

<b>Application Number</b>	S/0994/15/RM	<b>Agenda Item</b>	
<b>Date Received</b>	14 May 2015	<b>Officer</b>	Janine Richardson
<b>Target Date</b>	9 July 2015		
<b>Ward</b>	Trumpington		
<b>Site</b>	Trumpington Meadows Development Site, Hauxton Road Cambridge, Cambridgeshire.		
<b>Proposal</b>	Southern Infrastructure provision (southern primary street and associated infrastructure) and discharge of conditions 4, 8, 10, 17, 18, 19, 24, 28, 30, 38 and 42 of outline planning permission S/0054/08/O.		
<b>Applicant</b>	Barratt Homes Eastern Counties 7 Springfield Lyons Approach, Springfield, Chelmsford, Essex, CM2 5EY		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> <li>1) This reserved matters application complies with the outline parameter plans and Design Code requirements.</li> <li>2) The design and appearance of the road will create a high quality public realm for the next phases of the development.</li> <li>3) The design of the road and squares meets the needs of all travel modes; motorists, cyclists and pedestrians, and will function effectively for future users of the road.</li> </ol>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 Trumpington Meadows lies on the south west edge of the City to the west of Hauxton Road, and forms part of the area allocated for predominantly residential development within Cambridge Local Plan 2006 policy 9/5 (Southern Fringe) and within the Cambridge Southern Fringe Area Action Plan 2008 policy CSF/3. The Proposed Submission Cambridge Local Plan 2014 allocates the site for housing within proposals site R42b.

- 1.2 In October 2009 outline planning permissions were granted by Cambridge City and South Cambridgeshire District Councils for 1200 dwellings, a country park, primary school, community facilities, informal and formal play space and associated infrastructure at Trumpington Meadows.
- 1.3 This reserved matters application falls entirely within South Cambridgeshire District Council. The proposed road will be situated mainly within the Urban quarter character area, with a section falling within the Gateway quarter at the southern end, as set out in the approved Design Code. The northern section of the proposed road lies within the area that will be the local centre and will continue the primary route through the site to the south. The proposal does not include the final section creating this link to Hauxton Road, which will be considered with the reserved matters for the Southern gateway.

## **2.0 THE PROPOSAL**

- 2.1 Reserved matters approval is sought for the primary road linking from the end of the approved constructed road within the first phases of development, through the proposed local centre, linking the primary school to the penultimate junction before the southern junction with Hauxton Road.
- 2.2 The proposals include the road, pavements, swale along the west side of the road, trees, raised tables and visitor car parking bays. The proposed materials are to match those of the constructed primary road within the first phases of the development, with black top surfacing, block paving and conservation setts.
- 2.3 Information within the application has been provided in respect of the relevant outline planning consent (S/0054/08/O) conditions that are required with reserved matters, and pre-commencement conditions.
- 2.4 The application is accompanied by the following supporting information:
1. Design Code Compliance Statement
  2. Drainage Strategy Statement
  3. Construction Management Plan and appendices
  4. Contamination letter
  5. Archaeology written scheme of investigation
  6. Detailed drawings and sections
- 2.5 **Amended plans and additional information**
- 2.6 The following amended plans and additional information have been received:
- Revised Design Code Compliance Statement
  - Revised Drainage Strategy Statement
  - Revised detailed drawings and sections

Further consultation regarding the proposed amendments has been undertaken with specialist officers where appropriate.

