



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)

Amendment/update report – Phase 3A application

Further Consultation Responses – Oakington and Westwick Parish Council

Additional comments received relating to Phase 3A. Requests conditions on any planning consent in line with recommendations included in previous submissions. Summarises the following matters of importance:

Flooding Oakington and Westwick suffer from serious flooding issues and as part of the S106 agreement for Phase 2, the Applicants agreed to provide additional storage upstream of Oakington to help reduce the flood levels in Oakington Brook as it passes through the village. Concerned that there has been no progress on this issue. The amount agreed was £400k with a trigger point of completion of 2000 dwellings in Phase 2 - likely to be at least five years off. Expected an additional amount of funding (or equivalent direct works by the applicant) to be provided in Phase 3a to provide sufficient funds to construct a reservoir of adequate capacity to store run-off from the 10 sq.km catchment in the 1 in 200-year storm (plus 40% CC allowance).

Requests the construction of a reservoir at the beginning of building work on Phase 3A and agreement of a fund for a long-term maintenance agreement.

Officer note – This is addressed in Section 7(f) of the report. The applicant has submitted a Flood Risk Assessment (FRA) that provides for an attenuation pond (assumed to be the reservoir referred to by the Parish Council). A planning condition (no. 36) has been recommended which requires that no development shall commence until the associated surface water infrastructure works have been completed. Recommended Condition 38 (Surface water management and maintenance) addresses the maintenance arrangements.

Surface Water Run-off Concern over the potential of increased flood risk in the village posed by surface run-off from Phase 3A. Some 60ha of land comprising part of Phase 3A now drains westwards and southwards towards the village and is discharged into a small ditch system (Award Drain 171) which flows directly through the village to join Oakington Brook and has caused flooding of properties in the past. The ditch is maintained by SCDC and the applicants have made no long-term commitment to South Cambs District Council to contribute to its upkeep.

Since drainage is now passing through the village rather than into the Water Park, it is imperative that the mitigation measures suggested in the current application are installed before development takes place on the Oakington catchment. These measures must be included in a long-term maintenance/adoption programme for the surface water drainage system as it affects the Oakington catchment.

Requests a condition to ensure that all necessary safeguarding is in place before development proceeds on the Oakington catchment.

Officer note – See comments above

Traffic Issues – Southern Access Road East (SARE) Note Highways England's condition that the SARE be completed before 3001 dwellings are completed in Phase 3A. Highways England does not, however, indicate any preference for the route of SARE.

Strongly oppose the proposed exit of the SARE onto Dry Drayton Rd at the Business Park site. From the traffic figures provided in Homes England own assessments, this location onto Dry Drayton Rd. will generate excessive traffic through Oakington.

Planning Condition Suggestion that the proposed Southern Access Road East should link to the Dry Drayton Rd/A1307 roundabout.

Officer note – The Applicant is unable to deliver the SARE to the A1307 as this would require land which is not within their control.

Further Consultation Responses – Third Party representations

7 further representations have been received in relation to 20/02171/OUT (Phase 3A) (The correspondence can be found in full in Appendix A).

The following is a summary of the issues raised:

1. Impact of the development on the environment and biodiversity.

Officer note - this is covered in Section 7 of the report (Environmental Considerations)

2. Limitations of water supply and impact of further abstractions on chalk aquifers.

Officer note - this is covered in the Groundwater section of the report, from Para 442).

3. Impact of increased traffic, including noise pollution arising from the road/roundabout which will serve the development; noise assessment does not capture impact of properties in Phase 1.

Officer note - this is covered in the Noise and Vibration section of the report (Section 7 (j) from Para 472).

4. Consideration of a bypass around Northstowe to Willingham/Over – Officer comment – Transport Issues are covered in Section 3, Transport.

Officer note - the County Principal Transport Officer will be present at the committee meeting and can provide a verbal update regarding the issue of a bypass around Northstowe.

5. Routing of footpaths.

Officer note - this is covered in the Public Realm and Recreational Links section of the report, from Para 367.

6. Lack of green separation between Northstowe and Oakington and Westwick.

Officer note - this is covered in Section 2 (b) Vision of the report, from Para 188.

To note:

The representation from Northstowe Town Council received 18 January 2022 has been further considered by officers. The following update is provided by way of response:

Site Hydrology Assessment: The Applicant has confirmed the acceptability of independent groundwater monitoring assessment being carried out. An additional planning condition is recommended to secure this.

Southern Access Road East: The Applicant is unable to deliver the SARE to the A1307 as this relates to land which is not within their control.

Public Transport Provision The Transport Assessment is based on the assumption that bus travel will provide a large proportion of journeys from Northstowe, and that this will be delivered by another project to CAM. Planning conditions can secure the requirement for a strategy for bus service provision.

Construction Environmental Management Plan A planning condition has been recommended which secures the requirement for a separate construction access (Condition 42 – Construction Environmental Management Plan).

