharges into the existing network.
462. The applicant highlights that the existing site topography is such that currently surface water runoff discharges from the site in two directions:
463. Approximately 114 ha of the site slopes towards the north and to the east and the Beck Brook
464. Approximately 64 ha slopes towards the southwest and Oakington Brook, via the award drain adjacent to Longstanton Road.
465. The development proposal will replicate the existing catchment runoff regimes, maintaining these existing routes of discharge, in line with best practice and the previously agreed Phase 2 principles.
466. As part of the development of Phase 2 the ponds (already consented and partially constructed) have been designed to have a capacity of 135,000 m³ storage. 85,000 m³ storage is required for the Phase 2 development proposals, reserving 50,000 m³ storage for the Phase 3A development.
467. Concerns have been raised that the Phase 2 attenuation ponds and Mare Fen works have still not been completed. Both these schemes are part of the Phase 2 approval and are either part of the s106 requirement for that phase or are currently being progressed in line with IDB or EA approvals.
468. Concerns have also been raised relating to water runoff from the proposed SARE. Appropriate attenuation will however be provided at the appropriate time in association with the Lead Local Flood Authority's requirements.
469. On the site, the proposed new Runway Lake will be permanently wet and will provide further capacity for attenuation and surface water management. This will be fed through the SuDS. Officers note the third party request for a condition to ensure that the SuDS features are built to agreed specifications. Details of the SuDS can be secured by recommended planning condition **(Condition 35 - Surface Water: reserved matters details)** which includes the requirement for maintenance and management plan details.
470. The proposals include a commitment to an additional 300mm (minimum) freeboard to account for more extreme rainfall events. Boundary conveyance

channels will also be included to manage overland flows and runoff from the site in extreme rainfall events.

471. The mean annual greenfield runoff rate of 3l/s/ha was calculated for the Phase 2 development, and this has also been utilised for the Phase 3A development with the agreement of the LLFA and EA.
472. The Environment Agency, the Council's Drainage Officers, and the Lead Local Flood Authority all raise no objection to the proposals. Local concern of residents and Oakington Parish Council, in particular, are noted but on the basis of the submitted drainage strategy and subject of a suite of conditions to ensure effective delivery of the strategy (**Conditions 34-38 – Surface Water**), in the absence of objections from technical bodies the proposals are considered to provide an appropriate and acceptable drainage solution.
473. The proposed SuDS arrangements form part of a connected system, deploying a number of drainage approaches to systematically control the three elements of the runoff, pollution and volumes. This will be achieved in three main steps: Source Control, Conveyance Control and Discharge Control.
474. The submitted Drainage Strategy sets out that it is unlikely that infiltration drainage will be a viable as a predominant option for managing the surface water runoff from the redeveloped site. However, substantial green spaces and areas that are not developed will continue to drain in to the ground, or overland into field drainage.
475. The proposed strategy therefore includes utilising the already consented attenuation ponds and discharge points within Phase 2 with appropriate surface water attenuation provided on site to limit runoff into watercourses. This is considered to be a significant betterment to the existing runoff rates during more extreme rainfall events.

Oakington Flood Mitigation – Policy NS/21

476. NAAP Policy NS/21 sets out to, if practicable, deliver measures to mitigate the existing flood risk to Oakington and Longstanton by providing balancing ponds.
477. In the case of Longstanton this has already been delivered through the Ponds delivered on Hattons Road as part of Phase 1 with other sustainable drainage being delivered through the Southern Access Road West.

478. For Oakington Brook, these measures at the time of writing the Area Action Plan envisaged intercepting potential flood water and surface water from the southernmost access road before it reaches Oakington village.
479. The location of this mitigation is broadly the proposed Southern Access Road East. The s106 for Phase 2 secured mitigation to Oakington Brook with its delivery dependent on the assessment of the A14 works and the associated works which have been carried out. The Environment Agency would need to remodel and assess the impact of the A14 enhancements, and the works carried out to see how these have impacted on the Oakington Brook. This work is currently being carried out.
480. The delivery of the Oakington Flood Mitigation was planned to be at 2,000 homes on Phase 2 to allow for the work on the A14 to be completed and assessed. The Environment Agency have only recently completed the model and begun to assess this impact. As such, the full scale and mitigation is being assessed but is safeguarded through Phase 2 commitments. Whilst noting the comments of the Parish Council to the application, the chair of the parish council and other members have met with Homes England and are aware of the development programme. Their concern is understood to be with regard to ensuring the mitigation is carried out and being party to such discussions.
481. The mitigation is already secured through existing permissions and the Phase 2 s106 and so there is no need to secure further commitments through the consideration of Phase 3a.

Foul water

482. NAAP Policy NS/21 requires the new town to make appropriate arrangements for foul drainage and sewage disposal, to be explored and identified through a Foul Drainage Strategy.
483. The foul drainage from this proposed development is in the catchment of the Uttons Drove Water Recycling Centre (WRC), There is sewerage capacity within Uttons Drove and this can be expanded. Anglian Water raises no objection and following discussions with the Environment Agency there are no concerns from either party with regard to sewage capacity. Appropriate licences and agreements are already in place with Anglian Water under the Water Industry Act with the foul water pumping station already approved on Phase 2.
484. Whilst the Drainage Board's continuing concerns are noted, the Environment Agency and Anglian Water have agreed that there is capacity within Uttons Drove. On that basis, officers consider that there is no reason to delay determination of Phase 3A.

Groundwater

485. The applicant has indicated that as a result of the high-water table in parts of the site, it may need to undertake some dewatering activity as part of the implementation of the planning permission (notably for the installation of services). Dewatering is now an operation controlled and licensed by the Environment Agency and any dewatering through the construction phase in particular would need careful management given the potential for disruption to existing water movement patterns across and below the site. Noting the role of the EA, it would, officers consider, be appropriate for conditions to ensure that water levels in key amenity and habitat water bodies is considered and managed throughout any such activity (**Condition 39 – Water Conservation for the Military Lake**).
486. The submitted Drainage Strategy has been carefully reviewed by officers and consultees, noting the sensitivities of the water environment in the area. The strategy, subject to appropriate conditions is considered to be acceptable (**Conditions 34-39 – Surface Water**). The application is also supported by a range of documents including Geo-environmental assessment and Unexploded Ordnance Assessments and the proposed drainage strategy includes the location and detail of the proposed SuDs and conveyance of water flows across the site.
487. It is noted that Environmental Health Officers and the Environment Agency having considered the issue of ground contamination raise no objection to potential pollution or the remediation measures. As such it is considered that the proposals have appropriately considered sources of potential pollution.
488. The application submission has been assessed by consultees and others in respect of the assessment in Chapter 10 of the Environmental Statement. No adverse or significant issues have been raised with regard to the assessment carried out.
489. It should be noted that as an allocated site a number of matters related to the allocation (e.g., water supply), have already been accounted for within the Council's Strategic Environmental Assessment. It is not for the application submission to re-rehearse matters that have already been the consideration of the adopted Development Plan and have already been through independent examination and been found to be sound.
490. The proposals, under the construction phase would highlight issues with regard to the areas of construction management and potential contamination of water, noise and dealing with pollutants. Risks to construction workers and nearby residents have been assessed. Assessment through the construction phase have been identified as Minor Adverse to Neutral in terms of the

impact and Not Significant in the context of the Environmental Impact Assessment Regulations.