### 3.0 SITE HISTORY

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
S/0054/08/O (SCDC)	Demolition of existing buildings and structures, redevelopment for approximately 600 dwellings. Land for a Primary School, Recreation/Leisure Uses including change of use from agriculture to public open space, community and other local facilities with associated parking, infrastructure and earthworks.	Approved S106
08/0048/OUT (City)	Demolition of existing buildings and structures, redevelopment for approximately 600 dwellings, two new accesses onto Hauxton Road, recreation/leisure uses including change of use from agriculture to public open space, with associated parking, infrastructure and earthworks.	Approved S106
S/0685/10/RM (SCDC)	Phase 1 Infrastructure provision	Approved
10/0501/REM (City)	Phase 1 Infrastructure provision (Phase 1 primary street and John Lewis Partnership access).	Approved
S/1113/10 (SCDC)	Formation of a Country Park	Approved
S/00506/11/CC (County)	Two form entry primary school incorporating pre-school and community facilities with associated car and cycle parking, multi-use games area, hard surface play areas, playing fields.	Approved
11/0073/REM (City)	Reserved matters for 161 dwellings to north east part (Phase 1-5) of Trumpington Meadows pursuant to outline application 08/0048/OUT).	Approved
11/0075/REM (City)	Reserved matters for 163 dwellings to north east part (Phase 1-5) of Trumpington Meadows pursuant to	Approved

outline application 08/0048/OUT.

S/0160/11 (SCDC)	Reserved matters for 29 dwellings to north east (Part Phase 1-5, 189 dwellings) of Trumpington Meadows pursuant to outline applications 08/0048/OUT and S/0054/08/O.	Approved
14/0348/REM (City)	Reserved matters for 39 new dwellings, associated internal roads, car parking, landscaping, amenity and public open space pursuant to outline consent 08/0048/OUT. (Phase 6)	Approved
14/0624/REM (City)	Reserved matters for 86 new dwellings with associated internal roads, car parking, landscaping, amenity and public open space. (Phase 7)	Approved
S/2998/14/RM (SCDC)	Reserved matters for Phase 8 providing 36 new dwellings with associated internal roads, car parking, landscaping, amenity and public open space. (25 dwellings fall within South Cambridge District Council and 11 dwellings fall within Cambridge City Council).	Approved

#### 4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

#### 5.0 POLICY

5.1 Relevant Development Plan policies:

PLAN	POLICY NUMBER
Cambridge Southern Fringe Area Action Plan 2008	CSF/1 CSF/2 CSF/3 CFS/6 CFS/7 CSF/11 CFS/12 CFS/13 CSF/16 CSF/17 CSF/19 CFS/21 CFS/22
LDF Core Strategy Development Plan Document January 2007	ST/2 ST/10

LDF Development Control Policies Development Plan Document July 2007	DP/1 DP/2 DP/3 HG/1 HG/2 HG/3 NE/14 SF/6 SF/10 NE/6 NE/11 TR/2 TR/4
--	---

5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations:

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications.</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95</p>
Supplementary Planning Guidance	<p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012).</p> <p>LDF District Design Guide: High Quality and Sustainable Development in South Cambridgeshire (2010).</p> <p>Landscape in New Developments SPD (March 2010).</p> <p>Public Art (January 2010).</p>
Material Considerations	<p><u>Area Guidelines</u></p> <p>Trumpington Meadows Design Code (2010).</p>

5.3 Status of Proposed Submission – South Cambridgeshire Local Plan:

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For South Cambridgeshire, therefore, the emerging revised Local Plan as published for consultation in July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, the following policies in the emerging Local Plan are of relevance:

HQ/1 Design Principles  
SC/10 Lighting proposals  
CC/6 Construction Methods  
CC/7 Water Quality  
CC/8 Sustainable Drainage Systems  
HQ/1 Design Principles  
SC/10 Lighting proposals  
TI/2 Planning for Sustainable Travel

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

#### Comments on Application as Submitted

- 6.1 Concerned regarding the layout of the highways at the crossing of the Railway Green Greenway. This forms two crossroads in extremely close proximity. The concentration of turning movements at this point, and proximity of the junctions is considered unfriendly and confusing. The layout needs modifying to simplify the junction complex. The proposed square at Shephard's Way should be simplified and motor vehicle carriageway reduced by removal of the unnecessary carriageway from one side. The Highway Authority now uses a crossfall of 1 in 40 for footways, which is more comfortable for those with a mobility handicap.

