

**NORTHSTOWE PHASE 1**

NON-MATERIAL AMENDMENTS TO APPROVED PLANS

PLANNING STATEMENT

GALLAGHER LONGSTANTON LTD

APRIL 2014

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## Summary

This planning statement supports an application for non-material amendments to plans approved under condition 5 of outline planning permission S/0388/12/OL for Phase 1 of Northstowe. The plans are superseded following joint working with officers and members in relation to preparation of the design code (in accordance with condition 8). They also reflect changes made as a result of amendments sought by members of the Northstowe Joint Development Control Committee (NJDCC) through condition 17, regarding access from the B1050, to take into account detailed design work in relation to the B1050 and to be in accordance with obligations within the section 106 agreement in relation to the sports pavilion land.

The proposed changes, both individually and cumulatively:

- have no implications for the general principles of the outline proposal that would result in the development becoming contrary to policies of the development plan or the National Planning Policy Framework
- do not effect the findings of the original Environmental Impact Assessment (as set out within the submitted environmental review and accompanying Transport Statement)
- have no impact outside the site, the changes all, with the exception of the B1050 access arrangements (which are addressed within the submitted Transport Statement) being contained to areas within the central part of the main development area
- will not materially increase the impact of the development for which outline planning permission has been granted
- do not materially conflict with the provisions of any planning conditions attached to the outline consent
- do not result in any new planning issues / material considerations that have not previously been considered
- do not alter the nature or description of the development for which outline consent has been granted

They therefore represent non-material amendments under s.96A of the Town and Country Planning Act 1990 (as amended).

## 1 Introduction

### Background

- 1.1 South Cambridgeshire District Council (SCDC) granted outline planning consent on 22 April 2014 for Phase 1 of Northstowe new town at land south of Longstanton Park and Ride and adjacent to the B1050 at Station Road and adjacent to Hatton's Road, Longstanton. This followed the Northstowe Joint Development Control Committees (NJDCC) resolution to grant consent on 24 October 2012. The consent comprises:

*“up to 1,500 dwellings; a primary school, a mixed-use local centre (including a community building and provisions for non-residential institutions, financial and professional services, shops, cafes and restaurants, drinking establishments and hot food take away), leisure, community, residential institutions, cultural health, and employment provision (business, general industry and storage and distribution), including a recycling centre; formal and informal recreational space and landscaped areas; and infrastructure works including site re-profiling and associated drainage works, foul and surface water pumping stations, two flood attenuation ponds on land east of Hatton's Road; and associated works including the demolition of buildings and existing structures” (planning consent ref: S/0388/12/OL).*

- 1.2 The outline application was approved subject to a number of conditions that control the way in which the development may be implemented.

- 1.3 Condition 5 refers amongst other to the following approved plans:

- Parameters Plan 1a) Core area: Land use, open space and landscape (annotated version included within appendix A)
- Parameters Plan 2 Movement and access (annotated version included within appendix A)
- Parameters Plan 3 Building heights
- Parameters Plan 4 Density
- Tree retention/loss plan: drawing 155316/ph1/sk014 TR&RP
- Ecological mitigation strategy: Environmental Statement figure 6.10a primary development site

- 1.4 In accordance with best practice, the design coding process has been used to identify and review a number of alternative design solutions for certain elements of the scheme. The main purpose of the process is to enhance the original outline planning application proposals and ensure that future detailed proposals for the site are brought forward in accordance with the code. The coding process has been undertaken in consultation with:

- Cambridgeshire Quality Panel
- South Cambridgeshire District Council (SCDC) officers
- Cambridgeshire County Council (CCC) officers (including highways and education)
- Representatives of the NJDCC

