

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 20 April 2016

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**Application No.** S/0107/16/RM (SCDC)

**Date Received** 18 January 2016 **Officer** Mr Andrew Winter

**Target Date** 14 March 2016 extended to 29 April 2016

**Parish** Haslingfield

**Site** Trumpington Meadows Development Site Hauxton Road  
Cambridge Cambridgeshire

**Proposal** Reserved Matters for Phase 9 including 122 dwellings including affordable housing with associated internal roads, car parking, landscaping, amenity and public open space, pursuant to outline planning approvals S/0054/08/O and 08/0048/OUT

**Applicant** Barratt Homes Eastern Counties

**Application Type** Major **Departure:** No

The above application has been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

SUMMARY	The application accords with the Development Plan for the following reasons: 1) This scheme complies with the general principles of the outline parameter plans and design code. 2) The design and appearance of proposed dwellings are appropriate for their new context and will create attractive, high quality streets. 3) The development achieves an appropriate level of car parking across phase 9. 4) The scheme delivers 40% affordable housing in accordance with policy.
RECOMMENDATION	APPROVAL SUBJECT TO CONDITIONS

### 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. 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 scheme for Phase 9 is an irregular shaped plot adjacent to the primary school field and proposed local centre. The site falls within South Cambridgeshire District Council. It is situated within three character areas as set out in the design code: the majority is in the urban quarter, with the remainder falling within the riverside and gateway quarters.
- 1.4 To the north of the site is Phase 8. The land to the west is part of the Riverside quarter and will be developed with apartments in later phases. The land to the south beyond Railway Green is to be developed for further dwellings as part of Phase 10.
- 1.5 The proposed country park beyond to the west of the site falls within the Cambridge Green Belt.

## **2.0 THE PROPOSAL**

- 2.1 Reserved matters permission is sought for the erection of 122 new dwellings with associated internal roads, car parking, landscaping, amenity and public open space. Reserved matters approval is sought for access, appearance, landscaping, layout, and scale. The development provides 73 private dwellings and 49 affordable houses. This equates to 40% affordable housing for Phase 9.
- 2.2 This phase of Trumpington Meadows includes a rectangular shaped area of open space 'Railway Green'. Public art is proposed at the end of this green next to Block Q and the country park.
- 2.3 Since mid-2015 officers have engaged in a succession of pre-application meetings with the developer on Phase 9. Comprehensive comments on the emerging scheme were provided following each meeting and the applicant and their design team have largely amended the proposals to respond to the issues and suggestions made by officers.
- 2.4 The application is accompanied by the following supporting information:
  1. Design Code compliance statement (DCCS)
  2. Sustainable construction and design statement
  3. Statement of community engagement
  4. Planning statement
  5. Noise assessment
  6. Drainage strategy statement
  7. Contamination letter
  8. Construction management plan

### **Amended Plans and Additional Information**

2.5 The following amended plans and additional information have been received:

- Revised Drainage Strategy Statement and SuDS Management Plan
- Highway tracking, turning and dimensions (drawings)
- Revised Construction Management Plan
- Revised architectural drawings

### 3.0 SITE HISTORY

Reference	Description	Outcome
08/0048/OUT	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/0054/08/O (SCDC)	Demolition of existing buildings and structures, redevelopment for approximately 600 dwellings. And 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
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)	Submission of reserved matters (access, appearance, landscaping, layout and scale) for 163 dwellings to north east part (Phase 1) of Trumpington Meadows pursuant to outline application 08/0048/OUT.	Approved

11/0075/REM (City)	Submission of reserved matters (access, appearance, landscaping, layout and scale) for 161 dwellings to north east part (Phase 1) of Trumpington Meadows pursuant to outline application 08/0048/OUT.	Approved
S/0160/11 (SCDC)	Reserved matters (access, appearance, landscaping, layout and scale) for 29 dwellings to north east (Part Phase one, 189 dwellings) of Trumpington Meadows pursuant to outline applications 08/0048/OUT & S/0054/08/O.	Approved
14/0624/REM (City)	Reserved Matters for 86 new dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The reserved matters include use, amount, layout, scale, landscaping and appearance.	Approved
S/2998/14/RM & 14/2109/REM	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 CSF/6 CSF/7 CSF/11 CSF/12 CSF/13 CSF/16 CSF/17 CSF/19 CSF/21 CSF/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/6 NE/11 NE/14 SF/6 SF/10 TR/2 TR/4

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

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014
Supplementary Planning Guidance	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)  LDF District Design Guide: High Quality and Sustainable Development in South Cambridgeshire (March 2010) Landscape in New Developments SPD (March 2010) LDF Affordable Housing SPD (March 2010)  Public Art (January 2009)
Material Considerations	Area Guidelines Trumpington Meadows Design Code (2010)

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 Cambridge and South Cambridgeshire, therefore, the emerging revised Local Plans 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.

5.4 For the application considered in this report, the following policies in the emerging plan that carry some weight are:

**South Cambridgeshire Plan**

- CC/6 Construction Methods
- CC/8 Sustainable Drainage Systems
- HQ/1 Design Principles
- HQ/2 Public Art and New Development
- H/9 Affordable Housing
- SC/10 Lighting proposals
- SC/11 Noise Pollution
- SC/12 Contaminated Land

## 6.0 CONSULTATIONS

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

#### Comments on application as submitted

- 6.1 Requires the applicant to provide a layout plan showing proposed dimensions for widths of highways, both on general line and at width restrictions, radii at junctions, etc. and a layout tracking a refuse vehicle and fire tender through the development.
- 6.2 The area adjacent to Plot 600 requires reworking to achieve an adoptable highway layout providing a loop, with appropriate forward visibility splays outside Plots 600 and 578. The turning area at the end of the cul-de-sac outside plots 632 and 633 needs some demarcation identifying the extent of public highway following adoption. Additional hard paving will be required outside of the 0.5m maintenance margin to provide the required working space around street lighting columns.

#### Comments on amended application

- 6.3 The amended submission resolves the issues previously raised. The developer has provided dimensioned drawings showing road widths; the 7.0 metre overall adoptable width is acceptable for the shared surface highways, split into a 6 metre shared surface with two 0.5 metre maintenance strip. Where street lighting columns are positioned, this will require additional land to be dedicated as public highway. The 11.9 metre wide street is assumed to consist of two 2 metre footways, a 5.5 metre carriageway and a 2.4 metre parking bay. Please obtain confirmation of these dimensions.
- 6.4 No dimension is provided for the width at the width restrictions. The kerblines at the width restriction is likely to trap detritus, if set out with right angles: a 45 degree splay would be easier to clean. Forward visibility splays on bends will need to be dedicated as public highway. This will require amendment of the corner plots on Road RD6 (Plots 600 and 578). The turning area at the end of the cul-de-sac outside plots 632 and 633 can be demarcated to adequately identify the extent of public highway following adoption. The manoeuvring at the access around the second build out on street RD03 is very tight and should be relaxed a bit by moving the build out slightly.

### **Cambridgeshire County Council (Flood and Water Team)**

- 6.5 Not received

#### **Refuse Team**

- 6.6. Not received

#### **Anglian Water**

- 6.7 Not received

### **Wildlife Trust**

- 6.8 Not received

### **Historic England**

- 6.9 The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

### **Cambridge County Council Archaeology**

- 6.10 Archaeological mitigation was undertaken for this area by condition of the outline planning application. Further information is not required in connection with the present reserved matters application and we have no objection to this development proposal.