#### Comments on application as amended

- 6.2 Railway Green - the layout shown eliminates one crossroads, which is an improvement and is, on balance, acceptable, however further significant improvement could be achieved by removing the second crossroads to form a staggered junction, or, with less benefit, a single crossroads.

Shephard's Way - The layout shown eliminates the unnecessary carriageway on the 4<sup>th</sup> side of the square and provides instead a

footway/cycleway shared space. This is seen as an improvement upon the original proposal.

The reduced footway is acceptable to the Highway Authority.

#### **Environmental Health Officer**

- 6.3 No objection in principle to the application and outline condition discharge submissions, subject a commitment or assurances regarding adherence to current industry standards and best practice guidance in the Construction Management Plan (CMP) on dust management and wheel washing and for odour and noise control for the site canteen. A condition is recommended for the Soil management, reuse, importation and specification on site to be in accordance with the submitted CMP.
- 6.4 Artificial lighting associated with the proposed development will require consideration to protect the amenity of and prevent nuisance to future residential premises. Further information is required, whilst it would be preferable to consider as early as possible a condition can be applied.

#### **Urban Design Officer**

##### Comments on Application as Submitted

- 6.5 The application broadly complies with the alignment and detailed design requirements set out in the site-wide Design Code, however we recommend a minor reduction in the width of the footpaths on either side of the street from 2.5m and 2.4m to 2.0m (and so reduction in the overall adopted road width by 0.9m from 15.9m to 15.0m) in order to facilitate the minimum required building setback as well as to be compliant with the mandatory requirements of the Design Code. An additional side street is proposed north of Shephard's Way not shown in the approved parameter plan but the Design Code allows for further block subdivision may be required. This is considered acceptable providing an appropriate building typology and parking arrangement is developed for wither blocks adjacent to this street. Further details on materials are required. Concerns raised with the indicative housing layout for the adjacent parcels to the proposed road particularly on the large parking courts.

##### Comments on application as amended

- 6.6 It is noted that the width of footpaths has now been reduced to 2.25 metres however the overall right of way remains the same and the travelled road surface remains 6.1 metres. Our understanding is that this width makes it easier to fit required utilities within this dimension more easily than the earlier constructed 2.0 metre footpath zone. In addition the minimum set back to dwellings is now noted at 3.0 metres, which is Design Code compliant.
- 6.7 While the dimension of 2.25 metres for the footpath is greater than that required by the Design Code (2.0 metres) and will create a slightly wider boulevard dimension, a dimension 0.25m (or 250mm) is quite minor in the overall scale of a 20m+ road width. Content with this amendment of the pavement width and support the application now in design terms

(notwithstanding concerns expressed earlier in regards to the indicative housing layout).

### **Landscape Officer**

#### Comments on Application as Submitted

- 6.8 Footway should be maintained at 2m wide. No objection to the additional street at Junction C - but this not specified within the parameter plans. Some concerns regarding the tree species (Liquidambar and Quercus Palustris has limited success in Cambridge as the tree requires acidic soils) and incorrect information shown in illustrations within Design Code compliance statement. Confirmation of the type of lime to be specific. Concern that the curve of the primary road through Shephards Square takes it nearer to the Local Equipped Area of Play (LEAP area). Detail of timber bollards as part of the swale required. Condition 24 (Landscape within the built up area) – further details of the swales tree pits/trenches and trees in hard paving required. Specifications for the ‘free draining’ soil required. Further details required on lighting and any other street furniture).

#### Comments on application as amended

- 6.9 Satisfied with the amended street section. Tree species have been resolved satisfactorily. Comments relating to design have been resolved satisfactorily.

### **Senior Sustainability Officer (Design and Construction)**

- 6.10 No objections.

