

Northstowe Phase 3A Planning Application Summary of Responses to Public Consultation

Introduction

The planning application for Northstowe Phase 3A was validated on 18th May 2020. 83 comments were received from members of the public. These comments have been reviewed in detail by both Homes England as applicant and South Cambridgeshire District Council as local planning authority to identify where additional information is required to amend or supplement the information originally submitted with the planning the application.

The public comments have been catalogued and sorted into categories. The following table summarises the comments received, provides a brief response and identifies where more detailed information can be found within the original application materials or within the package of information submitted in January 2021 in response to consultee comments (the Planning Consultation Response Pack).

This table has been provided to make it easier to find the information that addresses public comments. Please see the submitted covering letter for further details regarding the scope and contents of the Planning Consultation Response Pack.

Topic	Summary Response	References
Green Separation		
A total of 39 public comments related to the green separation between Northstowe and Oakington. The key points can be summarised as follows:		
Concern over the width of the green separation (60m is too narrow) and loss of the identify of Oakington.	<p>This open space has been provided to respect the individual character and setting of Oakington, and to assist in retaining the setting to Oakington Conservation Area. The area comprises a wide linear green space with informal open space and enhanced ecological corridors, for the residents of both Northstowe and Oakington. The majority of the existing trees and woodland blocks along the Oakington edge have been retained, which provide structure to the space and ensure that the setting of the Conservation Area is respected.</p> <p>The landscape area between Northstowe Phase 3A and Oakington varies in width between 45m and 210m and the space between new and existing</p>	<p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> 1. Revised Design and Access Statement 2. Open Space Parameter Plan 3. Oakington Green Landscape Setting & Military Lake Setting Briefing Note

	buildings generally exceeds 100 metres. This is sufficient to achieve valuable 'breathing space' between the settlements and maintain the identity of Oakington. This open space and the retained trees will provide important amenity space for new and existing residents.	
Concern that green separation could be 'land banked' for future housing development.	<p>The Parameter Plans included within the planning application set the extent of development, and identify the Oakington edge as open space which will be a valuable asset to the new and existing communities. Proposed allotments and community gardens ensure this multi- functional space does not become a barrier between existing and new communities.</p> <p>The green and open nature of this space is established in policy and respected by the Parameter Plans contained within the planning application. South Cambridgeshire District Council will prevent any inappropriate development in this area from securing planning permission in the future.</p>	
The retention of adequate green separation between Oakington and Northstowe could easily be achieved by simply moving the eastern sports hub adjacent to the site boundary with Oakington, and the housing closer to the proposed primary school.	The proposed location of the sports hub has been chosen so that the sports facilities are reasonably central and therefore better able to serve the whole of Northstowe as well as the surrounding communities. The current proposal for green space with informal open space and enhanced ecological corridors avoids introducing a noise generating use or floodlights adjacent to Oakington.	
Increase in Traffic and the Southern Access Road East		
A total of 85 public comments related to traffic generated by the proposed development. The comments can be summarised as follows:		

<p>Concern over the increase in volume and speed of traffic on Dry Drayton Road and in Oakington due to the introduction of the Southern Access Road East (SARE).</p>	<p>The traffic analysis undertaken as part of the Phase 3A Application shows that the majority of traffic routing from Northstowe will be along the SARW towards the B1050 and the A14, rather than along the SARE (with approximately 20-30% using the SARE). The character of the new road and indicative design of its junctions reflect this.</p> <p>From the junction of the SARE with Dry Drayton Road, the south west traffic would go south west on Dry Drayton Road and cross over the A14. Traffic to Cottenham would go north east on Dry Drayton Road through Oakington. Traffic south to north west Cambridge would be anticipated to travel south on Dry Drayton Road and then use the A1307 (new road) to Cambridge, as this is of a high standard and would give a shorter journey time to Cambridge compared to going via Oakington and Cambridge Road to connect to Huntingdon Road.</p> <p>To make sure that the traffic impacts on Oakington are not underestimated, the Transport Assessment assumes that the larger proportion of this traffic uses the Oakington and Girton route. This is very much a worst case scenario to ensure the assessment is robust. In reality people will choose the fastest and easiest route and the A1307 will be a much better option for most journeys. The Transport Assessment sets out measures to discourage traffic travelling through Oakington and reduce the impacts.</p>	<p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> 1. Revised Transport Assessment 2. Oakington Green Landscape Setting & Military Lake Setting Briefing Note
<p>Increase in air and noise pollution due to increase in road traffic.</p>	<p>Chapter 6 of the Environmental Statement (ES) provides an assessment of the impact of the Phase</p>	<p>Phase 3A Planning Application (submitted under planning application 20/02171/OUT)</p>