### **Police Architectural Liaison Officer**

#### Comments on application as submitted

- 6.11 Large covered recesses should be avoided such as those found at Flat Blocks J1, J2, K, L1 and L2. It is in these recesses in apartment blocks, where on occasions, problems can occur with unacceptable behaviour by some residents and visitors such anti-social behaviour, drink and drugs.
- 6.12 External rather internal mail boxes are recommended. Cambridge City Council no longer allow these internal mail boxes and the same may apply to SCDC. Certainly internal mail boxes do have implications in respect of any future Secured by Design Accreditation the developer may seek to achieve and how mail/parcel delivery is managed within accessed controlled areas. Trade entry buttons are no longer deemed acceptable.
- 6.13 The 'L' shape layout to the private and affordable 3B house types has been granted planning permission on a number of earlier Phases of this development, albeit on a much smaller scale. However, further thought should be given to the positioning of the main front doors. You will note that this door has been placed towards the rear of the carport/under-croft. Best practice suggests that in the interest of crime prevention the best place for any front door is for it to be placed on the front aspect of a home, where it can be clearly observed by neighbours and those passing. This makes any potential offender, attacking the property or its residents, less comfortable as they can be clearly observed.

#### Comments on amended application

- 6.14 The concern in respect of the former large open covered recesses has been satisfactorily resolved by moving the entrance doors forward to what appears to be a maximum recess of 1000mm, which is acceptable.

## **Sustainability Officer**

### Comments on application as submitted

- 6.15 The applicant has a tried and tested way of achieving the energy and carbon requirements of local policy, along with Level 4 of the Code for Sustainable Homes (CfSH), but the data provided in support of this needs to be looked at again to ensure it is as accurate as possible. To ensure condition 14 (Code 4 CfSH requirement) of the outline consent is satisfied the applicant should confirm the following details:
- a) The total notional energy use of the development before passive/energy efficiency improvements
  - b) The total carbon emissions of the development based on Target Emissions Rates (TER)
  - c) The developments actual energy use by fuel type from regulated source and the relevant carbon conversions used
  - d) The developments actual energy use by fuel type from unregulated sources and the relevant carbon conversions used
  - e) The expected total energy output of the solar PV system per annum and the relevant carbon conversions used

### Comments on amended application

- 6.16 Comments awaited.

## **Drainage Officer**

### Comments on application as submitted

- 6.17 Requires further details to be included in the submitted Drainage Strategy to detail overland flow routes, as well as a maintenance and management of the drainage infrastructure.

### Comments on amended application

- 6.18 The information that has now been submitted is acceptable and is in accordance with the site wide surface water drainage strategy.

## **Housing Officer**

- 6.19 There are no affordable plots to the northern and eastern flanks of the site. This is not of concern to SCDC housing or the registered provider; however the planning department might have an issue with this clustering. There are fewer 3 storey affordable dwellings than on previous phases, which is preferred by the registered provider due to their relatively inefficient design. The registered provider has a



preference for the tenure split of 73.5% rented and 26.5% shared ownership (being plots 543 to 553 and plots 578 to 579) shown in this application.

**National Grid**

6.20 No comments received

**Natural England**

6.21 No comments to make on this application. They advise that the lack of comment does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

**Landscape Officer**

Comments on application as submitted

6.22 General support for proposal but additional information and amendments are required.

a) Parking court for units 566-570

The secondary parking spaces for the allocated 567 and 568 units are less than 6m apart and as such will not be particularly usable. Further changes could be made to improve the relationship between the garages and the units, and eliminating the long alley leading to 566's SOG and the circuitous bin drag route for unit 570.

b) Semi-public/private space on the Railway Green side of Block Q

The definition between public and private has been identified through planting beds and hedges. However, it is unclear if this is effective enough to make the grassy area exclusively private. There may be a need for additional low railings and gates at the access points. Further information is needed to show any street furniture being used here and throughout the development. Additionally, the area designated for the LAP is unclear. It is noted that the LAP design for the play equipment will come forward as part of the Public Art strategy so it is recommended that the details for the LAP and the area directly associated with it are secured through condition.

c) Soft Landscaping

Some plant species are too large for their location and will require intensive pruning by the homeowner to retain shape and size, or that do not tolerate the heavy clay soils which are native to Cambridge. Alternative plant species are recommended.

The palette of rain garden plants selected is a good start but it needs to be expanded and given a bit more height and texture diversity. A full specification for how areas of planting/mixed shrubs are to be planted (i.e. densities, quantities per species etc.) is required. Detailed plans, sections and planting plans are required for these spaces which include drainage features.

- d) Additional tree pit details are required for all the planting methods used in the scheme. The tree pit in hard paving detail submitted is acceptable. Details are required of the tree pits in soft landscaped areas and car parks where a hybrid pit may be required.
- e) Plans and section details of the planting pockets are required for the Mews streets.
- f) Details are required of build-up/materials of all the hard landscape choices and clarification of whether the tarmac with coloured chippings is a permeable surface
- g) An adoption plan is required.

#### Comments on amended application

- 6.23 Approval in principle, subject to the following recommendations: 1) please ensure enough room is left for the parking of vehicles in the spots allocated to 567; 2) the strip of landscape between the school and the road should be put in the County Council adoption colour as the City Council would not seek to adopt the verge; 3) the use of Rhus typhina within the landscape scheme should be removed prior to any approval.
- 6.24 The remainder of the rebuttal arguments in respect of the landscape species as presented within the Summary Statement dated 1<sup>st</sup> March, 2016 are accepted. Conditions are recommended to secure details of the LAP adjacent to Railway Green, details of mews planting pockets and rain gardens.

#### **Urban Design Officer**

#### Comments on application as submitted

- 6.25 General support for proposal but additional information and amendments required. The overall approach to Phase 9 has the potential to form a well-designed addition to wider Trumpington Meadows development. However, there are a number of issues that need to be resolved before the proposals can be supported in urban design terms:
  - There needs to be a better relationship between parking spaces and units 524-532 within the mews street to the north west of the phase.
  - The issue of deep open entrance lobbies needs to be addressed

- A number of other clarifications and minor adjustments have been identified in relation to the submitted drawings and documents
- An alternative brick with a greater variety of tone should be considered for apartment blocks J1, J2, L1 and L2.

#### Comments on amended application

##### 6.26 *Relationship between parking spaces and units 524-532*

The applicant has taken on board our suggestions and amended the parking layout to the north western mews street of the proposal, to achieve a better relationship between parking spaces and the dwelling they serve. Where possible, the applicant has also provided direct access from the garage into the rear garden. The amendment is acceptable in design terms.

##### 6.27 *Deep open entrance lobbies on Blocks J2, L2, L1 and K*

The applicant has amended the plans to remove deep entrance lobbies. The amendment is acceptable in design terms.

##### 6.28 *Materials and details*

All drawings have been amended to include a materials key and additional information has been provided to clarify many of the detailed elements listed in our original comments. However, no details such as colours, garage door systems or materials of bike storage structures etc. were provided. Therefore, should the application be granted, details and samples of materials to be used in the construction of the external surfaces of the development should be conditioned, in addition to sample panels.

##### 6.29 *Garage door of SOGs*

At a width of 5.5m, the wide garage doors of the SOGs were of concern and we suggested the inclusion of a personnel door to provide convenient access to cycle storage. The design remains unchanged and we therefore suggest that details of the garage door system are conditioned.

##### 6.30 *Type 4F A and B (Riverside), ground floor contrasting brick pattern*

No details regarding the contrasting brick pattern for the ground floor has been provided. We are still of the view that the principle as described and visually represented on page 51-53 of the DCCS is a key feature of these townhouses and should be secured through the planning drawings.