### **Sustainable Drainage Engineer**

- 6.11 Comments on Application as Submitted

Proposal for swale is fully supported this is considered best practice and will reduce the pollutants that enter into the wider surface water drainage system, which eventually discharges into the River Cam. No calculations have been submitted. It needs to be adequately demonstrated that no adjacent properties will flood for a 1 in 100 year event plus climate change from this infrastructure.

#### Comments on application as amended

- 6.12 Still concern as the calculations that have been supplied indicate that there will be no water on the surface for a 1 in 30 year event, however for a 1 in 100 year event plus climate change there is considerable flooding on the highway. Whilst this is acceptable if no properties are affected, the depth of flooding appears to be greater in some locations than the height of the kerb and therefore could affect adjacent properties. Any on the surface ponding should be kept to a depth less than the proposed kerbs and a more detailed levels strategy should be supplied to demonstrate that there are adequate exceedance routes. The levels strategy could be obtained by way of a condition.

### **Ecology Officer**



- 6.13 This proposal is in accordance with the design plan and has little impact upon biodiversity conservation. This part of the site has been subject to disturbance for a number of years now, it may be providing a transient habitat for species such as brown hare and skylark but adequate habitat has been retained and enhanced for these species elsewhere within the wider site. The provision of swales and treed avenues is welcomed.

**Anglian Water**

- 6.14 Not received.

**Environment Agency**

- 6.15 Details are acceptable for Condition 17 (surface water strategy). Condition 18 (foul water drainage) is acceptable subject to the prior approval of Anglian Water Services Ltd. If there is not capacity the Agency must be reconsulted with alternative methods of disposal. Condition 19 (pollution control) detail is still required which should include the inclusion of trapped gullies and petrol/oil interception facilities as appropriate. Condition 28 (Land contamination) whilst it is understood that this has been previously discharged the applicant should provide justification that the risk assessment is appropriate for 2015 protection standards with respect to controlled waters. Also if contamination not previously suspected is discovered in subsequent groundwork's a method statement for assessment and remediation should be supplied to the local planning authority for approval.

**Cambridgeshire Fire and Rescue Service**

- 6.16 Should the Planning authority be minded to grant approval adequate provision should be made for fire hydrants which may be by condition.

**County Archaeology**

- 6.17 Comments awaited.

- 6.18 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

**7.0 REPRESENTATIONS**

- 7.1 No representations have been received.

**Hauxton Parish Council**

- 7.2 No objections.

**Haslingfield Parish Council**

- 7.3 No objections.

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Compliance with parameter plans
3. Context of site, design and external spaces
4. Highway safety
5. Landscaping
6. Sustainable drainage
7. Public art
8. Impact of residential amenity
9. Third party representations
10. Outline consent conditions

### **Principle of Development**

8.2 The principle of this development has already been established through the 2009 outline planning permission.

8.3 A number of strategic conditions attached to the outline permission have been discharged by the Joint Development Control Committee, which includes the Design Code, Phasing, Site Wide Drainage strategy, Strategy for Youth Facilities and Children's Play and Public Art strategy.

8.4 The outline conditions which this reserved matters application must be in accordance with are:

- Condition 4 – Reserved matters details
- Condition 8 – Proximity of trees and buildings
- Condition 10 – Design Code compliance statement
- Condition 17 – Detailed surface water strategy
- Condition 24 – Landscape within the built-up area

The applicant seeks the discharge of the following pre-commencement outline conditions:

- Condition 18 – Pollution control of water environment
- Condition 19 – Details of main and foul water drainage
- Condition 28 – Contamination
- Condition 30 – Construction Management Plan
- Condition 38 – Cycleway and footpaths
- Condition 42 – Archaeology