491. Within the operational phase it is noted that it is assessed that the proposed development and SuDS included in the proposed development to manage surface water drainage could alter the groundwater regime. This impact is assessed as a Minor Adverse and Not Significant impact in the context of the EIA Regulations. Other aspects such as managing ground gas through the development and potential concentration of such gas on the application site are also considered Minor Adverse and Not Significant.
492. The applicant has prepared a groundwater management note which summaries how the development proposals interact with groundwater during the construction of the site and longer term.
493. The main impacts that may affect groundwater levels are localised dewatering to facilitate construction and longer-term localised infiltration changes as a result of increasing the impermeable area. Approximately 55% of the site will remain green space that will drain naturally to the ground and the rest of the site will be impermeable where runoff will be managed through SUDS.
494. Changes in the drainage regime as part of the development proposals may alter groundwater recharge across the site and the applicant is proposing groundwater monitoring. This will be secured by planning condition **(Condition 39 groundwater monitoring)**.
495. Groundwater monitoring around the perimeter of the site is being undertaken ahead of construction works commencing to create a baseline groundwater level to monitor fluctuations during construction. This will facilitate measurement and management of any localised impacts during construction to safeguard levels within the surrounding areas.

Water Quality

496. Northstowe is part of a planned development within the South Cambridgeshire Local Plan (SCLP). The Environment Agency as the decision maker for Environmental Permits under their legislative framework is responsible for the management of water and abstraction of the resource.
497. No objection has been raised by the Environment Agency on the grounds of water quality. It is also noted that concerns have been raised regarding the issue of water in Northstowe and environmental impacts in relation to abstraction.

498. The Councils recently published the evidence base to the emerging Joint Greater Cambridge Local Plan, which highlights the challenges posed by continued water abstraction. The identification and resolution of abstraction and water supply issues is a matter for the EA and the appropriate strategic water resource planning responsibilities of Water Resources East.
499. Northstowe is identified within the adopted development plan for housing and related growth and its impact is factored into existing water resource plans – and into future demand planning. Whilst acknowledging the concerns around future abstraction and its impacts, and whilst noting the implications of continued growth across Greater Cambridge upon water demands and its impact, refusing the application on these grounds would not, in the absence of an explicit Environment Agency objection, in officers view be justified. Limitations upon water demands in new dwellings, in line with the Councils Local Plan are proposed but limited by national policy constraints to 110 litres/day.
500. The submitted Drainage Strategy has been carefully reviewed by officers and consultees, noting the sensitivities of the water environment in the area. The strategy, subject to appropriate conditions is considered to be acceptable **(Conditions 34-39 – Surface Water)**. The application is also supported by a range of documents including Geo-environmental assessment and Unexploded Ordnance Assessments and the proposed drainage strategy includes the location and detail of the proposed SuDs and conveyance of water flows across the site.
501. It is also noted that Environmental Health Officers and the Environment Agency having considered the issue of ground contamination raise no objection to potential pollution or the remediation measures. As such it is considered that the proposals have appropriately considered sources of potential pollution with regard ground water quality.

Conclusion

502. The application submission has been carefully considered against the requirements of policy and this is supported by the comments of consultees. The LPA is satisfied that the ES adequately assesses the cumulative impacts of the development in relation to drainage and flood risk and that there are no significant environmental impacts arising. The use of planning conditions **(Conditions 34-39 – Surface Water)** will ensure that appropriate infrastructure is provided as the development progresses and that it properly mitigates the development. The application is therefore in accordance with Policies of the Development Plan, the NPPF and national guidance and provides a suitable basis for favourable determination on water matters.

7(g) Health Impact Assessment (HIA)

503. Policy SC/2 'Health Impact Assessment' of the Local Plan requires the submission of an HIA to consider the positive and negative impacts of development on the health of different groups in the population, in order to enhance the benefits and minimise any risks to health.
504. The application is accompanied by a HIA, which considers how the development proposals will have an effect on the key factors that can influence people's health and wellbeing and suggests ways in which any potential negative health impacts can be mitigated and positive health impacts enhanced.
505. Officers have reviewed the HIA are satisfied that the following issues have been satisfactorily addressed:
- a) Housing Quality and Design
 - b) Access to Healthcare Services and other Social Infrastructure
 - c) Access to Open Space and Nature
 - d) Air Quality, Noise and Neighbourhood Amenity
 - e) Accessibility and Active Travel
 - f) Crime Reduction and Community Safety
 - g) Access to Healthy Food
 - h) Access to Work and Training
 - i) Social Cohesion and Lifetime Neighbourhoods
 - j) Minimising the Use of Resources
 - k) Climate Change
506. These elements will either be implemented through detailed reserved matters applications, or by planning condition / s106 agreement (**Condition 12 – Reserved Matters requirements**).
507. In addition, Chapter 11 of the ES assesses the impact of construction and operational phases on health. It concludes that the impacts mostly range from minor beneficial and not significant to moderate beneficial and significant in EIA terms, particularly in relation to the access to open space, opportunity to promote active travel and healthy living, alongside other aspects such as the creation of jobs. Officers are in agreement with the ES assessment.

Conclusion

508. The proposed development is considered to have a net beneficial impact on health and well-being through the provision of well-designed homes,

employment opportunities, extensive community facilities, open space and providing links to the surrounding villages which will encourage community interaction and provide opportunities for active transport, in accordance with the NPPF and Policy SC/2 of the Local Plan.

7(h) Landscape and trees

509. Paragraph 130 of the NPPF requires developments to be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). Proposals should also be visually attractive resulting from good architecture, layout, and appropriate and effective landscaping.
510. Policy NE/4 'Landscape Character Areas' states that Development will only be permitted where it respects and retains or enhances the local character and distinctiveness of the individual Landscape Character Area in which is it located.
511. NAAP Policy NS/12 sets out that the aim and objective is to create an appropriate setting for the new town, minimising any adverse visual or landscape impacts on the surrounding area including the setting and character of the surrounding settlements, in particular the closest villages of Longstanton, Westwick and Oakington, and their Conservation Areas as well as its more distant neighbours at Rampton, Willingham, Over and Bar Hill.
512. The submitted Hedgerow, Tree Survey and High-Level Arboricultural Impact Assessment (AIA) has been prepared to understand and support the application in line with the masterplan. It has been supported with further information in January 2021 which included a non-technical note for Oakington residents addressing their concerns and comments that were received.
513. A holistic approach has been taken to incorporate and enhance existing landscape assets within Phase 3A, including the Military Lake, tree belts, woodland, and hedgerows. These features will be protected and enhanced to enable them to be enjoyed by local residents as well as support biodiversity. The historic ridge and furrow landscape will be retained and enhanced through appropriate management and the alignment of the runway is reflected in a series of key spaces including the neighbourhood park and Runway lake (**Condition 49 – Ridge and Furrow**).
514. The submitted landscape strategy demonstrates compliance with the principles set out in the NAAP Policy NS/12. A condition is recommended to agree the Design Principles Document in relation to landscape to guide

future design codes (**Condition 14 – Design code**). The landscape strategy also highlights how the proposals for large areas of sport and recreation form green edges throughout the development.

515. Officers consider it reasonable to apply a pre-commencement condition to agree details of existing and proposed site levels, land profiling, associated land drainage works and strategic landscape elements (**Condition 1 – Details of reserved matters**). Subject to these conditions, the development is considered to satisfactorily mitigate its landscape impacts and provide high quality design in accordance with the objectives of Policy NE/4.