- 6.31 An alternative buff brick with a greater variety of tone should be considered for blocks J1, J2, L1 and L2. The applicant has requested that our concern is dealt with by way of condition. This is acceptable in urban design terms, however the use of an informative on the decision letter could provide a way to ensure that the applicant is aware that the suggested buff brick of 'Wieneberger Olde Ivory White' for Blocks J1, J2, L1 and L2 will not be acceptable and that an alternative brick with a greater depth and variety of tone should be considered.

**Ecology Officer**

- 6.32 No objections.

**Environment Agency**

- 6.33 No objection in principle to the proposed development. The local authority is advised to consult with the Lead Local Flood Authority (LLFA) at CCC on sustainable drainage issues and in respect of any proposed works to ordinary watercourses, including culverting.

**Acting Environmental Health Manager**

Comments on application as submitted

- 6.34 Asks for further detail/clarification in the Construction Management Plan (CMP) of the following:
- (a) delivery times and notification
  - (b) monitoring points
  - (c) reversing alarms
  - (d) agreed working times and noise levels
  - (e) light spill from temporary construction lighting
  - (f) dedicated contact for complaints
- 6.35 It is agreed that prior to commencement of noisy construction work a method statement will be provided containing predicted noise levels, as detailed on page 9 of the revised CMP.
- 6.36 A separate detailed noise assessment will be required for the construction of block Q to the west of the development. This is of particular concern due to its line of site to the M11 and the potential for noise impacts from road traffic noise. The majority of the site appears to benefit from adequate shielding from the M11 road traffic generated noise by other buildings. However, Block Q is likely to require noise insulating façade treatments due to its exposed nature in order to meet the internal noise levels in BS8233 2014.
- 6.37 A detailed noise assessment predicting these internal levels is required and recommendations made as to the level of attenuation required in order to meet the above British Standard levels. This could involve the installation of an alternative form of background ventilation (mechanical) in order to achieve the internal levels

whilst windows are closed if passive acoustically treated vents are not adequate.

- 6.38 In terms of street lighting, no details have been submitted concerning horizontal and vertical isolux contours. These details will be required to ensure the acceptability of the locations proposed and whether any shielding is required for individual luminaires near to residential premises, particularly sensitive rooms e.g. bedrooms.

#### Comments on amended application

- 6.39 The revised CEMP has now satisfactorily addressed the previous concerns raised. Also the revised noise assessment clarifies the noise levels affecting Block Q. The noise report now confirms that the assessment and recommendations for noise insulation relates to all of the units along the southern boundary (including Block Q) and ignores any screening. This gives a worst-case scenario.
- 6.40 Most of the new properties will benefit from screening from further anticipated buildings between the southern boundary and the M11 (e.g. Phases 10 and 11). Consequently, internal noise levels will be reduced. Block Q will not benefit to the same extent but will still be constructed with the recommended levels of noise insulation required to meet current internal noise standards (BS8233 2014). In order to confirm this is the case after completion, a post-construction noise assessment is carried out to ensure the internal noise levels in BS8233 2014 are being met as expected.
- 6.41 It is recognised that minimum lighting levels are required for street lighting depending on the class of road. Therefore, I would recommend shields be fitted to both EC05 and EC06 (shown on drawing 0658-1300-002 Rev A (Phase 9 Road Lighting Layout) to protect the residents likely to be affected by intrusive light from the street lights.

#### **Cambridge Fire and Rescue Service**

- 6.42 Should the LPA be minded to grant approval we would ask that adequate provision be made for fire hydrants, which may be by way of S106 agreement or a planning condition.

### **7.0 REPRESENTATIONS**

- 7.1 No neighbour representations have been received.

#### **Haslingfield Parish Council**

- 7.2 No objections

### **8.0 ASSESSMENT**

- 8.1 The main material planning considerations in this instance are:

1. Principle of development
2. Affordable housing, housing mix and density

3. Compliance with parameter plans and Trumpington Meadows Design Code
4. Context of site, design and external spaces
5. Drainage
6. Public Art
7. Renewable energy and sustainability
8. Disabled access
9. Residential amenity
10. Refuse arrangements
11. Highway safety
12. Car and cycle parking
13. Construction Management Plan (CMP)
14. Noise
15. External lighting
16. Ecology
17. Archaeology
18. Planning Obligation Strategy

### **Principle of Development**

- 8.2 This is a residential reserved matters application for 122 dwellings pursuant to the outline application. The combined master plan which was approved as part of the outline application fixes the key principles for the development. Compliance with these parameters is discussed at paragraph 8.12 below.
- 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 applicant seeks the discharge of the following pre-commencement outline conditions that apply to Phase 9:
- 4 – Reserved matters detail
  - 6 – Urban Quarter Parking
  - 10 – Design Code Compliance Statement
  - 11 – Strategy for Youth Facilities and Children's Play
  - 13 – Private and affordable housing
  - 14 – Code for sustainable homes
  - 15 – Life Time Homes
  - 17 – Drainage
  - 18 - Drainage
  - 19 - Main and foul water drainage
  - 21- Renewable Energy
  - 24 - Landscaping within the built-up area
  - 28 – Contamination
  - 30 – Construction Management plan
  - 33 - Delivery strategy for house waste and recycling
  - 35 – Building Levels
  - 36 - Car parking for people with disabilities
  - 37 - Overall car parking numbers
  - 38 - Cycle ways and footpaths

## 42 - Archaeology

- 8.5 The details of these pre-commencement conditions have been incorporated into the reserved matters submission as appropriate. Any stand-alone conditions from the outline consent will be dealt with in a separate application.

### **Affordable housing, housing mix and density**

- 8.6 It is proposed that 49 of the 122 residential units are affordable, which equates to 40.16%. The average provision of affordable units across all phases to date totals 40.45%, which achieves the minimum 40% requirement site wide. The affordable housing split is 73.5% social rent and 26.5% shared ownership. This strays slightly from the indicative affordable housing split (75/25) set out in the S106 but overall the cumulative split for phases 1-9 would be acceptable at 75.20/24.8. The application therefore complies with the S106 requirements and the housing officer is satisfied with the level and type of provision.
- 8.7 The affordable units are arranged in clusters mixed across the phase. Condition 13 of the outline consent states that no more than 12 affordable homes (15 if no more than 12 are social rented) be clustered together and no more than 20 apartments be clustered together. The proposal is considered to meet this requirement and is not dissimilar to previous clustering found on earlier phases (see drawing 445\_09\_RM09\_005 P01). Consequently, no objections are raised to the proposed affordable housing provision, which has received support from both the housing officer and registered provider.
- 8.8 The preponderance of smaller dwellings in this application is reflective of the anticipated higher density of the urban quarter and compensates for the low proportion of small units in some of the previous phases. The 53/47 split of houses to apartments is considered acceptable given the intended 50/50 split for the urban quarter (design code, p.154) and taking into account the site constraints. The mix is summarised in table 1 below:

Table 1: Phase 9 housing mix

<b>Houses</b>	<b>Market</b>	<b>Affordable</b>	<b>Total</b>
2 bed	0	0	0
3 bed	14	12	26
4 bed	37	0	37
5 bed	1	0	1
Total	52	12	64
<b>Flats</b>	<b>Market</b>	<b>Affordable</b>	<b>Affordable</b>
1 bed	0	11	11
2 bed	19	26	45
3 bed	2	0	2
Total	21	37	58

- 8.9 Housing density on Phase 9 is highest along the primary road where terrace housing and apartments are proposed. This reflects the approach set out in the approved design code (p.152), which seeks between 60-65 dwellings per hectare (DPH). The

density to the east side of the primary road is slightly raised at 71 DPH due to the concentration of apartments. This is not objected to given the repetition of built form along the primary road and the need to create a defined built edge.