8.5 These matters are discussed in the relevant subsections in the report.

### **Compliance with Parameter plans**

- 8.6 The parameter plans, which were approved as part of the outline application, fix the key principles for the development. The Parameter Plans relevant to this application are:
- 8.7 Combined Master Plan 173601/SC/101  
Detailed Parameter Master Plan 173601/SC/104 rev A  
Urban Quarter character area 173601/SC/108 rev A  
Gateway Quarter character area 173601/SC/106 rev A
- 8.8 Within the Combined Master Plan the proposed primary road infrastructure is shown with the route from the primary school site through the proposed local centre area and south through the proposed residential parcels. An on-road cycle route is indicated along the spine road.
- 8.9 The detailed parameter plans, which were revised and approved as a non-material amendment in September 2010, show the primary route following the same location with a partial realignment of the primary street in the proposed local centre to improve traffic management and to create an area of public realm next to the primary school entrance. The proposed road in this application follows the route shown in the approved detailed parameter plans. A number of 'squares' are indicated on the detailed parameter plans at key points with secondary streets and the green links to the Country Park. The proposals include these squares and the application is considered to meet the principle requirements set out in the approved outline parameter plans.
- 8.10 One additional side street is proposed off the primary street which is not referred to in the parameter master plan (just north of Shephard's Green). It was anticipated in the Design Code that further block subdivision may be required and therefore no objection is raised to this additional side street. The development of the blocks adjacent to this street will need to have an appropriate building typology and parking arrangements either side of the street.
- 8.11 Condition 38 of the outline planning approval requires that a plan showing how the provision of footpaths and cycle ways link to the routes shown in the parameter master plan. The proposed road will enable links through the adjacent residential parcels at the key 'green routes' to the Country Park cycle and pedestrian routes. There is no dedicated cycle route on the primary road as it is a shared route, as for the first phase of the development in accordance with the Design Code. The connections from the spine road to the adjacent development parcels will ensure there is permeability through the site from the Country Park, primary school and park and ride. It is therefore considered that the proposal meets the requirement of this condition.

### **Context of site, design and external spaces**

- 8.12 The key design issue is the design, appearance and function of the infrastructure. This section sets out how the proposal complies with the Design Code requirements.

- 8.13 The Design Codes guiding principles for the primary street in the Urban and Riverside character areas is for a formal avenue and swale along its entire length. The Code also sets out the mandatory elements of the Primary Street which includes road and pavement widths, spacing for trees and parking bays and materials. These elements distinguish the main road from the secondary, side and community streets within the adjacent residential parcels which will have different characters.
- 8.14 The proposed road width reflects the Code requirements at 6.1m, and the proposed swales at 2.4m. The pavements widths have been amended since receipt of the application to be reduced from 2.5m width to 2.25m. The Design Code specifies a 2m width, however the applicant has proposed additional width to fit required utilities and street lighting within this dimension more easily than the earlier constructed 2.0m footpath zone. The slight increase in pavement would not have a significant impact on the street scene, the setback of buildings from the pavement edge is now shown at 3m which is Design Code compliant. The building heights and character adjacent to the primary street will be determined through the reserved matters for the adjacent land parcels to ensure that the character areas as defined in the Code are achieved.
- 8.15 The proposed materials for the road will be a continuation of those used for the first phase with black top surfacing with a dark grey granite aggregate chipping. For the raised tables silver grey block paving laid in 90 degree herringbone pattern are proposed and black top pavements with a silver grey chipping to distinguish a subtle difference to the road surfacing. Level crossing points are proposed in pennant grey block pavement to demark these areas. Silver grey conservation setts are proposed to demark visitor parking areas. These materials are compliant with the design code and will provide an even transition of the road from the first phases to the southern sector.
- 8.16 The proposed road does not allow for direct access off the spine road to individual properties. The location of the swale along the western side of the road precludes this and parallel visitor parking bays are provided along the length of the eastern side. This meets the Design Code requirements. Concerns raised by the urban design officer are noted in that this has created challenges in the first phases of the development in the residential parcels adjacent to the spine road and the creation of large car parking courts at the rear of properties. House typologies and on plot parking solutions to reflect the character of the urban, and gateway areas will need to be carefully considered for the adjacent parcels in future phases.
- 8.17 In conclusion it is considered that the design and layout of the road will successfully contribute to the character of the emerging character areas and is considered compliant with the requirements of the Design Code and Conditions 8 and 10 of the outline consent and Cambridge Southern Fringe AAP 2008 policy CSF/2.