	<p>3A proposals on air quality, in accordance with the applicable guidelines. The key points can be summarised as follows:</p> <ul style="list-style-type: none"> • The impact of the proposals on the A14 Corridor Air Quality Management Area has been demonstrated to be negligible in both the construction and operational phases. • A series of measures are proposed which will adequately mitigate construction and operational phase air quality impacts. • A Low Emissions Strategy covering both the construction and operational phases has been completed and is submitted as part of the planning application package. <p>Chapter 13 of the ES provides an assessment of the impact of the Phase 3A proposals on surrounding areas in terms of noise and vibration during construction and operation, as well as the impact of existing and proposed noise sources on the completed development. The key conclusions of the assessment are:</p> <ul style="list-style-type: none"> • With suitable mitigation measures implemented, the noise impacts of the development proposals during construction and operation will not lead to unacceptable adverse impacts on residential properties surrounding the Site. • The existing noise climate on the Site is generally acceptable for the proposed development, with only limited requirements for mitigation measures (e.g. layout and façade measures to address overnight noise). 	<ol style="list-style-type: none"> 1. Environmental Statement Chapter 6: Air Quality 2. Environmental Statement Chapter 13: Noise and Vibration <p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> 3. ES Addendum: Noise and Vibration
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	<ul style="list-style-type: none"> The impacts of noise arising within the Phase 3A development between proposed uses (such as residential, commercial and educational) can be adequately addressed through detailed design and noise mitigation measures. <p>The detailed strategies for mitigating noise impacts from, on and within the Phase 3A development will be developed and submitted for approval as part of the planning condition discharge and reserved matters process.</p>	
<p>Traffic modelling provided (in Appendix H of the Transport Assessment) for the A1307/Jug Handle junction near Bar Hill is based upon outdated plans for the junction, and do not reflect the built layout. The differences are (1) Both roads are now provided with a single-stage pedestrian/cycle/equestrian crossing, instead of the staggered layout previously planned; and (2) The westbound A1307 is provided with two independent sets of lights, with traffic turning right onto the jug handle controlled separately from traffic continuing ahead.</p>	<p>The modelling of the junction is based on as construction drawings provided by Highways England.</p>	<p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> Revised Transport Assessment Oakington Green Landscape Setting & Military Lake Setting Briefing Note
<p>Request that all vehicles related to the Phase 3A construction be forbidden to use Station Rd, Water Lane, Dry Drayton Rd, Longstanton Rd and Dry Drayton Rd in Oakington and Westwick.</p> <p>and</p> <p>Damage to old buildings in Oakington due to increase in traffic vibration.</p>	<p>Chapter 13 of the ES provides an assessment of the impact of the Phase 3A proposals on surrounding areas in terms of noise and vibration during construction and operation. It concludes that with suitable mitigation measures implemented, the noise impacts of the development proposals during construction and operation will not lead to unacceptable adverse impacts on residential properties surrounding the Site.</p>	<p>Phase 3A Planning Application (submitted under planning application 20/02171/OUT)</p> <ol style="list-style-type: none"> Environmental Statement Chapter 13: Noise and Vibration Strategic Construction Environmental Management Plan <p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> ES Addendum: Noise and Vibration