- 8.10 Density to the western side of the development is slightly low at 44 DPH, whereas the design code seeks 55-60 DPH. In terms of layout, the scheme has positively responded to the irregular plot shape. Increasing density in this location would prove very difficult taking into account the need to blend the scale and character of housing with Phase 8, and provide a reasonable standard of residential amenity and parking. On this basis the slight under-provision of density is considered to be justified.
- 8.11 Consequently, the proposal is considered to meet the aims and objectives of Policy CSF/7 of the Cambridge Southern Fringe AAP and the outline planning consents.

### **Compliance with parameter plans and Trumpington Meadows Design Code**

- 8.12 The outline parameter plans identify building heights of up to three storey (up to 11m) and four storey (up to 14.5m) for the area covered by the application proposal. The scheme falls within the riverside, urban and gateway character areas of the design code and reflects these parameter plans. The approved design code allows for building heights to increase along the primary street and this is reflected in the storey heights of Blocks L1 and J1, which act as marker buildings at this key junction ('the circus') of the primary street and reach a maximum height of 12.7m.
- 8.13 There is a minor deviation from the design code in the creation of a side street within the south western area of Phase 9, where in the design code a 'cycle/pedestrian only' link is identified as part of a much larger perimeter block. Providing a low order, slow designed side street, which provides access for all modes, will create a more legible, connected and coherent scheme. The layout of the proposal is a result of detailed site masterplanning which has evolved with the input of the highway authority and with this slight adjustment to the street hierarchy the layout still accords with the overall principles set out in the design code.
- 8.14 The proposal would comply with most of the mandatory guiding principles, building types and typologies set out in the design code (p.154) as discussed below.

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

- 8.15 The key consideration is the appropriateness of the design, layout and external appearance of the buildings in their setting. Compliance with the design code requirements is discussed below.

#### Design and layout

- 8.16 The evolution and justification of layout of the scheme is well illustrated and summarised within the design code compliance statement (DCCS) along with the submitted plans and elevations. The arrangement of buildings creates a legible perimeter block structure that provides well defined edges and frontages to adjacent streets. The layout accords with the design code principles for the urban, riverside and gateway quarter character areas and this is manifest in:



- the primary frontage onto Piper Green (units 516-523)
  - an appropriate street hierarchy
  - the marker building at ‘the circus’ (units 609-619 ‘Block J1’)
  - the landmark building to the south-eastern corner of Phase 9 (units 549-553 ‘Block K’)
  - built form that interacts with landscape structure (units 580-599 ‘Block Q’)
  - the ‘green fingers’ at Piper Green and Railway Green
- 8.17 Over the course of the pre-application discussions the architect has worked hard to ‘design out’ large, sterile parking courts. The primary street has no direct access to properties (design code, p.63), but the architect has taken a place-making approach to accommodating parking to the rear. This is achieved by the creation of mews-type streets and spaces that are clearly defined and overlooked by neighbouring buildings.
- 8.18 Parking courts are provided to the rear of the apartment buildings along the primary road, but the design approach to these spaces is well considered. There is a good level of defensible space in front of ground floor apartments by way of planted areas. Large strategic trees have been carefully positioned to structure spaces and respond to glimpsed views.
- 8.19 Suggested improvements to certain sections of the Phase 9 layout have been put forward by the police liaison officer, urban design officer and landscape officer and followed up by the applicant in the submitted revised drawings. These improvements include:
- A better relationship between units 524-532 and their associated parking spaces. Where possible, the applicant has also provided direct access from the garage into the rear garden.
  - The applicant has amended the plans to remove the former deep entrance lobbies to Blocks J2, L2, L1 and K.
  - The parking spaces allocated for units 567-570 have been rearranged to improve the relationship between the units and their associated parking spaces, and ensure the provision of a 6m reversing space. The long alley leading to 566’s ‘studio over garage’ (SOG) and the circuitous bin drag route for unit 570 have also been removed and reconfigured.

### Scale and Massing

- 8.20 Officers are supportive of the proposed height and massing strategy of Phase 9, which responds well to key contextual factors (established within the design code) and good place-making principles. The urban quarter character is formed not only by the higher densities found along the primary road but also the narrow fronted, 3 storey gabled house types and 3-4 storey apartment buildings. The 4 storey apartment blocks (J1 and L1) enclose the junction of the primary street and secondary street, which helps to emphasise this key nodal/focal point.
- 8.21 Two storey buildings are appropriately located away from the primary road and along

side streets and mews streets, helping to reinforce the legibility of the scheme and create a more intimate character. To the south west corner of the site, the scale and massing of Block Q is a mixture of 3 storeys with some duplex apartments extending to 4 storeys. The form and design of this building successfully addresses the country park as well as terminating the western end of the side street fronting Railway Green.

- 8.22 To the north-eastern edge of the site, 3 storey townhouses front Piper Green and mirror the house types found on the opposite Phase 8 consented scheme. This creates a more formal 'set piece' that is appropriate to the character of this area.
- 8.23 Overall, the scheme accords with the principles set out the design code relating to height and massing.

### Elevations

- 8.24 The overall approach to the design of the proposed house types is supported, both in terms of form and architectural expression. The introduction of new house types within this phase is particularly welcomed. Along the higher order routes (primary street and secondary streets) and adjacent to key spaces (Piper Green and Railway Green) the combination of house types satisfies the detailed 'character area' guidance set out in the design code. In these locations the house types exhibit more urban characteristics: strong building lines created by terraced forms and linked detached units, and strong vertical rhythms created by the relatively narrow plot widths and 3 storey townhouse forms.
- 8.25 There is a combination of pitched, gable ended and flat roof forms to create a varied and articulated roofscape. This can be seen along the primary road with the contrast between the narrow fronted gable house type (type B2) and the flat-roofed apartments opposite. Additionally, the flat roof townhouse forms (type 4F) along the secondary street work well against the backdrop of the future riverside phase, which potentially may have a more open, permeable form. The gables that abut street corners or terminate key views have been enhanced with special elevational treatment, as clearly illustrated within the plans.
- 8.26 Generally, the proposed apartment types are supported in terms of form and the design of the elevations. The scale and massing of the five apartment buildings along the primary road will create a more urban feel and aid legibility by defining key nodal points. Facades are well ordered, with projecting bays providing a degree of rhythm and vertical emphasis to the street in accordance with the design code. Pre-cast concrete also helps to accentuate the vertical order of the buildings (base, middle and top).
- 8.27 The architect has developed a bespoke and unique apartment building (Block Q) at the south western corner of the site, which has been subject to detailed discussion with officers. Its cranked form responds well to key contextual factors and place-making opportunities by creating a positive terminus to Railway Green and giving good definition to the side street. Additionally, the south-facing landscape/amenity space provides a good transition between the development and the more open character of the country park. Overall, Block Q responds well to the design code and its requirement for a built form in this location that interacts with the landscape.