Impact on Landscape Character

516. The impact of the development proposals on landscape character has been assessed against the scale and impacts of adjacent development (including Phase 2) and infrastructure which is already approved and being constructed (e.g. the Southern Access Road West).
517. The visual impact of the development is relatively contained from many aspects due to the mature tree cover on the boundaries of the application site. As such, the assessment from public vantage points, public footpaths and roads in the area are limited in terms of the impact and have been assessed in the ES as Minor Adverse in areas close to the site and Negligible and Not Significant from further afield in terms of the construction phase.
518. The ES reaches a similar conclusion in respect of the operational phase of development, the exception being the interpretation of the development and application site from the Cambridge Guided Busway (Viewpoints 2 and 3) and the Local Landscape Character Area for Oakington Airfield (the application site (LLCA4)). Overall these impacts are considered to be of Minor Beneficial Impact and Not Significant effect in relation to the EIA Regulations.
519. Questions have been raised about providing green infrastructure from the beginning of the development. Such details will be addressed at phasing and design code stages with a requirement for some planting to take place at a very early stage in the development.

Oakington Edge

520. A large proportion of the eastern edge of the site would be green space, either through the provision of sports pitches or on the south-eastern corner

where the proposals are to leave a more natural greenspace which would serve an ecological area with the area also capable of acting as temporary water attenuation.

521. There would also be a water environment for birds and other features within the runway lake. The Phase 2 water park would also form the edge which also forms a habitat, which alongside the retained Oakington Pillboxes are habitats for bats.

Southern Edge and Military Lake

522. Third party comments have been received with regard to the waterbody known as the Military Lake which is a substantive lake. This lake is proposed to be a key biodiversity feature for the future development with toads, reptiles, other amphibians and birds.
523. As part of the proposals the island at the centre of the lake would remain untouched and a 10m wide buffer around the lake at the narrowest point would be created. There would be no development along the southern edge.
524. The green area around the lake would act as managed ecological landscape. In addition to this the presence of significant mature trees to be retained as part of the design of the Longstanton Road greenway which will also support bat and bird populations as well as a number of other species.

Longstanton Edge

525. On the western side of the site, the proposals would include areas of green space and areas of allotments, community orchards and open space including an element that is retained as open space due to its location within the Longstanton Conservation Area. These would also provide a variety of habitats and opportunity for further planting as well as the amenity and recreational value.

Development Parcels, Local Centre and Mill Road Greenway

526. Within the development parcels, the local centre and the reinstated Mill Road Greenway, there would be an opportunity for further planting and ecological enhancement through the provision of bat and bird boxes and the use of green/brown roofs. There would be a need for further green space (through LAPs and LEAPs in particular) and the Local Centre would include a Neighbourhood Park.

527. With additional tree planting and street trees there would be additional new facilities and urban habitats which would assist birds and bats in particular. There is also the opportunity for the creation of hedgehog highways through gardens.

Tree Impacts

528. Policy HQ/1(m) states that developments must include high quality landscaping and public spaces that integrate the development with its surroundings.
529. NAAP Policy NS/13 requires that the tree belts along Longstanton Road between Longstanton and Oakington are retained to provide a strategic landscape boundary.
530. The applicant has submitted a Hedgerow, Tree Survey and High-Level Arboricultural Impact Assessment (AIA) in support of the application. The AIA lists and categorises the trees and hedgerows on the site. The applicant has stated that as many of these as possible will be incorporated into the development parcels as designs are developed, in accordance with future design coding during the reserved matters stage.
531. Based on the AIA, over 70% of the woodland within the Site is identified as being retained within the Parameter Plans (with retention within the built parcels being in addition to this).
532. The Arboricultural Impact Assessment has shown that a considerable number of trees on the Site are Category C or U, indicating that they are of low quality and value or are dead, dying or dangerous. Throughout Phase 3A, extensive planting, including native broad-leaved woodland, orchards, shrub and hedgerows, will be implemented to integrate the scheme into the character of the surrounding landscape.
533. As individual phases for more detailed applications are designed, specific Arboricultural Planning Statements would need to be submitted to support each application, in accordance with policy HQ/1.
534. Based on the above assessment, the development is considered to accord with environmental objectives and planning policies relating to the retention of existing landscape features.
535. The comments of Natural England, the Woodland Trust and other consultee responses have been considered and the comments of a number of

interested parties, residents, and other groups (including the Friends of Northstowe Nature) have also been carefully noted and considered.

536. G161 are a group of poplar trees also in the northwest of the application site that are subject to a Tree Preservation Order. As per the above tree the proposals would be within the development parcel, but potentially within the Primary School playing field area. The trees are in poor condition and as such will need to be reviewed at the time of the Reserved Matters submission either for housing or as part of the school. As such, whilst the concerns of the Woodland Trust are noted, at this time they are considered unfounded. If it is necessary to remove these trees, appropriate mitigation and replacement planting would need to be carried out.
537. T746 lies at the south-eastern edge of the application site and forms part of the zone where the Southern Access Road East would be located. The root zone is compromised by an existing field ditch. The assessment of the tree's health is that the tree is in poor condition and has excessive decay within the stem with a limited lifetime expectancy and could become a danger to nearby footpath users. The tree is therefore recommended for removal as part of the wider strategic work. Considering the tree's poor condition, officers consider that the retention of the tree would be inappropriate, and removal is recommended. The loss of this tree would be compensated through the provision of new tree planting.
538. There is concern that the SARE will cut a swathe through the semi mature woodland at the Oakington Business Park. These trees have however been categorised as low quality and their loss will be addressed through appropriate re-provision as part of any scheme.
539. It should also be noted that there is significant tree retention proposed as part of the scheme, including providing a significant visual screen between the development site and Oakington in particular. As well as further tree planting that is proposed the wide-spread retention of trees is a significant positive element of the proposals.

Conclusion

540. Officers have reviewed the application documentation, including the EA with regard impact on landscape character and trees and agree with the conclusions reached.
541. A series of planning conditions are recommended to take forward the outline proposals and the requirements of the environmental statement and the mitigation. The protection and enhancement of the natural environment

therefore forms a key part of the application submission, and the proposals are considered in accordance with Local and National policy. On this basis the proposals are considered acceptable with regard to landscape impact and trees.

7(i) Lighting

542. Para 185c of the NPPF states that planning policies and decisions should ensure that new development is appropriate for its location and should mitigate the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes, and nature conservation.
543. This aim is reflected in Policy SC/9 which also recognises that artificial lighting is essential for reasons of safety or security and for living, working and recreational purposes. In some cases, it can also add to the amenity of the built environment by highlighting buildings and open spaces of character.

Residential Amenity Impacts

544. The submitted lighting assessment acknowledges that the proposal would result in the introduction of significant scale of development within an area which is currently of low brightness. Lighting levels during the construction phase would be determined by health and safety requirements and although its effects would be transitory in nature a scheme of mitigation is required and can be secured through a Construction Environmental Management Plan condition (**Condition 43 – Construction Environmental Management Plan**).
545. At post completion stage, lighting levels from external lighting have the potential to cause nuisance to and be detrimental to the amenity of existing and proposed residential premises. For this reason, a condition will be recommended to ensure the height, type, position, and angle of glare of any final site lighting or flood lighting that is not highway street lighting is agreed (**Condition 66 – Lighting**).

Biodiversity impacts

546. To mitigate for the confirmed presence of roosting and foraging / commuting bats within the site, detailed lighting schemes would need to be sensitively designed with ecological input. Where illumination of these features cannot practicably be avoided, light-spill onto the features themselves would need to be kept to a minimum through utilisation of directional lighting and low wattage bulbs.