Delivery Phasing A planning condition can be recommended to require the delivery of cycleways at an early stage of the development, prior to occupation of each particular reserved matters parcel.

Additional Correspondence:

Correspondence from Michael Bottomley, Senior Planner, Tibbalds Planning and Urban Design Ltd, on behalf of Applicant (memo dated 25 January 2022).

Writes to set out main comments in respect of the published committee report (addressing factual inaccuracies/omissions), along with minor corrections and clarifications.

Points of clarification/amendments to committee report:

Para 35: The Parameter Plans referred to should all be V4.

Paras 569 – 575: Due to an editing error these paragraphs were included in error and should be deleted from the report. Replacement paragraphs as follows:

The submitted Sustainability Statement and Energy Statement demonstrates that the proposed new development will:

- a) Minimise carbon emissions through the approach to energy use
- b) Minimise water usage and flood impacts
- c) Provide a sustainable approach to waste and materials and resources
- d) Provide for a high level of accessibility by sustainable travel modes

- e) Provide substantial amounts of high-quality green infrastructure
- f) Develop sustainable new buildings;
- g) Create a cohesive community and culture;
- h) Support the local economy; and
- i) Be an exemplar for health and wellbeing. 500.

The statement proposes that all non-residential dwellings over 1,000 m² will achieve at least BREEAM 'Very Good' with key public buildings (education and inpatient healthcare), where applicable, to achieve at least BREEAM 'Excellent' with an aspiration of achieving BREEAM 'Outstanding'.

The submitted Energy Strategy has proposed an approach using the Energy Hierarchy of Be Lean (considering energy efficiency measures) and Be Green (introduction of low and zero carbon energy generation) and has been used against current Part L 2013 of Building Regulations

Annex B - Heads of Terms: Ongoing work in respect of the Heads of Terms post dates this document.

- It is no longer an intention to expand the primary school to 7FE.
- Contributions have been agreed for community building/heritage annex contribution; swimming pool contribution; additional school contribution and SARE provision.

Annex D – Proposed planning conditions. The Applicant has reviewed the draft conditions and has confirmed the acceptability in principle. Further discussion will be required with officers in respect of the precise wording. In accordance with the report recommendation, the final wording to be agreed in consultation with the Chair and Vice Chair of Planning Committee prior to the issue of the planning permission.

Para 52 – An Ecology addendum to ES has also been submitted.

Para 233 – The site densities are illustrated in figure 6.32 of the Design and Access statement, and not the parameter plans.

Para 234 – Final sentence: 'It is considered that the proposed development has been developed at an appropriate density and scale to maximise the development potential of the site, in accordance with Policy H/8'.

Para 239 - The trigger for review of the need for the SARE is 2,000 homes, with delivery prior to occupation of 3,001 homes.

Para 256 – Due to an editing error this paragraph was included in error and should be deleted from the report.

Para 257 – Delete reference to park and ride facilities.

Para 270 – The Bar Hill improvement to be secured via s106 obligation, not condition.

Para 273 – To clarify, the proposals show the new Mill Road as a green route/linear park for non-vehicle users (e.g., walking, cycling and equine users)....Mill road is not proposed to be a route for equine users.

Para 283 – The SARE is to be secured via s106 obligation (subject to monitor and manage approach)

Para 284 - The local busway goes through the centre of Phase 3A.

Para 286 – Due to an editing error this paragraph was included in error and should be deleted from the report.

Para 298 – To clarify, this phase will provide nearly 1800 jobs and over 8ha employment land including take up of the secondary mixed use areas.

Para 342/346 – To clarify, the provision of gypsy and traveller sites is not required by site specific policies and is not being proposed as part of the development.

Para 352 – Potential expansion of one of primary school to 4FE no longer required by County and not part of proposals.

Para 353 – Additional private early years sites to be secured via s106.

Para 357 – A community building of up to 342 sqm GIA is proposed and to be secured via s106

Para 365 - The overall POS provision greatly exceeds policy requirement (67.6Ha provided v policy requirement of circa 32.9Ha).

Para 372 – Private nursery sites to be secured via s106

Para 388 – The agricultural land total includes 78ha of BMV agricultural land - the rest is poor.

Para 425 - The archaeological investigation report has been provided following the works and there are no changes to the ES conclusions.

Para 435 – The s.106 agreement does not deliver off-site farmland bird mitigation. This was delivered under Phase 2, which provides some credits for Phase 3A. Additional land has been purchased which will allow for the rest (ES chapter 7 para 7.4.71).

Para 440 - Badger baiting surveys have already been undertaken and the report provided to the Council's Ecologist in April 2021, who confirmed that this issue was resolved.

Para 485 - ES chapter 10 para 10.4.15 advises that the groundwater is known to be shallow in areas where superficial River Terrace Deposits are present. During construction of infrastructure and foundations in these areas, groundwater control may be required.

Para 523 - The buffer was increased to 30m all around the Military Lake.