## Materials

- 8.28 The applicant has identified the general approach to materials within section 5 of the DCCS. This information is further supplemented by site wide plans indicating brick type and roof materials. The palette of materials in Phase 9 includes more red and grey colour bricks compared to previous phases, which is welcomed.
- 8.29 The apartment buildings (Block J1, J2, L1 and L2) have a refined simplicity to their facades and would benefit from a facing brick with greater depth, texture and variety of tone. Final details and finishes for the proposed buildings can be agreed by condition along with the details suggested by the urban design officer, which include: windows, doors, porch details, timber cladding, projecting bay and dormer windows, garage doors, external metal work, rain water goods, and coping.
- 8.30 Details regarding the contrasting brick pattern for the ground floor of house type 4F have been provided on the amended drawings. The principle of this brick differentiation is described and visually represented on page 51-53 of the DCCS and is a key feature of these townhouses.
- 8.31 The applicant is aware that the suggested buff brick of 'Wieneberger Olde Ivory White' for Blocks J1, J2, L1 and L2 will not be acceptable and that an alternative brick with a greater depth and variety of tone should be considered. This can be secured via the aforementioned materials condition (condition 1). An informative is recommended to advise the applicant that an alternative brick choice should be sought.

## External Spaces

- 8.32 The proposed green corridors of Piper Green and Railway Green connect and integrate the site with the surrounding country park in accordance with one of the guiding principles of the design code. The proposal also includes a specific area of children's play, in the form of a Local Area of Play (LAP) towards the end of Railway Green. A further LAP is anticipated in the Riverside Quarter resulting in Phase 9 accessing four LAPs in accordance with the agreed Strategy for Youth Facilities and Children's Play (Condition 11 of 08/0048/OUT and S/0054/08/O). Final details of the facility can be secured by condition (conditions 5 and 6) along with details of the landscaping, street furniture and public art proposed in the external amenity area to the south-west of Block Q (to address the comments of the landscape officer).
- 8.33 The comments of the landscape officer are noted in relation to the external parking court for units 566-570. The amended drawings have increased the vehicle reversing space to an acceptable distance (6m) and provided sufficient parking area for plot 567. The changes also improve the relationship between the garages and the units, and remove the long alley leading to 566's SOG and the circuitous bin drag route for unit 570.
- 8.34 The relationship between the parking spaces and units 524-532 within the mews street to the north west of the phase has been rearranged to address the comments of the urban design officer.

- 8.35 Alternative plant species have been submitted in response to the concerns of the landscape officer regarding the appropriateness of certain plant species. Conditions are recommended to secure final details of the rain gardens
- 8.36 The strip of landscape between the school and the road has been be altered and put in the County Council adoption colour, as the City Council would not seek to adopt the verge. The use of Rhus typhina within the landscape scheme has also been removed in response to the landscape officer's comments.
- 8.37 The remainder of the rebuttal arguments in respect of the landscape species as presented within the Summary Statement dated 1<sup>st</sup> March, 2016 are accepted by the landscape officer. Conditions are recommended to secure details of the LAP adjacent to Railway Green, details of mews planting pockets and rain gardens (conditions 8 and 9).

#### Quality Panel Review

- 8.38 This reserved matters scheme was not considered by the Cambridgeshire Quality Panel, although the scheme has been discussed at length at pre-application stage with the local planning authority.

#### Summary

- 8.39 The design and layout of Phase 9 is considered to be consistent with the principles of the design code and will successfully contribute to the character of the emerging character areas. As such the proposal is compliant with Policies DP/1 and DP/2 of the South Cambridgeshire LDF 2007 and Policy CSF/2 of the Cambridge Southern Fringe AAP 2008.

#### **Drainage**

- 8.40 Sustainable drainage issues raised by the Council's drainage officer have been resolved following receipt of an amended drainage report. Phase 9 drainage will be discharged to the constructed ditch on the west side of the development which in turn outfalls to the site wide balancing ponds. The site wide balancing ponds have been sized to accommodate the 1 in 100 year return period with allowance for climate change. Adequate provision is made for sustainable drainage in accordance with Policy NE/10 of the South Cambridgeshire LDF 2007 and policies CSF/2 and CSF/24 of the Cambridge Southern Fringe AAP 2008.

#### **Public Art**

- 8.41 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 intended that the public art will continue to explore further ideas using the 'Play Patterns' theme which aims to enhance routes and connect the network of residential streets and the country park through informal play. This approach is considered acceptable and in accordance with the strategy. Final details of this public art are recommended to be secured by condition (condition 6). Subject

to this condition, the proposal will comply with Policy SF/6 of the South Cambridgeshire LDF 2007, Policies CSF/2 and CSF/9 of the Cambridge Southern Fringe AAP 2008 and the approved Public Art Strategy for the Trumpington Meadows site (September 2010).

### **Renewable energy and sustainability**

- 8.42 Condition 21 of the outline permissions requires the submission of details to ensure that a minimum of 10% of each phase's energy is generated from renewable sources. The 'Sustainable Design and Construction statement' submitted with the application sets out the approach to reduction in energy demand and emissions. Photovoltaics are proposed to be installed on every house to meet the minimum of 10% energy produced from renewable sources. All units will be built to Code for Sustainable Homes level 4 in line with the requirements of Condition 14 of the outline permissions.
- 8.43 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Policy NE/3 of the adopted South Cambridgeshire Local Development Framework 2007 and Policy CSF/21 of the Cambridge Southern Fringe Area Action Plan 2008.

### **Disabled access**

- 8.44 The scheme accords with condition 15 of the outline approval, which requires 15% of all market dwellings and 15% of all affordable dwellings to meet the lifetime homes accreditation (see drawing 445\_09\_RM09\_040 P03). All properties will be fully accessible by reason of Part M of the Building Regulations. The proposal is therefore compliant with policy CSF/2 of the Cambridge Southern Fringe AAP 2008.

### **Residential Amenity**

#### Impact on amenity of neighbouring occupiers

- 8.45 This phase does not impact on any existing residential properties.

#### Amenity for future occupiers of the site

- 8.46 The proposed garden spaces are generally reflective of those accepted on previous phases. Despite the limited sizes of some of the garden spaces there is still sufficient space to accommodate cycle and refuse storage, and their manageable size will no doubt be desirable to many future occupiers.
- 8.47 Overlooking has been considered by the applicant with the notable absence of first or second floor windows to the rear of the FOG units, the sides of the SOG units and the flank elevation of plot 532 to protect the privacy of adjoining neighbours. There are also angled windows to the rear of Block L2 to mitigate the impact of overlooking towards the rear garden of plot 548. The final architectural detailing and materials of this angled window unit is recommended to be agreed by condition (condition 2).
- 8.48 The proposal is therefore considered to provide a high-quality living environment and an appropriate standard of residential amenity for future occupiers in accordance with Policy DP/3 of the South Cambridgeshire LDF 2007 and Policy CSF/2 of the

Cambridge Southern Fringe AAP 2008.

### **Refuse Arrangements**

- 8.49 Bin storage for the houses is provided towards the rear garden areas to comply with the design code. Bin stores are located within a single storey building which includes separate storage for bicycles. These are relatively modest in scale so as not to dominate rear garden areas and are screened from public views. Their design is considered to be acceptable and provides sufficient space for three refuse bins. Bin drag distances to collection points are also compliant with RECAP guidance.
- 8.50 Communal bin stores are located at the front of the six apartment blocks to facilitate safe, convenient access for residents and short drag distances for collection vehicles. The proposed collection routes to the apartment's bin stores leading onto the primary road do alter the previously approved landscaping and on street car parking arrangement for the spine road (ref S/0994/15/RM). These changes are minor in nature and will require a separate non-material amendment application to the approved spine road application.
- 8.51 Consequently, the proposal is compliant with RECAP guide and Policy CSF/2 of the Cambridge Southern Fringe AAP 2008.