547. Retained and proposed ecologically sensitive areas would need to be safeguarded from excessive light pollution by the implementation of an ecologically sensitive lighting design at each relevant detailed design stage to be secured by an Ecological Management Plan condition (**Condition 26 – Landscape and Ecological Management Plan**).

Conclusion

548. On the basis of the above evaluation and the ES, and subject to the planning conditions as described above, officers are satisfied that operational artificial lighting is unlikely to give rise to unacceptable adverse impacts on residential amenity of biodiversity. The development is therefore considered to accord with environmental objectives relating to lighting set out in Policy SC/9 of the Local Plan and para 180c of the NPPF.

7(j) Noise and Vibration

Introduction

549. Para 180 of the NPPF advises that planning policies should aim to avoid noise giving rise to significant adverse impacts on health and quality of life resulting from new development. Reference in this regard is also given to the National Noise Policy Statement for England 2010, which sets out the long-term vision of government noise policy which is to “promote good health and a good quality of life through the effective management and control of all forms of noise within the context of government policy on sustainable development.” In addition, the Environmental Noise (England) Regulations 2006 and accompanying National Noise Action Plans have the aim of avoiding, preventing, or reducing the harmful effects of environmental noise from roads, rail, aviation, and industry.
550. Local Plan Policy SC/10 ‘Noise Pollution’ has an overarching objective to ensure development is appropriate and compatible for its location regarding noise impacts. It advises that noise sensitive developments should be located away from existing sources of significant noise unless its impact can be mitigated by planning conditions or obligations to provide an adequate protection against noise both internally and externally.
551. The applicant has included a noise and vibration assessment as part of the Environmental Statement (Chapter 13). The ES reports that most of the site is at ‘low’ or ‘medium’ risk for noise, depending on the proximity to internal

roads. It also goes on to say that noise modelling has been undertaken which calculates the contribution from various noise sources and predicts sound levels at selected locations.

552. The submitted ES recommends that limited environmental noise and vibration monitoring may be required during the construction phase, and this would be established and secured through the agreement of the Construction Environmental Management Plan (CEMP), which is agreed.
553. The Council's Environmental Health Officer has reviewed the submitted documentation and raised no objection in respect of noise and vibration, subject to conditions. One of those conditions is to agree the phasing of the site, which would in any case be secured through the agreement of the applicant's proposed phasing approach (**Condition 9 – Phasing**). All matters relating to noise and vibration for each phase, including a CEMP, would need to be agreed and applied to each reserved matter parcel in turn.
554. With these suitable mitigation measures in place, the noise impacts of the development proposals during construction and operation will not lead to unacceptable adverse impacts on residential properties surrounding the site.
555. A condition requiring the submission of a noise assessment to be submitted with each reserved matter application to protect new residents from road traffic and any other alternative transport options will be required (**Condition 12 – Reserved Matters requirements**). Concurrent with any application for commercial, community, leisure, or retail use (that is any uses other than individual residential premises) a noise assessment as necessary and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures, in order to minimise the level of noise emanating from the said building(s) and/or plant will also be required.
556. Due to the nature of the submission and the outline nature of the parameter plans, it is not possible to specifically conclude exact mitigation or enhancement measures at the present time as these would relate specifically to the building/site layouts proposed within the later detailed designs.

Construction Noise and Vibration

557. The submitted ES recommends that limited environmental noise and vibration monitoring may be required during the construction phase, and this would be established and secured through the agreement of the Construction Environmental Management Plan (CEMP), which is agreed. A strategic CEMP has been submitted with the application and will be implemented

through a planning condition (**Condition 43 – Construction Environmental Management Plan**).

Conclusion

558. Subject to conditions to implement the appropriate mitigation, the proposed development would have an acceptable impact on health and quality of life in relation to noise and vibration. Officers are satisfied that the proposals accord with the NPPF, Planning Practice Guidance and Policy SC/10 of the Local Plan.

7(k) Sustainable Construction and Design

559. NAAP Policy NS/23 'An Exemplar in Sustainability' states that Northstowe will include within the development exemplar projects in sustainable development, including energy efficient measures.
560. Policy CC/1 'Mitigation and Adaption to Climate Change' states that planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Applicants must submit a Sustainability Statement to demonstrate how these principles have been embedded into the development proposal.
561. Policy CC/3 'Renewable and Low Carbon Energy in New Developments' states that proposals for new developments of 1,000 square metres or more will be required to reduce carbon emissions by a minimum of 10% (to be calculated by reference to a baseline for the anticipated carbon emissions for the property as defined by Building Regulations) through the use of on-site renewable energy and low carbon technologies.
562. Policy CC/4 'Water Efficiency' requires that all new residential developments must achieve as a minimum water efficiency equivalent to 110 litres per person per day. This will be achieved by planning condition (**Condition 31 – Water efficiency**).
563. Policy NS/23 of the NAAP sets out to achieve an exemplar in sustainability, Northstowe will include within the development exemplar projects in sustainable development, including energy efficient measures. The policy sets out that this could be achieved by:

- a) Providing an increased level of sustainability across the development as a whole, above current requirements to a material extent;
 - b) Building a proportion of the development to advanced practice which fully addresses sustainability issues and minimises any environmental impact by pushing at the boundaries of the proven technology available at the time of the development
564. Sustainable Design and Construction SPD – In July 2019, South Cambridge District Council and Cambridge City Council published a Sustainable Design and Construction SPD for consultation. The SPD sets out guidance on a range of sustainable design criteria and requirements for new development to ensure the delivery of sustainable development.
565. In November 2018 SCDC committed to supporting the transition to zero carbon by 2050. Whilst this is clearly a matter to be addressed through the next Local Plan, all possible opportunities will be taken to secure enhanced sustainability measures in developments already allocated in the adopted Local Plan.
566. The national government and South Cambridgeshire District Council has declared a Climate Emergency through the Climate Act and this is echoed by the Government's stance within the NPPF.
567. The application is supported by a Sustainability and Energy Strategy, which includes a summary of opportunities for the application site and a set of objectives for the development.
568. The operational phase of development will meet targets set through legislation, with the aim of progressing towards net zero carbon legislation. The impact would not compromise the meeting of the needs of wider aims of the Government or the District Council. Officers agree with the submitted ES, which assesses the impacts as Negligible and Not Significant impact when assessed against the EIA Regulations.

Strategic Site Wide Energy Considerations

569. Several low carbon and renewable energy technologies can be incorporated into the wider site infrastructure to reduce the developments carbon footprint and contribute to the overall vision of the new settlement. These include efficient street lighting, low carbon renewable energy technologies, and energy storage via battery technology.

- **Low Carbon Renewable Energy**

570. The development includes opportunities for the deployment of small-scale low carbon renewable energy systems within the infrastructure and landscape. These may include small scale Solar PV arrays and wind turbines. Both Solar PV arrays and small-scale wind turbines may be suitable for installation in green spaces where they can connect to appropriate local buildings.

- **Electric Vehicle Charging**

571. The adopted Local Plan sets no specific requirement for the provision of EV charge points but as a guide does indicate one EV charging space should be provided for all dwellings.

- **Residential charging**

572. Residential home charging requires as a minimum the provision of an appropriate socket and cabling: this can be connected to a standard plug, or specific car charge point. For residential dwellings, most manufacturers of electric vehicles provide the necessary charge points which can be installed in homes.