- Design Code Facilitator
  - Various architects (who were involved in the Code testing day)
- 1.5 This submission relates to proposed non-material amendments to the plans listed above, which are superseded following joint working with officers and members in relation to the preparation of the design code (in accordance with condition 8). They also reflect changes made as a result of amendments sought by members of the Northstowe Joint Development Control Committee (NJDCC) through condition 17, regarding access from the B1050, detailed design work in relation to the B1050 proposals and to be in accordance with obligations within the section 106 agreement in relation to the sports pavilion land.
- 1.6 The changes are summarised below and described in further detail within section 2.
- Relocation of primary school site approximately 30m east to alongside the dedicated busway and introduction of a drop off area / turning loop. The quantum of land for the primary school is unchanged
  - Downgrading the primary street east from the local centre towards the dedicated busway, to a linking street with a connection to the school drop off area, alongside the dedicated busway
  - Reconfiguration of employment land layout to east of local centre and correction to indicate primary street through the employment area. The quantum of land for employment is unchanged
  - Variation to access from the B1050 to remove southernmost access into the residential parcel on the western side of the B1050 and new access into this parcel opposite the local centre
  - Extension of formal recreation / sports pavilion parking area in north east corner of sports hub (currently identified as informal open space)
  - Removal of footpath from south west corner of site
  - Removal of two additional small sections of hedgerow alongside the B1050
- 1.7 This application seeks to formally update condition 5 of the outline consent. It is supported by an environmental review report and accompanying transport statement, which address considerations with respect to the environmental effects assessed as part of the consented outline planning application.

## 2 Proposed non-material amendments

### **Relocation of primary school site and introduction of a drop off area / turning loop**

- 2.1 The Cambridgeshire Quality Panel undertook a design review of the outline scheme in May 2013 as part of an early stage of the design coding consultation process. During this review it was agreed that better linkages could be achieved between the school and community park as well as enhancing access to public transport and the ability for the school to become a landmark building if the primary school site were relocated east, adjacent to the dedicated busway through the centre of the site. This was supported by all parties involved in later stages of the design coding process, including CCC (education and highways).
- 2.2 The school site is relocated 30 metres to the east (refer to parameters plan 1a within appendix B). Previously located adjacent to a primary street the quantum of land for the primary school is unaltered (3 ha) and the maximum height (up to 2 storeys / 9 metres) remains the same (refer to parameters plan 3 within appendix B).
- 2.3 As a result of this change, the residential parcel of land previously indicated to the east of the school site, adjacent the dedicated busway has been relocated to the west, adjacent to a primary street (refer to parameters plan 1a within appendix B). The maximum height of this block has been reduced to 3 storeys (11 metres) to match with the other side of the primary street further west (refer to parameter plan 3 within appendix B). The maximum density has also been revised to reflect the change in location of this residential block from the higher density area adjacent to the dedicated busway (refer to parameters plan 4 within appendix B).
- 2.4 The linking street referred to below will be utilised as the main access to the school, providing a safe route for school drop off purposes. Related to this the need for a designated drop off area / turning zone was identified by participants during the design coding process and this has been incorporated on an area of approximately 800 square meters adjacent to the dedicated busway, immediately to the north of the revised school site location (refer to parameters plan 1a within appendix B). This part of the site is identified for informal open space, landscape and habitats on the approved land use parameters plan.
- 2.5 There is an abundance of informal open space on the site, significantly in excess of the policy requirement. As set out within the environmental review the rezoning of this land will not adversely affect the principles of the ecological mitigation and enhancement proposals for the development nor have any implications for the landscaping principles for this part of the site. The revision will result in the swale indicated on parameters plan 1a being slightly reduced in length, however the depth of the proposed swale in these areas will be very shallow as a result of the existing groundwater levels, and the detailed design work undertaken in relation to the preparation of the surface water drainage strategy for the site has also demonstrated that this section of swale is not required to act as an outfall for any surface water drainage, other than an opportunity for direct outfalls from the primary school playing fields. As such,

the reduction of its length would not have any impact on the overall site wide surface water drainage strategy.

- 2.6 In light of the school site and drop off area / turning zones location centrally within the development, the conclusions of the environmental review and the context of surrounding approved building heights, these revisions do not constitute a material change to the approved parameters plans.

#### **Downgrading of primary street to a linking street**

- 2.7 A primary street was indicated on the originally submitted parameters plans, running east west between the mixed-use local centre and dedicated busway. Concern was however raised during discussions as part of the design code consultation process that this may encourage car traffic towards the dedicated busway, which is proposed primarily as a bus only route, rather than the main primary street loop network through the site (as shown on parameters plan 2 within Appendix A and B).
- 2.8 In order to address this, and encourage car traffic either north or south from the local centre, the section of primary street has been downgraded to a linking street to provide access to the relocated primary school site, in part alongside the dedicated busway, as shown on revised parameters plan 1a and 2 within Appendix B.
- 2.9 Due to its nature and location centrally within the site, this does not constitute a material change to the approved parameters plans.