### **Highway Safety**

- 8.18 The design of the road is predicated on the low speed environment and likely traffic flows through the development agreed at the outline stage. The road will function as for the first phase as a shared surface with a low speed of 20mph as required by the Design Code. The raised tables at the 'squares' will be silver grey block paved in herringbone to match those of earlier phases to demark a shared surface area and to slow traffic at junction points. Also geometrical changes in the road alignment provide traffic calming.
- 8.19 Concern was raised by the Highway Authority on the number of junctions on 'Railway Green'. This has been amended to now have three accesses, which would serve a community street and a side street as required by the Design Code. The Highway officer considers on balance that this is acceptable. When the reserved matters parcels around this square are designed, the points raised by the Highway officer that significant improvement could be achieved by removing the second crossroads to form a staggered junction, or, with less benefit, a single crossroads could be considered, provided the connections and appropriate access to the parcels for vehicles, cycles and pedestrians and car parking is achieved.
- 8.20 The applicant has confirmed that a 1 in 40 crossfall on the footways can be accommodated in line with the Highway Authority's requirements.
- 8.21 The proposal is considered compliant with the Design Code and Cambridge Southern Fringe Area Action Plan (2008) policy CSF/10.

### **Landscaping**

- 8.22 The proposed tree planting of Silver limes along the spine road will provide a continual avenue along the length of the road. This reflects the requirements of the Design Code with equal spacing between the trees in a more formal character than of the informal spacing within the Village character area for the first phase of the road. Whilst the detailed design for each green finger linking the development to the Country park will be subject to separate reserved matters, this proposal takes account of where the trees meet these green fingers and contrasting tree species to the Lime are proposed (English oak at Railway Green and Hornbeam at Shephard's Way).
- 8.23 Condition 24 of the outline consent requires a number of detailed elements of hard and soft landscaping to be provided within the reserved matters submission. The Landscape officer is satisfied with these details and further information that has been provided on tree pit details within the swale and hard landscape. Details of the proposed lighting columns/brackets as required by part d) of the hard landscaping are still required.
- 8.24 The proposed landscaping is considered acceptable and in accordance with the Design Code and Cambridge Southern Fringe Area Action Plan (2008) policy CSF/13.

## **Sustainable Drainage**

- 8.25 The proposed drainage strategy has been revised to include calculations. The strategy has been designed in accordance with the site wide drainage strategy (approved under Condition 16 of the outline consent S/0054/08/O), which requires a discharge rate for parcels within the main development site to then discharge into the suds system within the Country park and balancing pond. The proposal utilises a swale along the west side to ensure runoff is managed and mitigated in accordance with SUD's principles. This also provides for continuity along the main road through the development as it ties in with the swale along the already constructed primary street of Consort Avenue and Osprey Drive. The Environment Agency considers the details acceptable in respect of Condition 17 (surface water strategy details) of the outline planning consent.
- 8.26 The Sustainable Drainage Officer has concern however that for a 1 in 100 year event plus climate change there may considerable flooding on the highway. It needs to be demonstrated by providing the detailed levels that this can be accommodated on the road to prevent potential flooding of any adjacent properties. The applicants have confirmed that the flooding level can be kept within the road profile. Condition 6 is recommended for a detailed levels strategy to ensure that this is achieved.
- 8.27 Subject to Condition 6 adequate provision is made for sustainable drainage in accordance with the approved outline drainage strategy, policy DP1 of the South Cambridgeshire Local Development Framework 2007 and policies CFS/2 and CSF/24 of the Cambridge Southern Fringe AAP 2008.
- 8.28 The applicant has submitted information for the discharge of Conditions 18 and 19 of the outline consent in respect of main and foul water drainage. A response from Anglian Water is required before these conditions can be discharged. The Environment Agency has also requested additional information from the applicant in respect of pollution control for Condition 19.