	<p>The Phase 3A planning application was supported by a Strategic Construction Environmental Management Plan. The purpose of this document is to outline how Homes England, developers and contractors will manage, and where practical minimise, the impact of the proposed Development's construction upon surrounding environmental receptors. Homes England are committed to achieving high environmental standards and working closely with the local community and other stakeholders throughout the development period.</p> <p>More detailed Construction Environmental Management Plans will be developed and approved as part of the discharge of conditions and detailed ("reserved matters") planning applications process for phases of development. These details are not currently available since the Phase 3A planning application is in outline only.</p>	
<p>There must be no road connection between Northstowe and Oakington Village except for emergency vehicles.</p>	<p>The links between Oakington and Northstowe are mainly for pedestrians and cyclists. The access point to the north of Oakington labelled as a 'Main Connection Point' on the Movement Parameter Plan will primarily be for pedestrian and cycling access, but could also be used for emergency services and potentially a bus link in the future to enable a service that links to the guided busway and serves existing and new residents. This road link will not be used for general traffic.</p>	<p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> 1. Revised Design and Access Statement 2. Phase 3A Movement Parameter Plan
<p>Flood Risk and Drainage</p>		
<p>A total of 33 public comments related to flood risk and drainage. The comments can be summarised as follows:</p>		

<p>The Phase 2 attenuation ponds on Oakington Brook have not been completed, resulting in increased flood risk to Oakington.</p>	<p>The Phase 2 attenuation ponds highlighted are part of the S106 requirements to provide betterment in Oakington rather than meet the needs of the application. For noting, these are not related to the Phase 3A outline planning application.</p>	<p>Phase 3A Planning Consultation Response Pack 1. Flood Risk Assessment Addendum and Drainage Strategy Addendum</p>
<p>Concerned that water runoff from the SARE does not enter the Oakington Brook.</p>	<p>Appropriate attenuation will be provided for any increase in surface water run off associated with any impermeable areas of the SARE and in line with the Lead Local Flood Authority requirements. This is addressed in the Flood Risk and Drainage Strategy Addendum.</p>	<p>Phase 3A Planning Consultation Response Pack 1. Flood Risk Assessment Addendum and Drainage Strategy Addendum</p>
<p>Mare Fen works to the drain are still not complete to allow capacity for drainage from the additional houses.</p>	<p>These form part of the Phase 2 consent and are being progressed in line with Internal Drainage Board and Environment Agency approvals.</p>	<p>Phase 3A Planning Consultation Response Pack 1. Flood Risk Assessment Addendum and Drainage Strategy Addendum</p>
<p>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.</p>	<p>Further information on management and maintenance of site drainage is addressed in the Flood Risk and Drainage Strategy Addendum.</p>	<p>Phase 3A Planning Consultation Response Pack 1. Flood Risk Assessment Addendum and Drainage Strategy Addendum</p>
<p>Height and Density</p>		
<p>A total of 19 public comments related to the proposed height and density of the proposed development. The comments can be summarised as follows:</p>		
<p>The overall density of the site will be too great.</p>	<p>The proposed approach to housing density is consistent with the strategic aim for Northstowe to become an attractive and distinctive new town with a variety of housing options alongside significant quantities of high-quality open space. Section 6.3.5 of the Design and Access Statement explains the design rationale for the distribution of building heights and densities across Phase 3A. The key principles underpinning the proposed approach to density can be summarised as follows:</p>	<p>Phase 3A Planning Consultation Response Pack 1. Revised Design and Access Statement 2. Building Height Parameter Plan 3. Oakington Green Landscape Setting & Military Lake Setting Briefing Note</p>