### **Highway Safety**

- 8.52 Additional drawings have been submitted to show vehicle tracking and highway dimensions. These drawings confirm that the 11.9m wide street will consist of two 2m footways, a 5.5 metre carriageway and a 2.4 metre parking bay as requested by the Local Highway Authority. The forward visibility splays on the road corners near to plots 600 and 578 can be dedicated as public highway, as they do not encroach onto the residential plot. This addresses the comments of the LHA.
- 8.53 As advised by the LHA, the manoeuvring at the access around the second build out on street RD03 (the 'community street') is very tight and should be relaxed a bit by moving the build out slightly. The applicant has removed this build out on the revised drawings to avoid this conflict.
- 8.54 Consequently, the applicant has addressed the concerns of the LHA and the proposal is compliant with Policy DP/3 of the South Cambridgeshire LDF 2007 and CSF/10 of the Cambridge Southern Fringe Area Action Plan (2008).

### **Car and Cycle Parking**

#### Car Parking

- 8.55 The proposal includes an average of 1.25 car parking spaces per dwelling (not including visitor parking). This total average falls within or above the various parking requirements for the three character areas, as set out in 5.4 of the design code (Table 2).

Table 2 – Design code parking requirements

Urban Quarter	1 space per dwelling with 1/3 on plot. 1/3 on street and 1/3 in courtyard/mews
Riverside Quarter	1-1.5 spaces per dwelling
Gateway Quarter	1-1.5 spaces per dwelling with a combination of on plot, courtyard and on street parking

8.56 Undercroft parking is provided for a significant proportion of the dwellings in the urban quarter. Rear courtyard parking is provided for the majority of the apartments and several FOGs and SOGs are proposed within the mews-like streets to contain and screen most of the parking. Additionally, six visitor parking spaces are provided.

8.57 There are eight disabled car parking spaces provided next to the rear of Block K and Block J1 and J2, and Block Q. This meets the requirement under condition 36 of the outline consents to provide at least 5% of all total spaces for disabled users.

#### Cycle Parking

8.58 Cycle parking would be provided by three means in this phase: (1) within garages (for the FOGs and SOGs); (2) within external rear garden bike/bin stores; and (3) within bike stores (for the apartments). The proposed amount of cycle parking would meet the design code, which requires 1 space per bedroom up to 3 bedrooms and then 4 spaces for 4 or 5 bedroom dwellings.

8.59 The current proposal seeks to improve on the modular bike and bin storage units approved in Phases 6-8 by creating more usable space. The units are slightly taller at 1.85m with a sloping roof rather than a flat roof. This creates greater maneuvering space for cycles and also provides a small amount of dry secure storage for garden items. These changes present improvements to the previous scheme and have been generated in response to previous experience on earlier phases of the wider site. The proposal is therefore considered acceptable subject to a condition to secure details of final materials and finishes (condition 3).

8.60 As previously mentioned, cycle parking is also proposed within the garages of some of the units (mainly the FOGs and SOGs). However, the urban design officer has raised concern with the accessibility of these cycle parking areas in the SOGs, which have rather wide, and potentially heavy, garage doors at 5.5m. The urban design officer has suggested that the design of these garage doors be altered to include a personnel door to allow for more convenient cycle parking access. The applicant has explored this option but found that it reduces the width of access for vehicles so as to make it impractical for safe and convenient use. According to the applicant, previous use of personnel doors on the site has resulted in customer complaints leading to the replacement of these doors with single doors. Additionally, the applicant has said that it is not structurally viable to put a personnel door within the garage door given the weight and size of these doors. On this basis, it is recommended that the details of the garage door system are conditioned to ensure convenient access for cyclists in accordance with the key principles of the design code.

- 8.61 The comments of the urban design officer in relation to the FOG cycle parking arrangement are also noted. The proposed arrangement in this instance is the same as that previously approved on Phases 1-5, which includes a central bay providing cycle storage and car parking for the flat above that is not accessed via a separate personnel door. This layout has already been approved and follows the mandatory garage dimensions set out within the design code (p.70).
- 8.62 Consequently, the proposal is compliant with Policy TR/2 of the South Cambridgeshire LDF 2007 and Policy CSF/11 of the Cambridge Southern Fringe Area Action Plan (2008), subject to the recommended conditions at paragraph10.

### **Construction Management Plan (CMP)**

- 8.63 The applicant has submitted a CMP as required under condition 30 of the outline planning consent. This requires details such as delivery times for construction vehicles, dust management and noise and vibration control. The applicant has submitted further details in the application to address the comments of the environmental health officer and the revised CMP is considered acceptable.

### **Noise**

- 8.64 The submitted revised noise assessment clarifies the noise levels affecting Block Q. The revised noise report clarifies that the assessment and recommendations for noise insulation relates to all of the units along the southern boundary of the site (including Block Q) and ignores any screening. This gives a worst-case scenario.
- 8.65 Most of the new properties will benefit from screening from further anticipated buildings between the southern boundary and the M11 (e.g. Phases 10 and 11). Consequently, internal noise levels will be reduced. Block Q will not benefit to the same extent but will still be constructed with the recommended levels of noise insulation required to meet current internal noise standards (BS8233 2014). In order to confirm this, a condition (condition 13) is recommended to ensure a post-construction noise assessment is submitted to and approved in writing by the local planning authority to ensure the internal noise levels in BS8233 2014 are being met as expected. A condition is also recommended (condition 11) to agree the method statement for the control and mitigation of noisy construction works prior to commencement of development. Subject to these conditions, the development would accord with Policy NE/15 of the South Cambridgeshire LDF 2007 and Policy CSF/22 of the Cambridge Southern Fringe Area Action Plan 2008.

### **External Lighting**

- 8.66 The applicant has submitted a plan to confirm the isolux contours for the street lights and a technical note to confirm proposed shielding to street lighting columns EC05 and EC056. The proposed light shields would avoid unacceptable levels of light intrusion into bedroom windows located along the primary road and are therefore recommended for approval. The requirement for these light shields can be secured through the approval of the 'Trumpington Meadows Phase 9 Technical Note: Street Lighting' in condition 16 at paragraph 10.



## **Ecology**

- 8.67 The ecology officer raises no objections to this scheme on ecological grounds and the wider site is subject to an Ecological Management Plan previously agreed under condition 27 of the outline planning consent.

## **Archaeology**

- 8.68 Archaeological mitigation has been undertaken for Phase 9 under condition 42 of the outline planning application. Consequently, no further information is required in connection with this application and the discharge of condition 42 of the outline consent.

## **Planning Obligation Strategy**

- 8.69 This reserved matters application does not trigger contributions under the Council's Planning Obligation Strategy. Contributions have been secured under the outline permissions 08/0048/OUT and S/0054/08/O.

## **9.0 CONCLUSION**

- 9.1 This reserved matters application complies with the principles of the parameter plans and design code and will make a positive contribution to the character and appearance of the urban, riverside and gateway quarters within the Trumpington Meadows development. APPROVAL is recommended.

## **10.0 RECOMMENDATION**

**APPROVE** subject to the following conditions:

1. No development shall take place until samples and details of the colour of the materials to be used in the construction of the external surfaces of the buildings, (which includes external features such as windows, doors, porch details, timber cladding, projecting bay and dormer windows, garage doors, external metal work, rain water goods, and coping) have been submitted to and approved in writing by the local planning authority. Brick sample panels of the facing materials to be used shall be erected on site and shall be at least 1m x 1m to establish the detailing of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.  
(Reason: To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
2. No development of Apartment Block L2 shall commence until architectural details of the rear projecting privacy window at a scale of 1:20 have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.  
(Reason - To ensure the appearance of the development is satisfactory and to protect the privacy of future residents in accordance with Policies DP/2 and DP/3)

of the adopted Local Development Framework 2007.)