## **Public art**

- 8.29 The overall public art strategy for the Trumpington Meadows site has been approved through the Section 106 Agreement (Schedule 2, Part A (11) of the outline consent. The strategy has different themes that will be implemented throughout the development. It is not intended that any specific public art will be delivered through this reserved matters application. Part of the public art 'play patterns' theme may link into the green fingers from the Country Park through the squares to the green spaces, as for Phase 7, but this detail will be considered within future reserved matters applications for those areas. This approach is considered acceptable and in accordance with the strategy.

- 8.30 The proposal is therefore considered compliant with Cambridge Southern Fringe AAP (2008) policies CFS/2 and CSF/9, Public Art SPD 2010 and the Public Art Strategy for the Trumpington Meadows site (September 2010), given the overall strategy for the whole Trumpington Meadows site which is being delivered.

### **Impact on residential amenity**

- 8.31 The proposal will not impact on any existing residential properties. The road will provide a high quality public space to the benefit of public amenity for new and existing residents. The location of lighting columns have been included in the proposals but the detail of the columns and impact of artificial lighting will require consideration to protect the amenity of and prevent nuisance to future residential premises along the spine road in accordance with Policy NE/14 of the Local Development Framework 2007. Condition 5 is recommended to ensure that this is considered. The results of this assessment will need to be taken into account when designing the residential units for the reserved matter parcels adjacent to the spine road.

### **Third Party Representations**

- 8.32 No neighbour representations have been received.

### **Planning Obligation Strategy**

- 8.33 This reserved matters application does not trigger contributions under the Cambridge Southern Fringe Area Action Plan. Contributions have been secured under the outline permission S/0054/08/O.

### **Outline conditions**

- 8.34 Through the above assessment the outline conditions that are required to be submitted within the reserved matters application (Conditions 4, 8, 10, 17 and 24) the details are considered acceptable. The outstanding details for the lighting can be secured through recommended condition 5.
- 8.35 The pre-commencement conditions to be considered alongside this application will be dealt with through delegated authority to officers. Conditions 18 and 19 (pollution control of water environment), require further details and consultee responses as set out in the report. Condition 42 (archaeology) requires confirmation from County Archaeology that no further work is required. Condition 28 (contamination) is acceptable subject to recommended condition 4 and ongoing monitoring. Condition 30 - Construction Management Plan and Condition 38 Cycleways and footpaths are considered acceptable and can be discharged. Cambridgeshire Fire and Rescue Service have recommended a condition for fire hydrants to serve the development. This detailed is required under condition 45 of the outline consent.

## 9.0 CONCLUSION

- 9.1 The design and layout of the road accords with the parameter plan, the principles set out within the Design Code, and the Local Plan policy framework for external spaces. A high quality public realm will be provided, inclusive for all users and fit for purpose.

## 10.0 RECOMMENDATION

**APPROVE the reserved matters** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development, hereby permitted, shall be carried out in accordance with the following approved plans and documents:

Typical Spine Road Section 445\_06\_00\_001 P02  
Proposed Spine Road Key Plan 445\_06\_00\_100 P02  
Proposed Spine Road Material Plan 445\_06\_00\_101 P01

Public Square B – Coloured Plan - 445\_06\_00\_102\_A P02  
Public Square B – Easement Constraints - 445\_06\_00\_102\_B P02  
Public Square B – Swept Path - 445\_06\_00\_102\_C P02

Public Square C – Coloured plan - 445\_06\_00\_103\_A P02  
Public Square C – Easement Constraints - 445\_06\_00\_103\_B P02  
Public Square C – Swept Path - 445\_06\_00\_103\_C P02