Proposed planning conditions – amendments

Condition 10 - For each defined key phase

Add the following within (b) after Housing Delivery Statement including an affordable housing delivery statement, add 'a self and custom build housing delivery programme'.

Condition 12 - Reserved matters requirements

Add the following –

- n) Details of Junction design, layout, sections and details of carriageway, footway, cycleway, underground services and drainage
- o) Details of crossing points of pedestrian and cycleways to the surrounding area
- p) Details of the layouts of bus stops and mobility hubs (to accommodate e-bikes, pool cars or other on demand transport options)
- q) Landscaping, tree planting and ecological features
- r) Management, phasing and implementation of the proposed works

Condition 31 - Water efficiency - reword

Notwithstanding the information contained within the Sustainability Statement (July 2021), no part of any Development Parcel containing residential development, pursuant to this outline permission, shall commence until a scheme detailing water conservation and management measures for that particular Development Parcel has been submitted to and approved in writing by the Local Planning Authority. The scheme shall detail water efficiency measures sufficient to ensure that potential consumption of potable water by persons occupying a new dwelling does not exceed 110 litres per person per day. Each Development Parcel shall thereafter be implemented in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority. The scheme shall include a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) or successor document.

For all non-residential development, the scheme shall include a water efficiency specification, based on the BREEAM Wat01 Water Calculator or successor document, demonstrating the achievement of 2 credits for water efficiency (Wat01).

REASON: There is a high demand for limited water resources in the East of England; therefore it is necessary to manage water use by incorporating practicable water conservation measures in accordance with Policy CC/4 of the South Cambridgeshire Local Plan 2018 and NAAP policy NS/21, the Greater Cambridge Sustainable Design and Construction SPD 2020, and the aims and objectives of the NPPF.

Condition 39 - Groundwater monitoring and water conservation for the military lake

For i) add 'with an agreed baseline.'

iv) after recharge, add 'groundwater'.

New Condition - Travel Plan

For the avoidance of doubt, the Travel Plan submission will identify a package of measures consistent with the aim of reducing reliance on the car, and should include (but not be limited to) providing information on / promoting the use of alternative modes of transport, by:-

i) The appointment of a travel plan co-ordinator,

- ii) The establishment of targets for modal shift,
- iii) The details of measures to be employed to achieve the identified targets,
- iv) Mechanisms for ongoing monitoring and review of targets and travel plan measures,
- v) Details of additional measures to be investigated / implemented in the event that the identified targets are not met.
- vi) Public transport information and ticket details;
- vii) Cycle provision, showers and lockers and associated infrastructure in workspace;
- viii) Walking and cycling initiatives;
- ix) Improving overall links to public transport infrastructure within Northstowe and to adjacent villages;
- x) Opportunities for alternative modes of transport and management of site operatives during construction; and
- xi) including binding methods of delivery, review, and monitoring of the measures in the Travel Plan (including the requirements of this condition).

REASON: To ensure the satisfactory functioning of the development, to promote the use of a range of modes of transport and minimise the use of the car in accordance with Policies S/2, S/3, CC/1, HQ/1, TI/2, TI/3 and TI/8 of the South Cambridgeshire Local Plan 2018 and Policies NS/1, NS/10, NS/11 and NS/27 of the NAAP and the aims and objectives of the NPPF.

New condition - Public rights of way

No development shall commence, apart from enabling works, until a Rights of Way scheme has been submitted to and approved in writing by the LPA. The scheme shall include provision for:

- a) the design of public rights of way routes and their surfacing, widths, gradients, landscaping and structures;
- b) any proposals for the creation, diversion and closure of public rights of way and alternative route provision

REASON: In the interests of the amenity and safety of the public in line with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

New condition - Longstanton Road

As part of the Reserved Matters submission for Strategic Engineering Elements relating to the use of Longstanton Road as a greenway the following shall be submitted for approval by the Local Planning Authority:

- i) Tree protection details in accordance with BS5837:2012 (or succeeding or replacement legislation)
 - ii) Details of hardsurfacing for cycleways, pedestrians and equine access (including sections and materials)
 - iii) Details of new landscaping and ecological implementation
 - iv) Details of drainage mitigation
 - v) Details of associated structures (e.g. seats, artwork positions, signage and heritage information boards)
 - vi) a timetable for implementation
- b) The scheme shall be implemented in accordance with the agreed timescales and retained thereafter.

REASON: To ensure that the proposals for access are appropriately delivered and promote sustainable modes of transport, mitigate the noise impact and deliver a high quality environment associated with infrastructure delivery in accordance with Policies LP/1, CC/6, CC/8, NH/4, NH/6, TI/2 and TI/8 of the SCLP and Policies NS/1, NS/10, NS/11, NS/12, NS/17, NS/21, NS/23, NS/24, NS/25 and NS27 of the NAAP and that the design of streets and other transport elements and in accordance with the aims and objectives of the NPPF.