- **Non-domestic/ community facilities**

573. In the context outlined above the demand for communal/car park charging is also likely to increase as more electric vehicles are purchased. Non-domestic / community-based EV charge points require additional infrastructure to allow for the charging of different vehicle types and charging payment, and therefore require additional space. At this stage it is recommended that provision be made for a number of active EV charge points within the non-domestic/ community areas within ongoing review of provision during detailed design.

574. There are a range of opportunities to deploy low carbon renewable energy as part of the development of Phase 3's. New residential and non-residential development are required to reduce predicted carbon dioxide emissions by 10% through using renewable low carbon energy technologies.

575. Future reserved matters applications will provide updated energy and carbon strategies, taking potential local and national policy changes into account to demonstrate how each phase of development will reduce carbon emissions.

Mitigation and Adaption to Climate Change and Zero Carbon by 2050

576. The District Council has adopted the target of being Zero Carbon by 2050 which is also in accordance with the Climate Act 2008.
577. The NPPF sets out at Paragraph 148 that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
578. Paragraph 150 of the NPPF sets out that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure and can help to reduce greenhouse gas emissions, such as through its location, orientation and design.
579. Opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers are also encouraged in Paragraph 151 of the NPPF.
580. Policy NS/2 of the NAAP set out to deliver a flexible design which will be energy efficient, and built to be an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change.
581. Policy NS/23 of the NAAP seeks to ensure that, Northstowe will include within the development exemplar projects in sustainable development, including energy efficient measures. The policy sets out that this could be achieved by:
582. It should be noted that in the replacement and updating of Policy NS/23 of the NAAP under Policy LP/1 of the SCLP there is no Development Plan policy relating to the energy efficiency of buildings as this has now been replaced and moved primarily into the Building Regulations regime. However it should be noted that the NPPF does set out aims and objectives in terms of meeting the climate challenge.

583. The application seeks to demonstrate through the Environmental Statement and a range of documents including sustainability, low emissions, energy and waste strategies, a framework travel plan, utilities report and a strategic construction environmental management plan, the proposals will seek to meet these objectives.
584. The design principles related to climate and some aspects of the sustainability strategy for the site are supported, as is consideration of climate change as part of the Environmental Impact Assessment. The development and use of the Sustainability Targeting and Assessment Rating (STAR) framework is also welcomed. The ambition towards BREEAM is also supported, although the achievement of BREEAM excellent for public and educational buildings will need to be supported and taken forward in final designs by Cambridgeshire County Council.
585. Concern has been raised in that a commitment to standards significantly higher than current building regulations needs to be essential and that insufficient attention has been paid to the likely developments in environmental legislation.
586. Bearing in mind that development of phase 3A would take place over a long period of time, the successful delivery of the proposals and targets outlined in the Sustainability Strategy will require a staged and long-term approach delivered through each of phase of the development.
587. The Energy Strategy notes that the development will be electrically heated and that infrastructure is not proposed to be in place to connect to a gas network.
588. With regards to carbon reduction, while the energy strategy suggests that emissions could be reduced on a site wide basis by 40%, the target chosen is a 19% reduction in emissions compared to Part L 2013 across Phase 3A as a whole. This is a reflection of the time and delivery of the scheme, coupled with the necessary legislative and policy changes, in particular to the Building Regulations.
589. The Council's sustainability officer has reviewed the application and revised submissions and concluded that the proposed approach is acceptable, subject to appropriate conditions – noting the likely change in Building regulations over the life of the development and the need to reflect this through each stage of the site's development (**Condition 28 – Sustainability strategy; Condition 29 – Review of Sustainability and Energy Strategies and Targets; Condition 30 – Renewable Energy**).

Building design

590. The proposal should use layout, building orientation, design, and materials to ensure properties are not susceptible to overheating and include open space and vegetation for shading and cooling, as advised in Policy CC/1. One of the Guiding Principles of the SPD is for development to be designed and built in accordance with the energy hierarchy, which first and foremost includes reducing energy by design through consideration of building orientation and layout (for example, to promote passive heating in winter and cooling in summer), optimising opportunities for natural light; and by adopting a 'fabric-first' approach to building design.
591. Although the application is in outline only, the submitted Sustainability Strategy includes targets to exceed building regulations (Part L- Energy Efficiency) at later detailed design stage through building fabric, orientation, air tightness, provision of appropriate solar shading, creation of thermal mass and use of proven technologies. Issues of design, layout and orientation would be a matter for later, detailed planning; however, the commitments set out in the outline Sustainability Strategy would ensure fulfilment of the objectives of Policies CC/1 and HQ/1 and the SPD.
592. CC/5 states that on developments where a show home is being provided, a sustainable show home must be provided (either separately or instead of the show home) demonstrating environmentally sustainable alternatives beyond those provided to achieve the standard agreed for the development. This can be secured by planning condition. A condition (**Condition 33 – Show Homes**) will require any developer who is providing a show home on their development to demonstrate environmentally sustainable alternatives beyond those provided to achieve the standard agreed for the development and be positively marketed.

Energy

593. Policy CC/3 'Renewable and Low Carbon Energy in New Developments' requires proposals for new dwellings and new non-residential buildings of 1,000 square metres or more to reduce carbon emissions by a minimum of 10% using on-site renewable energy and low carbon technologies. The NAAP also requires developers to push at the boundaries of the proven technology available at the time of the development.
594. The amended Sustainability Strategy addresses energy use. As part of the outline application, Homes England have committed to the following measures as a minimum with an acknowledgement that these will be

reviewed with each Reserved Matters application in line with the evolution of the EV market. These measures are:

- For those dwellings with a private garage and/or drive the provision of EV charging;
- For those dwellings with a private garage and/or drive the provision of EV charging;
- A suitable number of passive and active EV charging points will be provided in the community car parks and suitable employment areas.

595. Details of local EV charging infrastructure will be provided in the travel packs to each resident.

596. The outline application presents an energy strategy that contains a broad range of measures, to be investigated with each reserved matters' application as policy, legislation and technology evolve.

Transport

597. Sustainable transport options are assessed in more detail in the transport section of this committee report. The submitted Sustainability Strategy reflects the sustainable transport measures detailed in the submitted Transport Assessment, Travel Plan and Low Emissions Strategy, which are recommended to be conditioned to meet Policy CC/1 principles regarding promotion of sustainable transport and reduction in greenhouse gas emissions (**Conditions 16-22 – Transport**).

Water

598. Policy CC/4 'Water Efficiency' requires all new residential developments to achieve as a minimum, water efficiency equivalent to 110 litres per person per day. Proposals for non-residential development must be accompanied by a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.

599. Section 3.3 of the amended Sustainability Statement refers to water efficiency and the developer's approach to this issue. The applicant has proposed to aim to be in line with CC/4 and this will be secured by planning condition (**Condition 31 – Water efficiency**).

Conclusion

600. The applicant's proposals for addressing climate change have been assessed and reviewed by the Council's sustainability officer and are acceptable. Whilst the starting point for assessment reflects current national and corresponding local policy provisions, the duration of the project and dynamic nature of national policy in this area means that it is probable that standards for new development will evolve from the current baseline used in the application submission over time.
601. Providing for any permission to recognise this shifting national (and local) position means that a condition is considered necessary in order to ensure that individual phases of development address the objectives set out in the SCDC (and the future development plan) **(Condition 29 – Review of Sustainability and Energy Strategies and Targets)**.
602. Subject to recommended conditions, the development is in accordance with the sustainability objectives set out in the Local Plan and the NPPF.