#### **Reconfiguration of employment land layout**

- 2.10 Detailed discussions with officers as part of the preparation of the design code also identified the need to provide a better quality interface between the proposed employment area and adjacent residential development.
- 2.11 To address this issue the area of employment land to the east of the mixed use local centre has been reconfigured so that its southern boundary runs due east from the northern edge of the local centre as opposed to wrapping round part of it (refer to parameters plan 1a within appendix A and B). This will assist in providing a more appropriate relationship between the employment land and residential development parcels, as well as a more legible primary street through the employment area. The quantum of employment land proposed is unaltered.
- 2.12 The building heights and density parameters plans (3 and 4 within appendix B) have also been updated to reflect this change. In the context of the maximum heights of adjacent development in this area of the site, including the local centre (up to 4 storeys / 14.5 metres) and potential landmark building or structure (up to 25 metres), as well as other residential development to the south and east (up to 4 storeys / 14.5 metres), this does not constitute a material change to the approved parameter plans.
- 2.13 A correction has also been made to parameters plan 1a (see appendix B) to show the primary street through the employment area, to now match the approved movement and access parameters plan.



### **Variation to access from the B1050**

- 2.14 The amendments with respect to access to the site from the B1050 are in direct response to changes sought by SCDC and CCC.
- 2.15 Condition 17 of the outline planning permission requires a scheme detailing the proposed improvement works for the B1050, including the form of the site access junction arrangements, to be submitted for approval. Despite the Transport Assessment submitted in support of the outline planning application demonstrating that the access arrangements to the site from the B1050 worked effectively, this condition was imposed following concerns about their suitability, primarily in relation to the number of junctions and traffic signals.
- 2.16 Since the NJDCCs' resolution to grant outline consent in October 2012, Gallagher and its highway consultants have worked closely with officers of both SCDC and CCC to identify an alternative solution to the proposed access arrangements. Representatives of the NJDCC have also been involved in the process through the Northstowe Transport Working Group.
- 2.17 The revisions to parameters plan 2 (movement and access), which involve the removal of the southernmost access into the residential parcel on the western side of the B1050 and its replacement with an access opposite the local centre, to form a crossroads reflect those discussions and in particular the scheme presented to and discussed at the Northstowe Transport Working Group (NTWG) meetings on 13<sup>th</sup> March and 17<sup>th</sup> July 2013. As noted under section 6 of the minutes of the NTWG meeting on 17<sup>th</sup> July (refer to appendix C) the group had no negative comments on the proposals.
- 2.18 As set out within the submitted environmental review and accompanying transport statement the amendments only affect the turning movements at the proposed new junctions. All the traffic flows used in the originally submitted Transport Assessment and Environmental Statement remain unchanged and consequently those assessments remain unchanged. The variations to parameters plans 2 do not therefore constitute a material change.

### **Extension of formal recreation / sports pavilion parking area**

- 2.19 Detailed discussions with officers of SCDC during preparation of the section 106 agreement identified the need for a slightly increased area of land to be identified to accommodate the sports pavilion building and its associated parking. In order to achieve this an area of land immediately adjacent to the existing proposed sports pavilion parking area has been identified for formal recreation / parking for the sports pavilion (refer to parameters plan 1a within appendix B). This part of the site is identified for informal open space, landscape and habitats on the approved land use parameters plan.
- 2.20 There is an abundance of informal open space on the site, significantly in excess of the policy requirement. The land does not form part of the ecological mitigation or enhancement proposals for the development and the revised zoning of this small area will not have any implications for the landscaping principles for this part of the site. The revision may result in the swale indicated

on parameters plan 1a being slightly reduced in length, however the depth of the proposed swale in these areas will be very shallow as a result of the existing groundwater levels, and the detailed design work undertaken in relation to the preparation of the surface water drainage strategy for the site has also demonstrated that this section of swale is not required to act as an outfall for any surface water drainage. As such, the reduction of its length would not have any impact on the overall site wide surface water drainage strategy.

- 2.21 For the above reasons this change does not constitute a material change to the approved parameters plan.

### **Removal of footpath**

- 2.22 A footpath was shown in the south west corner of the site on parameter plan 2 (movement and access). As a result of more detailed design work as part of the design coding process and further consideration of tree constraints in this part of the site, it is no longer proposed to provide this footpath. Connections to Longstanton will continue to be achieved via the existing public rights of way that access the site from Magdalene Close to the east and Prentice Close to the north, as shown on parameters plan 2 (refer to appendix B).