3. No occupation of the development shall take place until full details of the external materials and finishes of the bicycle stores (as shown on drawing 445\_09\_RM09\_401 P01) have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.  
(Reason: To ensure that the bicycle stores are visually appropriate in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
4. No development of the Studio Over Garages (SOGs) shall commence until details of the garage door system, including external materials, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.  
(Reason: To ensure that the bicycle stores are visually appropriate and that they provide convenient access for bicycles in accordance with Policies DP/2 and TR/2 of the adopted Local Development Framework 2007.)
5. Prior to commencement of the first residential building, details of the Local Area of Play (LAP) situated to the south-west of Block Q shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.  
(Reason: To ensure that a high quality design for this open space and appropriate facilities for children's play provision are provided in accordance with Policies DP/1 and SF/10 of the adopted Local Development Framework 2007.)
6. Prior to occupation of the development, full details of the scheme for public art shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall be in accordance with the approved Trumpington Meadows Public Art Strategy (August 2010) and include details of the following:
  - a) Descriptions, plans and images of the public art including its location
  - b) Details of community engagement and consultation including measures to promote involvement in the evolution of the public art
  - c) Project timescale
  - d) Delivery mechanisms
  - e) The total amount allocated for the proposed public art including maintenance and decommissioning costs (if applicable)

Development shall be carried out in accordance with the approved details.

(Reason: To ensure that the details of the public art comes forward in accordance with the Public Art Strategy and that the public art positively contributes to its context within the public realm in the interests of creating successful, high quality, attractive environments in accordance with Policy SF/6 of the adopted Local Development Framework 2007 and Policies CSF/2 and CSF/9 of the Cambridge Southern Fringe AAP 2008.)

7. Prior to completion of the development the following implementation and maintenance details of the public art approved under condition 6 shall be

submitted to and approved in writing by the Local Planning Authority:

- a) Details for the installation of the public art
- b) Legal ownership and insurance details
- c) Responsibility for implementation
- d) Responsibility for maintenance and maintenance schedules
- e) Details of decommissioning including timescales and reparation (if applicable)

(Reason: To ensure that the details of maintenance and implementation of the public art are considered, in the interest of creating a successful, high quality, attractive environment in accordance with Policy SF/6 of the adopted Local Development Framework 2007 and Policies CSF/2 and CSF/9 of the Cambridge Southern Fringe AAP 2008.)

8. No development shall commence until details of the mews planting pockets have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include, at minimum, plans, sections, planting proposals, and accompanying specifications and planting schedules. Development shall be carried out in accordance with the approved details.

(Reason: In the interest of the amenity of the future residents of Trumpington Meadows and to ensure a suitable relationship and integration of the site with its surrounding urban and rural edges in accordance with Policy DP/1 and DP/2 of the adopted Local Development Framework 2007.)

9. No development shall commence until details of the rain gardens have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include, but are not limited to, plans and sections, soil specifications, drainage details, planting proposals, planting specifications, and specialty maintenance operations (if required). Development shall be carried out in accordance with the approved details.

(Reason: To ensure that the planting, drainage and soil specification for the rain gardens is sufficient to serve its function and create an attractive environment for future residents in accordance with Policies DP/1 and DP/2 of the adopted Local Development Framework 2007.)

10. 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.)

11. No development shall take place until a method statement for the control and mitigation of noisy construction works, including method of works, programme, predicted noise levels and manufacturers specifications for equipment, has been

- submitted to and approved in writing by the Local Planning Authority.  
Development shall be carried out in accordance with the approved details.  
(Reason: To protect the amenity of existing and future residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)
12. 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 12 February 2016.  
(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.)
  13. Block Q, hereby permitted, shall not be occupied until a post construction noise assessment for all its internal habitable rooms, in accordance with BS8233 2014, has been submitted to and approved in writing by the local Planning Authority. If the submitted noise assessment confirms that internal noise levels in BS8233 2014 are not being met then the building shall not be occupied until a scheme for protecting the proposed dwellings from surrounding road traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the approved scheme shall be completed prior to the first occupation of Block Q.  
(Reason - To ensure a satisfactory level of amenity for future occupants in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)
  14. The on plot parking spaces, including garages, shown on drawing 445\_09\_RM09\_013 Rev P06 (Parking), shall not be used as additional living accommodation and shall be maintained for the purposes of parking.  
(Reason - In the interests of highway safety, visual amenity and sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site in accordance with Policies DP/2 and TR/2 of the adopted Local Development Framework 2007.)
  15. Notwithstanding the provisions of Schedule 2, Part 1, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or Order revoking and re-enacting that Order with or without modification) no hard surfacing of frontage plot areas approved for landscaping that are adjacent to the highway shall be carried out.  
(Reason: In the interests of visual amenity ensuring that front gardens are retained as attractive landscape elements and in the interests of sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site in accordance with Policies DP/2 and TR/2 of the adopted Local Development Framework 2007.)
  16. The development hereby permitted shall be carried out in accordance with the following approved plans:

### **Site Plans**

445\_09\_RM09\_001 P02 (Site Plan: Phases Boundaries)  
445\_09\_RM09\_005 P02 (Affordable Housing Distribution Masterplan)

### **Diagrams**

445\_09\_RM09\_003 Rev P05 (House Types)  
445\_09\_RM09\_007 P03 (Densities)  
445\_09\_RM09\_008 P03 (Building Heights)  
445\_09\_RM09\_009 P03 (Character Areas)  
445\_09\_RM09\_010 P03 (Street Hierarchy)  
445\_09\_RM09\_011 P03 (Pedestrian and Cycle Routes)  
445\_09\_RM09\_012 P03 (Vehicular Routes)  
445\_09\_RM09\_013 P06 (Parking)  
445\_09\_RM09\_014 P04 (Bicycle and Refuse Storage)  
445\_09\_RM09\_015 P03 (Photovoltaics Allocation)  
445\_09\_RM09\_020 P05 (Building Hierarchy and Enhanced Gable Ends)  
445\_09\_RM09\_021 P03 (Materials and Colours: Buildings)  
445\_09\_RM09\_022 P03 (Materials and Colours: Roofs)  
445\_09\_RM09\_023 P03 (Materials and Colours: Garden Walls)  
445\_09\_RM09\_030 P03 (Affordable Housing Distribution)  
445\_09\_RM09\_040 P03 (Lifetime Homes Distribution)  
445\_09\_RM09\_050 P04 (Boundary Treatments)  
445\_09\_RM09\_051 P04 (Street Lighting)