	<ul style="list-style-type: none"> • Creating a variety of distinct areas of differing character, building forms, housing types and densities across this large site to avoid a homogenous 'everywhere' development. • Reflecting the urban form of Cambridgeshire market towns and villages, which generally have highly compact urban cores and lower density development at the edge of the settlement. • Coupling density with high quality walking and cycling infrastructure to reduce the use of private cars for trips to community facilities, education, employment and public transport. • Creating compact areas of development to allow more land for green space, with significant areas of trees, planting and water bodies (both new and retained) and new formal and informal open space provided. • Introducing lower density development along the edge of the site which adjoins Oakington. 	
<p>Three-storey building overlooking Church View and Mill Road is contrary to the Northstowe Area Action Plan 2007</p>	<p>The proposed development and associated heights have been carefully located in a way that minimises impact on Oakington. Whilst the design has taken into account the principles of the AAP, more recent information has come forward as a result of a number of impact assessments undertaken as part of the application.</p> <p>The landscape area between Phase 3A and Oakington varies between 45m and 210m and the</p>	<p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> 1. Revised Design and Access Statement 2. Building Height Parameter Plan

	<p>likely space between buildings generally exceeds 100m. Where the proposed development sits closest to Church View and Mill Road (approximately 90m from the existing homes), the heights are limited to 2 storeys, as shown on the Parameter Plan. These new homes will be located behind substantial existing tree belts.</p> <p>Buildings up to 3 storeys have been proposed further away from Church View and Mill Road (approximately 150m) in locations where their impact will be minimised, for example behind large widths of open space with retained tree belts, or behind the 2 storey development that sits closest to Oakington. This is explained in more detail in the Oakington Edge Separation Note’.</p>	
Wildlife, Ecology and Trees		
A total of 19 public comments related to wildlife, ecology and trees. The comments can be summarised as follows:		
The impact on biodiversity and existing wildlife has not been given proper consideration.	Chapter 7 of the ES reports the potential impacts of the construction and operation of the proposed Phase 3A development on biodiversity. The assessment is based on a suite of baseline surveys undertaken across the Site and within the development’s area of influence. The assessment found that the proposed development is not likely to have any significant adverse effects on any designated sites of wildlife or habitat importance.	<p>Phase 3A Planning Application (submitted under planning application 20/02171/OUT)</p> <ol style="list-style-type: none"> 1. Environmental Statement Chapter 7: Biodiversity <p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> 2. ES Addendum: Ecology
The proposed roads are too close to the military lake and do not allow enough space for a wildlife corridor.	The military lake is within a buffer of at least 30 metres (with one pinch point of 20 metres). The requirements for wildlife corridors have been incorporated and assessed. The lake itself is not a corridor for wildlife but is located along the southern wildlife corridor.	

<p>Swift bricks should be installed to meet the requirement for 50% of new dwellings to have bat, bird, or insect boxes incorporated into the fabric of the building.</p>	<p>The Phase 3A planning application is in outline only, which means that the detailed design of individual buildings has not been undertaken yet. When the designs are prepared as part of the detailed (“reserved matters”) applications for each sub-phase of development.</p> <p>This will need to take account of the SCDC Biodiversity SPD (July 2009) which requires this 50% of new dwellings to have this provision, or any subsequent updated policy which applies to detailed design such as this.</p>	
<p>Concern that mature trees within the site are protected and not removed by developers.</p>	<p>The Hedgerow, Tree Survey and High Level Arboricultural Impact Assessment (AIA) submitted with the outline planning application lists and categorises the trees and hedgerows on the Site. As many of these as possible will be retained and incorporated as designs are developed during the detailed (“reserved matters”) applications stage. It should be noted 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. 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 individual development parcels being in addition to this).</p> <p>In addition, throughout Phase 3A extensive new planting, including native broad-leaved woodland, orchards, shrub and hedgerows, will be implemented to integrate the scheme into the character of the surrounding landscape.</p>	<p>Phase 3A Planning Application (submitted under planning application 20/02171/OUT)</p> <ol style="list-style-type: none"> Hedgerow, Tree Survey and High Level Arboricultural Impact Assessment
<p>Concern that the SARE is cutting a swathe through the semi-mature woodland at Oakington Business Park.</p>	<p>This area of recently planted saplings was assessed as part of the Arboricultural Assessment as Category C (trees of low quality). Their loss has</p>	<p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> ES Addendum: Ecology