7(I) Utilities

603. Policy TI/8 'Infrastructure and New Developments' requires the new town to ensure the provision, management, and maintenance of infrastructure to meet the needs of the town.
604. Policy TI/8 states that planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms.
605. The applicant has submitted an Utilities Report to identify any existing utility infrastructure that may constrain development within the site boundary and to provide advice on the most suitable course of action to mitigate these constraints in a timely and cost-efficient manner. The report identifies no major constraints on site.

Electricity

606. UKPN is the electricity provider in this area. As part of the Phase 2 development proposals existing supply is being extended along the Cambridge Guided Busway (CGB) from the Histon strategic 132kV substation to a proposed new Primary Substation (with sufficient capacity to

serve the Northstowe Phase 2 and 3 development proposals) in the south-eastern corner of the Application Site. This work was completed in 2020.

Gas

607. Cadent Gas is the electricity provider in this area. As part of the Phase 2 development proposals, existing supply is being extended along the new Link Road through Phase 3A, from the existing medium pressure gas main in Longstanton Road to a new gas governor located on the Phase 2 southern boundary (adjacent to the Busway). For phase 3a however it is intended that all dwellings will have electric heating.

Potable Water

608. Potable water is provided by Cambridge Water, which supplies the area around Northstowe from the Coton/Madingley reservoir to the west of Cambridge. The Utilities Report which was submitted in support of the application identifies that there is a 200mm potable water main located within Longstanton Road to the west of the main application site. Longstanton Road bisects the main Application Site and the proposed SARE.
609. As part of the Phase 2 development proposals existing supply is being extended along the new SARW and link road through the site from the existing 450mm diameter pipe located to the west of the site. Reinforcement works have also taken place to secure water supply for the entirety of Northstowe.
610. The Utility Statement states that Cambridge Water has confirmed that it has adequate water resources to serve the proposed, Northstowe development. There is insufficient capacity in the current infrastructure network to supply the Site. Off-site reinforcement works will therefore be required. The reinforcement of the water main will be the responsibility of the developer.
611. Works for designing and constructing the infrastructure works are progressing as part of Phase 2, in anticipation of the Phase 3 development. Additional Phase 3 water mains have already been included within the Link Road to allow for the additional capacity when it becomes available.
612. The Water Resources Management Plan (WRMP) published by Cambridge Water in November 2019 sets out Cambridge Water's draft long-term WRMP for the 25 years between 2020 and 2045 and describes how Cambridge Water will continue to meet the demand for water in the Cambridge region.

613. The growth in new properties and water demand as set out in the WRMP is based on the South Cambridgeshire and Cambridge Local Plans, and as such includes the future demand which will be generated by allocated sites, including the application site. Officers are therefore satisfied that sufficient available resources will be available in the longer term to serve the site, and that the availability of water is not a constraint for development.

Foul Water

614. Anglian Water is the sewerage provider for the area, which is served by Uttons Drove Wastewater Treatment Works (WWTW), which discharges into the Uttons Drove drain. It was identified by Anglian Water, as the treatment facility best suited for improvement in order to receive the increased effluent associated with new development in the area.
615. An upgrade to the watercourses between Uttons Drove and Webb's Hole Sluice together with a pumping station at Webbs Hole Sluice has been undertaken as part of previous phases development works. This will accommodate the increased treatment outflow from the WWTW for the whole of Phases 2 and 3.

Digital Infrastructure

616. Policy TI/10 requires new development (residential, employment and commercial) to contribute towards the provision of infrastructure suitable to enable the delivery of high-speed broadband services across the district.
617. This is reflective of the objectives of the NPPF (para. 114), which encourages planning policies and decisions to support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.
618. There are multiple options for serving the site with full Fibre to the premises to each dwelling. Existing infrastructure will be utilised where possible to minimise any offsite working.
619. A planning condition is recommended to agree the site-wide implementation of broadband infrastructure and next generation mobile technology for both dwellings and commercial premises to ensure the objectives of Policy TI/10 is met (**Condition 68 – Broadband provision**).

Conclusion

620. On the basis of the above evaluation, and subject to the recommended conditions, the development is in accordance with the infrastructure objectives for utilities delivery, including electricity, gas, foul and potable water set out in the Local Plan and the NPPF.

7(m) Waste

621. The NPPF requires Local Plans to consider a wide variety of infrastructure needs including waste management, and this is reflected in Local Plan Policy TI/8. The main issues to consider in this instance are refuse collection and waste management.

Construction Waste

622. The ES describes the amount of waste that will be produced by the development over the build out period. As the development design progresses, waste would be managed through key strategies and reports which will form part of the wider Construction Environmental Management Plan (CEMP).
623. The submitted Waste Strategy provides a good outline as to the overall approach to be taken for minimisation of waste, sorting, re-use, recovery, and recycling. However, there are details which cannot be provided at outline stage and therefore provision is made for Site Waste Management Plans to come forward in due course; and for completed RECAP toolkits Assessment (both of which are required by the Adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy, Policy CS28). A planning condition is recommended to secure these details as well as a separate CEMP to control issues of noise, vibration, dust, and odour sources relating to waste management (**Condition 43 – Construction Environmental Management Plan; Condition 45 – Construction Waste Management and Minimisation Plan**).

Operational Waste

624. The ES describes the amount of municipal household and commercial waste that will be produced by the development and is considered to be not significant in terms of the EIA regulations.

625. Section 106 contributions will be required for the provision of refuse freighters and bins for the development.

Conclusion

626. Based on the above assessment and the submitted ES, the development is considered to accord with environmental objectives relating to waste set out in the relevant Local Plan policies. The provision of refuse freighters and bins to serve the development will be secured through section 106 agreement.

Section 8. Cumulative Impact

627. The EIA Regulations include the requirement to identify the full range of environmental effects that are likely to result from a development which includes a range of secondary effects including cumulative, synergistic, and inter-relationship effects. This wider range of effects is often simply grouped together under the term “cumulative environmental effects”. EIA practice recognises two major sources of cumulative effects: intra-project effects and inter-project effects.
628. Intra-project effects occur when an effect from one environmental discipline may affect another environmental discipline, for example an increase in traffic flows will also result in a change to the noise levels at a particular receptor. These are defined as impact interactions within the ES.
629. Inter-project effects occur resulting from the likely impacts of the Proposed Development interacting with the impacts of other developments in the vicinity. These are defined as cumulative effects within the ES.
630. The assessment identified all the receptors that would be subject to intra-project cumulative effects and considered the extent to which these effects could interact with one another resulting in residual effects of a greater significance than those already identified.
631. Intra-project cumulative effects would arise on existing residents, early occupants of the proposed Development whilst construction is ongoing, construction workers and local businesses as a result of various adverse effects (i.e., dust; noise; visual amenity; traffic) interacting with one another. The assessment concluded that any cumulative effects on these receptors would be temporary, very limited in scale and not raise any residual effects above Minor Adverse which is considered to be Not Significant in terms of the EIA Regulations.

632. The potential for inter-project cumulative effects during the operation phase resulting from the combination of adverse effects with those from other developments relating to visual amenity and traffic on local residents, residents of completed properties, local businesses and users of the local Public Rights of Way network were identified. The assessment concluded that these cumulative adverse effects would not raise residual effects above Minor Adverse which is considered Not Significant in terms of the EIA Regulations. During operation there would also be Moderate Beneficial cumulative effects relating to socio-economics (related to the provision of housing, community facilities and school places) and Moderate and Major Beneficial health effects (related to housing, social infrastructure, open space, access to work, social cohesion, accessibility, crime, healthy food and resources). These beneficial effects are considered to be Significant in terms of the EIA Regulations.