- 2.23 The footpath is not shown on the parameters plans or referred to within the submitted Environmental Statement as a connection to Longstanton, which as noted above is to be achieved via the existing public rights of way. Indeed the existing retained tree groups identified on parameters plan 1A would make a connection at this point unfeasible. The removal of the footpath does not therefore constitute a material change.

### **Removal of two additional small sections of hedgerow alongside the B1050**

- 2.24 The detailed highway proposals for the B1050 access to the site, which have been progressed in parallel with the revisions referred to above have resulted in the need to remove two additional sections of hedgerow alongside the existing B1050 in order to accommodate sufficient visibility splays to meet highway standards. The areas affected are annotated on the land use and access parameters plans within Appendix A. The change however also affects the approved tree retention/loss plan (drawing 155316/ph1/sk014 TR&RP) and the ecological mitigation strategy (environmental statement figure 6.10a - primary development site), updated versions of which are, for completeness, included within Appendix B for approval.

- 2.25 The hedgerow, which is referenced G181 (rated category C – low quality) and H173 within the Tree Survey and Arboricultural Implications Assessment submitted in support of the outline planning application have been re-assessed by Lockhart Garratt Ltd who conclude, in line with their previous assessment that there would be no arboricultural implications arising from their removal.

- 2.26 As set out within the submitted environmental review report, the very small increase in the loss of hedgerow has no implications with regard to the ecological impact of the development.

- 2.27 The proposed removal does not therefore constitute a material change.

### **3 Conclusion**

3.1 To conclude, the proposed changes, both individually and cumulatively:

- have no implications for the general principles of the outline proposal that would result in the development becoming contrary to policies of the development plan or the National Planning Policy Framework
- do not effect the findings of the original Environmental Impact Assessment (as set out within the submitted environmental review and accompanying Transport Statement)
- have no impact outside the site, the changes all, with the exception of the B1050 access arrangements (which are addressed within the submitted Transport Statement) being contained to areas within the main development area
- will not materially increase the impact of the development for which outline planning permission has been granted
- do not materially conflict with the provisions of any planning conditions attached to the outline consent
- do not result in any new planning issues / material considerations that have not previously been considered
- do not alter the nature or description of the development for which outline consent has been granted

3.2 They therefore represent non-material amendments under s.96A of the Town and Country Planning Act 1990 (as amended).

**Appendix A – annotated approved plans to identify where changes have been made**

Removal of additional areas of hedgerows adjacent B1050

**Appendix A**  
Approved parameter plans with annotation to identify where changes have been made (refer to Appendix B for revised plans).

Key

- Planning application boundary
- Proposed**
- Residential
- Mixed use/Local centre
- Employment (including household recycling centre & foul water pumping station)
- Primary school/ community use
- Formal recreation/ sports pitches
- Informal open space, landscape & habitats
- Equipped areas of play (Neaps and Leaps)
- Allotments/ community gardens (includes potential retained trees)
- Sports pavilion and associated parking
- CGB route
- Primary street
- Structural planting
- Balancing lakes & ditches/swales
- Surface water pumping station
- Existing**
- Tree groups to be retained (including canopy extent)
- Water bodies

Primary school site relocated

Primary school drop off

Primary street downgraded

Employment area reconfigured + primary street added

Sports pavilion parking area / formal recreation extended

Gallagher

**Northstowe**

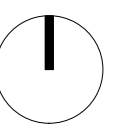
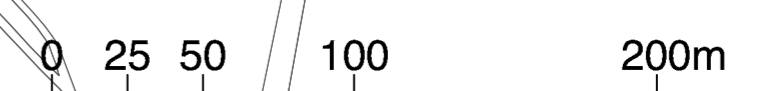
Plan 1a  
Parameters plan: Core area  
Land use, open space & landscape