	been taken account of in the biodiversity net gain report and appropriate re-provision will be accommodated as part of the scheme.	2. Updated Biodiversity Net Gain Report
Public Rights of Way		
A total of 4 public comments related to public rights of way. The comments can be summarised as follows:		
The existing right of way between Oakington and Northstowe along Longstanton Road is very important to residents. This should be maintained and it should not be for the developer to determine if this is practicable or not.	This public right of way will be retained, as shown on the movement and access parameter plan. There will be connections to the wider Public Rights of Way network to enable residents to enjoy access to the countryside and to connect to and from surrounding communities.	Phase 3A Planning Consultation Response Pack 1. Revised Design and Access Statement 2. Movement Parameter Plan
Objection to the reinstatement of old footpaths, particularly in Church View. We believe this will cause security and safety issues.	The connections provided into (and out of) Northstowe have been determined to create a well-connected settlement that equally allows existing residents to easily access the facilities and services within the new town. The pedestrian and cycle links will be well designed to be safe for all users.	
Cycle Infrastructure		
A total of 5 public comments related to cycling infrastructure. The comments can be summarised as follows:		
There should be a proper cycle way between Oakington and the new roundabout. And A high quality, segregated pedestrian and cycle route between Oakington and the A14 cycleway is also essential to avoid damaging the desirability of active travel in the area.	Phase 3A has been designed to encourage sustainable transport choices and prioritise walking, cycling and public transport as the primary modes of transport within Northstowe and to the rest of the local area. The walking and cycling networks will also connect into the wider network. There is a direct cycling link available to Oakington along Longstanton Road, but additional provision will be provided along the SARE, to tie into future provision along Dry Drayton Road which will be	Phase 3A Planning Consultation Response Pack 1. Oakington Transport Technical Note

	<p>under discussion as part of the planning agreements for Phase 3A.</p> <p>A completed pedestrian and cycle route runs along the Cambridgeshire Guided Busway (CGB), providing a sustainable and direct link between Northstowe and Cambridge North Station and the Science Park in the south east and the existing local communities including St Ives to the north west.</p>	
Sustainability		
A total of 2 public comments related to sustainability. The comments can be summarised as follows:		
<p>A commitment to standards that significantly exceed current building regulations, such as the PassivHaus standard, is essential if Northstowe is to genuinely contribute to the transition to net zero carbon.</p> <p>And</p> <p>Insufficient attention has been paid to the likely developments in environmental legislation, following the UK's commitment to become net zero carbon by 2050.</p>	<p>The Sustainability Statement submitted with the planning application clearly demonstrates that sustainability in its broadest sense has been inextricably woven into the proposals for Phase 3A of Northstowe. The Phase 3A planning application is only in outline so the detailed designs for individual buildings and associated sustainability standards have not been developed yet, but all non-residential dwellings over 1,000m² will achieve at least BREEAM 'Very Good' with key public buildings, where applicable, to achieve at least BREEAM 'Excellent' with an aspiration of achieving BREEAM 'Outstanding'.</p> <p>The highest standards in sustainable construction should be adopted, using low-carbon materials; attracting green businesses; and creating demand for more sustainable products and services across the town. The Building Research Establishment (BRE) Green Guide and British Council for Offices Fit-out Guide guidance will be used.</p>	<p>Phase 3A Planning Application (submitted under planning application 20/02171/OUT)</p> <ol style="list-style-type: none"> 1. Environmental Statement Chapter 8: Climate <p>Phase 3A Planning Consultation Response Pack</p> <ol style="list-style-type: none"> 2. Revised Sustainability Statement 3. Revised Energy Strategy