Conclusion

633. Officers have considered and reviewed the cumulative impact assessments and are satisfied with the conclusions reported in the ES, that no significant adverse cumulative impacts will arise.

Section 9. Financial contributions / Section 106 heads of terms

Section 106 planning obligations

634. The Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations) generally set out regulations relating to the Community Infrastructure Levy (CIL). Part 11 refers specifically to planning obligations (including those in Section 106 Agreements) and is relevant to the consideration of this application and will influence the final content of the Section 106 Agreement if planning permission is granted.
635. Regulation 112 of the CIL Regulations requires that a planning obligation may only constitute a reason for granting planning permission for development where it is: -
- necessary to make the development acceptable in planning terms
 - directly related to the development
 - fairly and reasonably related in scale and kind to the development

636. In accordance with the NPPF 2021, planning obligations can only be used where it is not possible to address unacceptable impacts through a planning condition.
637. In considering the appropriate planning obligations to be secured for this phase of development, regard has been had to the requirements and infrastructure delivered under the following planning permissions:
- Planning Permission and associated s106 Legal Agreement to S/0388/12/OL (Northstowe Phase 1)
 - Planning Permission and associated s106 Legal Agreement to S/2011/14/OL (Northstowe Phase 2)
 - Planning Permission - S/0092/18/CC (Education Campus)
638. Following extensive discussions between the County Council, the Local Planning Authority and the applicants, a schedule of S106 terms has been agreed. This can be found in **Appendix B Draft S106 Head of Terms table**, with a summary set out below.
639. The Heads of Terms sets out that contributions, excluding on site delivery will total £68,583,534 as well as 40% affordable housing. This brings infrastructure contributions across the phases to close to £200m when factoring in proposals for Phase 3b, Digital Park, and Endurance Estates.
640. The areas of s106s identified for Phase 3a are -
- **Affordable and other housing**
- 40% of the total housing development with the following tenures.
- Affordable Rent – 50%
Shared Ownership – 20%
Discount Market sale – 10%
Rent to Buy – 20%
- Plots for self-build housing

- **Education**

2 x 3FE (6FE total) primary school with potential extension to 7FE
Contribution towards existing 12FE secondary school at Northstowe
Contribution towards existing special educational needs school at Northstowe
Contribution towards post 16 education provision

- **Sport and Recreation**

Sports pavilions / changing rooms
Strategic open spaces with sports pitches
Play areas
Contribution towards new sports hall
Strategic and other open space maintenance and management plan

- **Community**

Civic hub (to include library and health centre)
Allotments
CCC Social Services Children Families and Adults service
Community Development Worker and Community Chest
Archaeological finds display
Faith space

- **Transport**

A14 to Oakington Cycle Route (up to the Southern Access Road East) – direct delivery
Oakington to Girton Cycle Route
Links to Fen Drayton, Over, Oakington to Cottenham Cycle Route and other countryside links
Improvements to Public Rights of Way
Cambridge Guided Busway
Local Bus Service Pump Priming
Junction schemes
Village Traffic Calming schemes
Traffic Monitoring – ANPR enhancement in Northstowe Area
Transport Enhancement Fund to matters arising post the application
Bus Link Road Construction and Enforcement completion
Electric Bike Hire
Bar Hill A14 improvements
Bus stops on site

- **Waste**

Refuse freighters and bins

Other S106 requests

641. The following provides a commentary on various other s106 requests that have been made by a number of organisations. None of these requests have been carried through into the s106 process as they do not meet the CIL Regulation 122 tests set out at the beginning of this section.

- **All Saints Church**

642. All Saints Church have requested contributions to be sought towards improving the Church, although no specific details of the improvements have. The Northstowe development will however provide community facilities and faith provision across its site. A contribution towards All Saints Church would not be sought as it would not be necessary to make the development acceptable in planning terms or directly related to the development as future residents.

- **Friends of St Michaels Church**

643. The Friends Group seek a range of enhancements to the church including improving the accessibility and re-thatching of roof in providing a community facility for the area. The Northstowe development will however provide community facilities and faith provision across its site. The contribution therefore cannot be sought as it would not be necessary to make the development acceptable in planning terms or directly related to the development as future residents.

- **Longstanton Parish Council**

644. Longstanton Parish Council have requested that they would like to be able to build a new facility on the Recreation Ground Extension. The parish council would also like to set up a new allotment site and a Multi-Use Games Area.
645. Where requests relate to facilities already provided in full on site, such contributions cannot be sought as they would not be necessary to make the development acceptable in planning terms or directly related to the development.

- **Oakington Parish Council**

646. Oakington Parish Council would like to see the delivery of ponds to Oakington Brook which are required through Policy NS/21 of the Area Action Plan. This was secured as part of the S106 for Phase 2. The action requires further assessment of the Oakington Brook following completion of the A14 and the associated works.
647. The Environment Agency are leading on this assessment. Further work will be required with the Parish Council to understand and deliver the full scope of work. As this matter is under the assessment of the Environment Agency and Phase 2 permission, there is no further requirement within Phase 3A to deliver further mitigation. It should be noted that ponds alongside the SARE may deliver the mitigation necessary.
648. A further public footpath along the Beck Brook from Cambridge Road to the Oakington Recreation Ground is also requested. County Council Officers have been made aware of this request and it is expected that this would be included in the PROW improvements as part of the transport mitigation.
649. The Parish also seek improvements to the local recreation ground. Such a request cannot be secured as it would not be necessary to make the development acceptable in planning terms or directly related to the development.

- **National Trust**

650. The National Trust, also supported by Cambridge Past, Present and Future, requests a contribution towards enhancement of Wicken Fen.
651. National Trust highlights that there is concern about the potential impact of the substantial scale of planned new development in Greater Cambridge upon National Trust property within the local vicinity. Specific reference is made in their representation to the Trust's land at Wicken Fen National Nature Reserve and at Anglesey Abbey, both of which have seen significant increases in visitor numbers over recent years.
652. The mitigation delivered on Northstowe extends beyond the application site to include public footpath and cycleway enhancement and wider recreational links onto strategic footpath and cycleways. Further the off-site mitigation provides over 70 hectares of enhancement in the local area which would be available to Northstowe residents directly and in Cottenham.

653. Given the extensive mitigation which would be delivered as part of the Northstowe development, it is considered that contributions towards the enhancement of Wicken Fen is not necessary to make the development acceptable in planning terms.

- **RSPB**

654. The RSPB, supported by Cambridge Past, Present and Future, requests a contribution to upgrade the infrastructure at the nearby Fen Drayton Lakes RSPB Reserve. This is to allow the reserve to accommodate the increased visitor numbers that will arise from Phase 3 of the new settlement.

655. As identified in the response to the National Trust's request above, given the mitigation which is already being secured as part of the Northstowe development, it is considered that contributions towards the enhancement of Fen Drayton Lakes RSPB Reserve are not necessary to make the development acceptable in planning terms.

- **Conclusion**

656. Officers are satisfied that the agreed planning obligations set out in the draft heads of terms table meet the statutory tests of CIL Regulation 122. The Application has confirmed the acceptability of committing to this complete mitigation package, by way of planning obligations, which will be secured through a S106 Agreement.