Final	drawn by SWD
Feb 2012	checked by RB
1:5000@A3	revision

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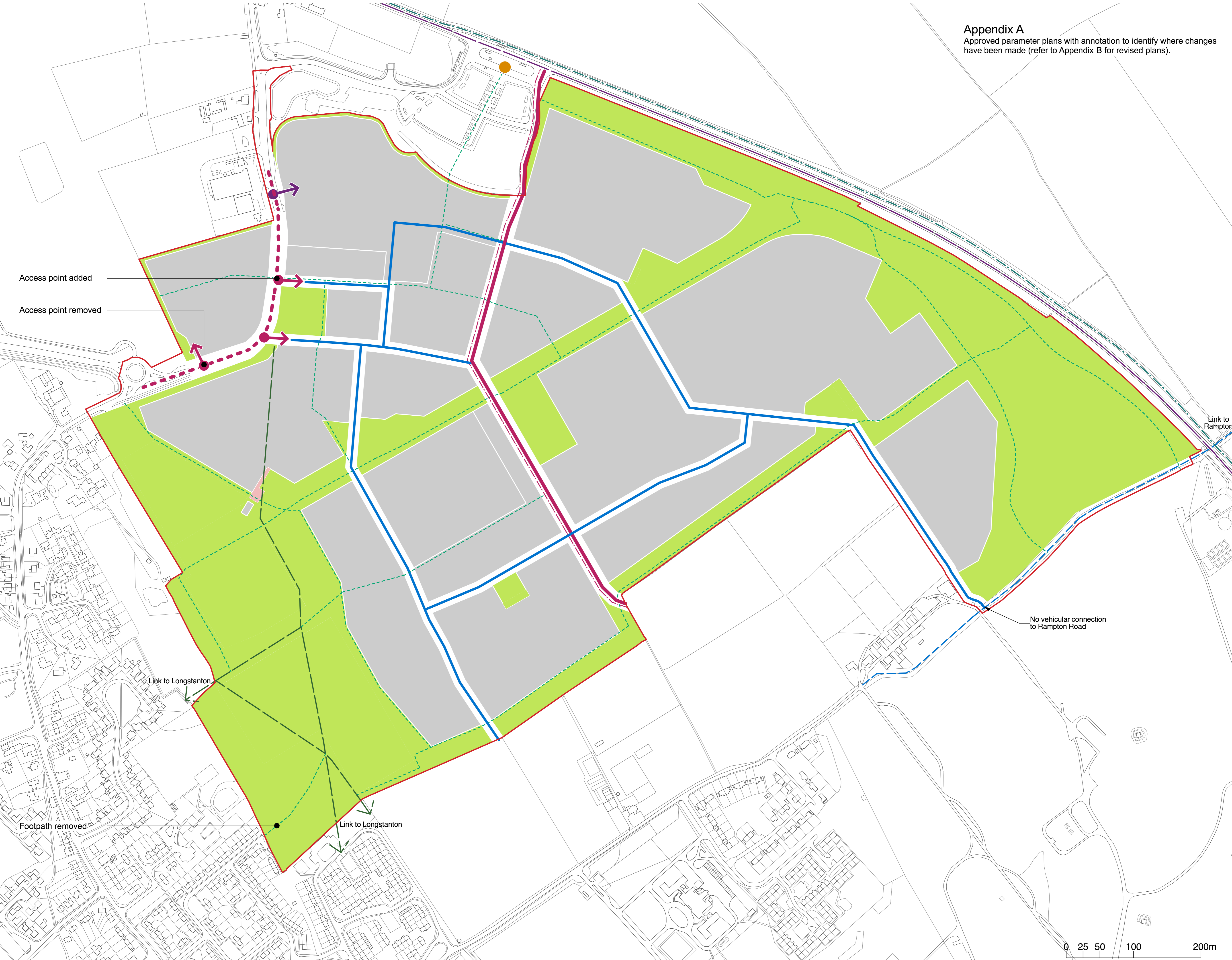
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**Appendix A**  
Approved parameter plans with annotation to identify where changes have been made (refer to Appendix B for revised plans).

- Key**
- Planning application boundary
  - Development blocks
  - Open space
  - Proposed road junction
  - Proposed realigned section of B1050
  - Proposed new dedicated busway
  - Proposed primary street
  - Proposed principal cycle/pedestrian routes (on and off road)
  - Proposed dedicated cycleway along new busway
  - Longstanton CGB station & park & ride
  - Existing byway open to traffic
  - Public rights of way (amended route and subject to diversion)
  - Existing off road cycle route
  - Existing CGB route
  - Dedicated road junction off B1050 serving construction traffic & employment land



Access point added

Access point removed

Link to Longstanton

Footpath removed

Link to Longstanton

No vehicular connection to Rampton Road

Link to Rampton



**Gallagher**  
**Northstowe**  
Plan 2  
Parameters plan  
Movement and access

Final	drawn by SWD
Feb 2012	checked by RB
1:5000@A3	revision