Public Square A – Coloured Plan - 445\_06\_00\_101\_A P02  
Public Square A – Utilities Constraints - 445\_06\_00\_101\_B P02  
Public Square A – Swept Path – 445\_06\_00\_101\_C P02  
Junction A – Coloured Plan – 445\_06\_00\_105\_A P02  
Junction A – Easement Constraints – 445\_06\_00\_105\_B P02  
Junction A – Swept Path – 445\_06\_00\_105\_C P02

Junction B - Coloured Plan - 445\_06\_00\_106\_A P01  
Junction B - Easement Constraints – 445\_06\_00\_106\_B P01  
Junction B - Swept Path – 445\_06\_00\_106\_C P01

Junction C – Coloured Plan – 445\_06\_00\_107\_A P01  
Junction C – Easement Constraints – 445\_06\_00\_107\_B P01  
Junction C – Swept Path – 445\_06\_00\_107\_C P01



Trumpington Meadows Spine Road, Cambridge Drainage Strategy  
Statement 09/06/2015 Rev 2  
Surface Water Drainage Strategy - 0658\_D-01 Rev C  
Swale Plan and sections 0658-GA-044 Rev A  
Foul Water Drainage Strategy 0658-D-02 Rev C

Typical Spine Road Section – 445\_06\_00\_001 P02  
Tree Position Analysis – 536.D.SR.01 Rev B  
Tree Planting Plan - 536.D.SR.02 Rev B  
Tree Pit Trench Detail Along Swale - 536.D.SR.03 Rev A  
Typical Tree Pit Detail in Hard Landscape – 536.D.SR.04  
Tree Pit Trench Detail in Hard Landscape – 536.D.SR.05

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. If within a period of five years from the date of the planting of any tree, that tree, or any tree planted as a replacement for it, is removed, uprooted, destroyed or dies or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives written consent to any variation.

Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features in accordance with Policy DP/2 of the adopted Local Development Framework 2007.

4. Soil management, reuse, importation and specification on site shall be in accordance with the Soil Management Plan presented in the Construction Management Plan by Barratt Homes dated 18<sup>th</sup> December 2014.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007.

5. Prior to the installation of any artificial lighting, an artificial lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting, security/residential lighting and an assessment of impact on any sensitive residential premises on and off site, shall be submitted to and approved in writing by, the Local Planning Authority. The scheme shall include layout plans/elevations with luminaire locations annotated, full isolux contour map/diagrams showing the predicted illuminance intensity in the horizontal and vertical plane (in lux) at critical locations within the site and on the boundary of the site and at future adjacent properties, including consideration of Glare (direct source luminance/luminous intensity in the direction and height of any sensitive residential receiver) as appropriate, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type/profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011" including resultant sky glow, light intrusion/trespass, source glare/luminaire intensity and building luminance.

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details/measures unless the Local Planning Authority gives its written consent to any variation.

Reason: To protect local residents from light pollution / nuisance and protect/safeguard the amenities of nearby residential properties in accordance with NE/14 of the adopted Local Development Framework 2007.

- 6 No development shall commence until a detailed level strategy for the road profile has been submitted to and approved in writing by the local planning authority. The strategy shall demonstrate that a 1 in 100 year flood event plus climate change can be accommodated within the road profile and that there are adequate exceedance routes.

Reason: To ensure that a satisfactory and sustainable means of surface water drainage and to prevent the increased risk of flooding to third parties in accordance with DP1 of the South Cambridgeshire Local Development Framework 2007 and policies CFS/2 and CSF/24 of the Cambridge Southern Fringe AAP 2008.

### **Contact details**

To inspect any related papers or if you have a query on the report please contact:

Author's Name: Janine Richardson

Author's Phone Number: 01223 457295

Author's Email: [janine.richardson@cambridge.gov.uk](mailto:janine.richardson@cambridge.gov.uk)