### **Architectural Drawings**

445\_09\_RM09\_140 P04 (Block J2 Ground Floor Plan)  
445\_09\_RM09\_141 P03 (Block J2 First and Second Floors)  
445\_09\_RM09\_142 P04 (Block J2 Elevations)  
445\_09\_RM09\_143 P03 (Block J2 Roof Plan and Sections)  
445\_09\_RM09\_150 P04 (Block L2 Ground Floor Plan)  
445\_09\_RM09\_151 P03 (Block L2 First and Second Floors)  
445\_09\_RM09\_152 P04 (Block L2 Elevations)  
445\_09\_RM09\_153 P03 (Block L2 Roof Plan and Sections)  
445\_09\_RM09\_160 P04 (Block L1 Ground Floor Plan)  
445\_09\_RM09\_161 P02 (Block L1 First and Second Floors)  
445\_09\_RM09\_162 P02 (Block L1 Third Floors)  
445\_09\_RM09\_163 P03 (Block L1 Elevations)  
445\_09\_RM09\_164 P03 (Block L1 Roof Plan and Sections)  
445\_09\_RM09\_170 P03 (Block K Ground Floor Plan)  
445\_09\_RM09\_171 P03 (Block K First and Second Floor Plan)  
445\_09\_RM09\_172 P04 (Block K Elevations)  
445\_09\_RM09\_173 P03 (Block K Roof Plan and Section)  
445\_09\_RM09\_180 P04 (Block J1 Ground Floor)  
445\_09\_RM09\_181 P02 (Block J1 First and Second Floor)  
445\_09\_RM09\_182 P03 (Block J1 Elevations)  
445\_09\_RM09\_183 P02 (Block J1 Roof Plan and Section)

445\_09\_RM09\_186 P02 (Block J1 Third Floor)  
445\_09\_RM09\_187 P02 (Block J1 and J2 Street Elevation)  
445\_09\_RM09\_190 P03 (Ground Floor Plan Apartment Block Q)  
445\_09\_RM09\_191 P02 (First Floor Plan Apartment Block Q)  
445\_09\_RM09\_192 P02 (Second Floor Plan Apartment Block Q)  
445\_09\_RM09\_193 P02 (Third Floor Apartment Block Q)  
445\_09\_RM09\_194 P03 (Elevations A and B Apartment Block Q)  
445\_09\_RM09\_195 P03 (Elevations C, D and E Apartment Block Q)  
445\_09\_RM09\_196 P03 (Sections and Roof Plan Apartment Block Q)  
445\_09\_RM09\_197 P03 (Sections and Roof Plan Apartment Block Q)  
445\_09\_RM09\_201 P01 (Single Garages [Plots 568 and 569])  
445\_09\_RM09\_202 P05 (Flat Over Garage)  
445\_09\_RM09\_203 P04 (Flat Over Garage – Special Gable)  
445\_09\_RM09\_204 P04 (Studio Over Garage [Plots 518 to 523])  
445\_09\_RM09\_205 P03 (Studio Over Garage [Plots 516 to 517])  
445\_09\_RM09\_206 P03 (Studio Over Garage [Plots 566 to 632])  
445\_09\_RM09\_207 P02 (Flat Over Garage [Plots 539 and 540])  
445\_09\_RM09\_220 P04 (3B Affordable: Narrow Frontage) (3M)  
445\_09\_RM09\_221 P04 (3B Affordable: Narrow Frontage) (3M)  
445\_09\_RM09\_230 P02 (3B Affordable: L Shape With Car) (3O)  
445\_09\_RM09\_231 P03 (3B Affordable: L Shape with Car) (3O)  
445\_09\_RM09\_235 P04 (3B Affordable: Wide Frontage) (3N)  
445\_09\_RM09\_236 P03 (3B Affordable: Wide Frontage) (3N)  
445\_09\_RM09\_250 P02 (4B Private: B1 Townhouses)  
445\_09\_RM09\_251 P02 (4B Private: B1 Townhouses)  
445\_09\_RM09\_260 P03 (4B Private: B2 Townhouses)  
445\_09\_RM09\_261 P03 (4B Private: B2 Townhouses)  
445\_09\_RM09\_262 P05 (4B Private: 4F Wide Frontage) (Type A)  
445\_09\_RM09\_263 P05 (4B Private: 4F Wide Frontage) (Type A)  
445\_09\_RM09\_264 P05 (4B Private: 4F Wide Frontage) (Type B)  
445\_09\_RM09\_266 P02 (5B Private: 5F Wide Frontage)  
445\_09\_RM09\_267 P03 (5B Private: 5F Wide Frontage)  
445\_09\_RM09\_280 P03 (3B Private: L-Shape with Car) (3D)  
445\_09\_RM09\_290 P03 (3B Private: K2 Linked Detached)  
445\_09\_RM09\_291 P03 (3B Private: K2 Linked Detached)  
445\_09\_RM09\_401 P01 (Bicycle and Bin Storage Detail)  
445\_09\_RM09\_402 P01 (Brick Wall Coping Details)  
445\_09\_RM09\_510 P02 (Bay Study: B1 Townhouse)  
445\_09\_RM09\_511 P03 (Bay Study: B2 Townhouse)  
445\_09\_RM09\_512 P04 (Bay Study: 4F Wide Frontage) (Type A)  
445\_09\_RM09\_513 P04 (Bay Study: 4F Wide Frontage) (Type B)  
445\_09\_RM09\_514 P03 (Bay Study: 5F Wide Frontage)  
445\_09\_RM09\_515 P03 (Bay Study: K2 Link Detached)  
445\_09\_RM09\_516 P03 (Bay Study: Block Q)  
445\_09\_RM09\_517) P03 (Bay Study: Blocks J1 and J2)  
445\_09\_RM09\_518 P03 (Bay Study: Blocks L2 and K)

## **Landscaping Street Scenes**

445\_09\_RM09\_300 Rev P06 (Ground Floor Plan and Landscape Plan)  
445\_09\_RM08\_301 P03 (Street Elevations)  
445\_09\_RM09\_302 P02(Street Elevations 04-05)  
445\_09\_RM09\_310 (Street Section 01-02)  
445\_09\_RM09\_311 P02(Street Sections 03-04)  
445\_09\_RM09\_312 (Street Section 05)  
445\_09\_RM09\_313 (Street Section 06)  
445\_09\_RM09\_314 (Street Section 07-08)  
536.D.Ph9.01 Rev F (Tree planting plan)  
536.D.Ph9.02 Rev F (Infrastructure planting plan)  
536.D.Ph9.03 Rev F (Tree position analysis)  
536.D.Ph9.04 Rev B (Typical tree pit detail for paved areas)  
536.D.Ph9.05 Rev B (Typical tree pit detail in soft landscape)  
536.D.Ph9.06 Rev A (Soil trench detail\_Piper Green Details)  
536.D.Ph9.07 Rev A (Rain gardens\_Typical planting mix detail)  
536.D.Ph9.08 Rev C (Indicative adoption and management plan)  
Outline Specification For Soft Landscape Works (Amended 24.03.16)  
5 Year Management and Maintenance Schedule (Amended 24.03.16)

### **Other Documents**

Trumpington Meadows Phase 9 - Sustainable Design and Construction  
Statement & Appendum  
SUDS Maintenance Plan Revision 1 (Amended 15.02.16)  
Drainage Strategy Statement Revision 6 (Amended 12.02.16)  
Noise Assessment Technical Report: R3309-10 Rev 4 (Amended 12.02.16)  
Construction Management Plan (Amended 12.02.16)  
Trumpington Meadows Phase 9 Technical Note: Street Lighting  
0658-1300-002 Rev B (Phase 9 Road Lighting Layout)  
0658-SK93 Rev H (Tracking)

(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.)

### **Informative: Material**

17. The applicant is informed that the suggested buff brick of 'Wieneberger Olde Ivory White' for Blocks J1, J2, L1 and L2 will not be acceptable and that an alternative brick with a greater depth and variety of tone should be considered for submission of the final materials by condition.

### **Contact details**

To inspect the application or if you have a query on the report please contact:

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APPENDIX 1 – Plan of Trumpington Meadows Phases