	<p>Specification and procurement for the detailed design should consider sustainable design to meet standards for planning, BREEAM, HQM and Building for a Healthy Life. Examples include:</p> <ul style="list-style-type: none"> • Responsibly sourced timber • Low and no VOC paints and materials • Modern methods of construction <p>Chapter 8 of the Environmental Statement submitted in support of Phase 3A considers the vulnerability of the proposed development to climate change. It concludes that, with the various mitigation measures embedded into the proposals (such as sustainable drainage and flood mitigation), the effect of climate change on the proposed development will be Not Significant during both construction and operation.</p>	
Ground Contamination		
A total of 3 public comments related to ground contamination and can be summarised as follows:		
<p>How has the application assessed ground contamination?</p> <p>And</p> <p>How will the potential impacts of hazardous ground gasses be mitigated?</p>	<p>The Phase 3A application was supported by a comprehensive appraisal of ground conditions, contamination and hydrogeology, as well as a remediation strategy contained within the submitted Environmental Statement and geo-environmental report. Based on the current data and assessment submitted in support of the application, wide scale contamination has not been encountered and therefore no remedial action would be required on the Site.</p> <p>There are localised areas of contamination identified associated with specific historic uses. Detailed investigation and assessment will be required in these areas to define the extent and better characterise the contamination present,</p>	<p>Phase 3A Planning Application (submitted under planning application 20/02171/OUT)</p> <ol style="list-style-type: none"> 1. Environmental Statement Chapter 10: Ground Conditions, Contamination and Hydrogeology 2. Geo environmental Assessment and Outline Remedial Strategy

	including the potential for hazardous gasses. These additional investigations will be carried out at the detailed (“reserved matters”) application stage and appropriate remedial action proposed. This could include removal of contaminated materials or remediation by appropriate in-situ or ex-situ techniques. The action required will be detailed in a Remediation Strategy.	
Green Infrastructure		
A total of 3 public comments related to green infrastructure. The comments can be summarised as follows:		
Why aren't there yet plans to plant the green infrastructure now so that when developers come to sell the houses there are already mature, green, inviting spaces for people to live?	The Phase 3A planning application is in outline only. The scheme details, including landscaping, will be agreed as part of the discharge of condition and reserved matters stages. Opportunities for early delivery of landscaping and green infrastructure to enable establishment will be investigated in the future as proposals are developed in more detail.	N/A
Education		
One public comment related to the two primary schools on Phase 3A, requesting that they are designed to accommodate social distancing required due to the ongoing Covid-19 pandemic at the time of writing.	The Northstowe Phase 3A planning application is in outline, which means that the location and size of the primary schools have been agreed, but detailed designs have not been developed yet. The detailed design for each primary school will be developed as part of the relevant detailed (“reserved matters”) application and will comply with school design standards at the time of submission.	N/A
Health		
One public comment related to the provision of health care facilities within Northstowe and raised a concern that a health care facility is not being provided in Phase 3A.	A health centre will be provided within the civic hub located in Phase 2. This will serve the whole of Northstowe, including Phase 3A. It is anticipated that a financial contribution will be required from	N/A

	Phase 3A to expand this facility to meet the needs generated by Phase 3A. In addition, the ground floor space within the Local Centre and Secondary Mixed Use Zone could be used to accommodate outreach health care clinics (e.g. GPs, dentists) on a commercial basis if demand requires.	
15 Station Road		
One consultee raised concern that their property is not shown on the maps and diagrams submitted with the Phase 3A planning application and are therefore concerned that due consideration has not been given to the impact of the proposals on their property.	The property in questions on Station Road, whilst being a new building that wasn't built at the time of the base mapping being produced, was brought to our attention and due consideration has been given to this property, alongside the other existing dwellings of Station Road, throughout the proposals.	N/A