657. With the planning obligations identified in **Appendix B Draft S106 Head of Terms table** in place, the proposed development would be acceptable. The proposals will therefore comply with Local Plan policies.

Section 10. Planning Balance and Conclusion

Introduction

658. Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

659. The NPPF represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable

development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay.

660. The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development. The benefits and dis-benefits of the development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development, as summarised below.

Economic Role

661. The NPPF places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development. The proposals will create construction jobs and employment through businesses, shops and services within the local centre and mixed-use employment areas within the application proposals whilst also providing enhanced town centre viability for those proposals being built within Phase 2. Due to the scale of the development these should also be afforded substantive positive weight.

Social Role

662. In terms of the social role of sustainability, the development will provide up to 4000 market and affordable homes to meet the needs of present and future generations. The development will deliver an important quantum of housing to meet South Cambridge's housing needs beyond the end of the Local Plan period (2031).
663. The housing provision includes a policy compliant 40% affordable housing provision for those in need, representing 1600 units across the site. The development would also provide the opportunity for self/custom build and age specific accommodation. The social benefits of the scheme arising from the provision of new housing is considered to be of major significance.
664. The proposals would also provide wider social benefit arising from the provision of sports, recreation and play facilities (which in the case of informal recreation would be almost 10 times the level expected by policy). The provision of allotments, community orchards and other infrastructure would also be of significant community benefit to future residents.
665. The re-provision of Mill Road and the recreational routes around the site and from Oakington to Longstanton will also improve connectivity previously severed by the airfield and connect Longstanton and Oakington to the benefit

of the community and the surrounding area. In addition, the development will provide an opportunity for social and informal recreation.

- 666. Other cycling routes and transport mitigation would also have a positive social benefit and the contribution to the Cambridge Guided Busway should also be noted. These is a significant positive benefit. The capability and support to further public transport is also a benefit of the scheme.
- 667. The provision of a range of community-based infrastructure in terms of community support and a further building to be delivered by the developer is also considered to be of significant benefit. Further contributions to the Phase 2 civic hub, as a focus for the new town in providing health, community and library facilities is also significant.
- 668. The proposals would also provide two further primary schools and further contributions towards the secondary school on Phase 2 would also be of significant community social benefit, meeting the educational needs of future residents.
- 669. The social benefits arising from the development proposals are afforded major significance.

Environmental Impacts

- 670. In relation to the environmental role of sustainability, the proposed parameters of the development demonstrate that the site can appropriately accommodate the quantum of development proposal.
- 671. The proposed development will contribute to improvements in habitat quality and a net gain in biodiversity to a minimum of 15%. Provision is made within the recommended conditions to ensure prudent use of natural resources at the site, and measures to minimise waste and pollution.
- 672. Mitigation and adaptation to climate change, and a commitment to the progression of zero carbon will be facilitated through the proposed site wide sustainability strategy. The agreed transport mitigation package will also bring environmental benefits, through prioritising sustainable travel modes which would offset the traffic impacts generated from the development. On this basis, the environmental benefits generated by the development are considered to be significant.
- 673. The proposals would also include the retention and reuse of pillboxes and the inclusion of the former runway as a key landmark and the reinstatement of

Mill Road all of which would have a positive impacts on the heritage of the area.

674. Whilst the development will result in impacts on the area in terms of noise and disturbance as the development is completed and disruption through the implementation of the traffic mitigation, this would be minimised and mitigated through the implementation of construction management plans, and as such carries moderate weight.
675. The impact of the development on landscape character has also been identified as creating a negative environmental impact. There are considered sufficient safeguards through appropriate planning conditions to ensure mitigation impacts on landscape and local character. The development proposals will also cause the loss of agricultural land; this would be the case for any development on an allocated green field site.
676. Some weight can be attached to the environmental harm of the development, officers are of the view that the environmental benefits outweigh the dis-benefits, particularly given the provision of net gain in biodiversity and measures to mitigate and adapt to climate change. As such, moderate weight can be attached to the environmental benefits of the scheme.

Summary

677. Overall, the proposed development will bring significant measurable economic, social and environmental public benefits that accord with the three dimensions of sustainable development set out in the NPPF. In exercising the planning balance, officers consider there are no sustainable planning objections that would outweigh the positive benefits arising from the development which forms a longstanding and established allocated site.
678. The balance of these benefits in the circumstances of the Application is considered to weigh in favour of granting planning permission, outweighing any harm that the proposed development will cause.

Conclusion

679. The application is consistent with the policies of the development plan for the area. This is principally owing to the site being allocated for development in the adopted South Cambridgeshire Local Plan.
680. Having examined the development proposals against other material planning considerations, none are identified that would on their own, or in combination, lead officers to consider recommending refusal of planning permission for the Application.

681. Officers' analysis, as set out in this report, triggers the '*presumption in favour of sustainable development*' set out in Paragraph 11 of the NPPF, which means approving development proposals that accord with an up-to-date development plan without delay. Furthermore, the direction at Section 38 (6) of the 2004 Planning Act that the proposed development '*must be made in accordance with the development plan unless material considerations indicate otherwise*' points firmly towards the granting of planning permission in this case.
682. Officers have carefully considered all the issues raised by the planning application, including evidence and opinions submitted on behalf of the applicants, the contributions of consultees, wider stake holders and members of the public.
683. Having also taken into account the provisions of the development plan, the NPPF and PPG, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the proposed development is recommended for approval subject to the completion of a section 106 planning agreement to secure necessary developer contributions and subject to a number of controlling and safeguarding conditions.

Recommendation

684. DELEGATED APPROVAL 'to the Joint Director of Planning and Economic Development' of outline permission 20/02171/OUT, as amended, subject to:
685. Planning conditions as set out below (including Explanatory Notes and Terms), with the final wording of any amendments to these (and to include others considered to be appropriate and necessary) to be agreed in consultation with the Chair and Vice Chair of Planning Committee prior to the issuing of planning permission; and
686. Satisfactory completion of a Section 106 Agreement under the Town and Country Planning Act 1990 on the terms broadly referenced in Section 9 of this report, with delegated authority granted to the Joint Director of Planning and Economic Development to negotiate, secure, and complete such agreement on terms as are otherwise considered to be appropriate and necessary.

687. This includes the Heads of Terms (HoTs) as set out in the report, and any other HoTs or the detail, including phasing and triggers, that are still under negotiation. The final wording of any significant amendments to HoTs listed in the report to be agreed in consultation with the Chair and Vice Chair of Planning Committee prior to the issuing of planning permission; and
688. Delegated authority given to officers to set out as part of the decision notice and in accordance with the Town and Country Planning (EIA) Regulations 2017, reg. 29 'information to accompany decisions' a reasoned conclusion of the significant effects of the development on the environment and to carry out appropriate notification under reg. 30 accordingly.
689. If necessary, a summary/progress report on the s106 obligations to be referred to Planning Committee six months after the Planning Committee.
690. A list of the planning conditions and the structure of the conditions is contained below. The detailed wording of the conditions is set out in **Appendix D**, with a list of key definitions in **Appendix C**.

Appendices

Appendix A: Legislation and Policies

Appendix B: Draft S106 Heads of Terms – summary

Appendix C: Key Definitions

Appendix D: Proposed planning conditions (full wording)

Appendix E: Application Site Plan

Appendix F: Parameter Plans

Appendix G: Environmental Statement (ES) summary of mitigation measures

Appendix H: Glossary

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