Urban Design Consultation

Proposal: Application for Reserved Matters Approval for construction of Village Street Primary Route, hard and soft landscaping, the creation of footways and cycleways, the installation of electrical substations, and all ancillary works, associated infrastructure and engineering works.	**Location:** Wintringham KP2
Case Officer: Laura Fisher	**Application:** 25/01021/REM

Comments on the amended drawings received 20/08/2025 are in blue. Response comments from DLA as provided in the cover letter dated 20/08/2025 are in bold.

This application relates to the KP2 Primary Road Type A3 (Village Street) and utilities infrastructure including hard and soft landscaping, the creation of footways and cycleways, foul and surface water infrastructure and the installation of a electrical substation within Parcel 2 and electrical substation and pumping station to the southwest of Parcel 5, together with associated infrastructure and engineering works.

This forms the second reserved matters application within KP2 and follows the approval of 23/00652/REM which established initial connections to the east and west Primary Streets (Nuffield Road and Pelham Road) within KP1.

The application is accompanied by a Compliance Statement (as required by Condition 12) which suggests there are no 'Code Breakers'.

Comments on the proposed tree planting and tree pit details should be sought from landscape colleagues.

The proposed carriageway and footway/cycleway dimensions (6.1m carriageway, 3.0m footway/cycleway, and 3.0m verges either side) align with the Movement and Access principles set out in Chapter 5 of the Design Code (DC). The RMA includes five access points to Parcels 1 and 2 (including the Sports Hub access via Parcel 1), which generally conform to the KP2 Regulatory Plan (dwg MP_RP_02 Rev P4) and are considered acceptable.

The 'Green Island' crossing design (4.5m carriageways flanking a central 4.5m island) is acceptable and accords with the illustrative material in DC Section 5.7.6, though it is noted that there is some inconsistency between the cross-section and the illustrative plan in the DC.

While the Village Street design broadly accords with the KP2 Regulatory Plan and DC, the following items require amendment, clarification, or further discussion:

1. **Shared and Private Drive Accesses:**
The Village Street Type A3 passes through the Village Street Frontage Character where a mix of direct and private drive access is permitted (the DC Section 6.4.6 Village Street permits that direct access and shared driveways parallel to the village street must only occur on one side of the street). These access points are not shown at this stage and will be provided as part of the future reserved matters application for each parcel. These RMA's will also need to include any required amendments to the infrastructure application, such as:
   - Adjustments to the siting of lighting columns;
   - Adjustments to the location of the bus stop (if necessary);
   - Modifications to tree planting locations to accommodate driveway / private drive accesses.

RESPONSE: Noted and agreed. Details are to be shown as part of future Reserved Matters applications for the development parcels with any related adjustments to be picked up with future amendments to the infrastructure design where required and agreed with HDC and CCC. Agreed.

2. **Green Island Crossing and Green Links:**
The Overall Landscape GA dwg BMD.22.0048.DR.002 includes the existing row of trees that formed a historic field boundary running north-south through KP2. The DC Section 4.1.4 Existing Vegetation notes:

- *All existing vegetation of Category B or above **must** be retained- unless there is strong justification to consider removal.*
- *Other areas of vegetation (Category C or below) where suitable for longer term retention **should** be retained if possible within the masterplan framework.*

Whilst it is accepted that the siting of the Village Street Island crossing and future Green Link Corridors through Parcels 1 and 2 accords with the location shown on the Regulatory Plan, this alignment would result in the complete loss of this tree planting. There is an opportunity to shift the crossing further eastward to allow tree retention within the Green Link corridors. **RESPONSE: Retention and viability of trees throughout the Key Phase were tested with the Arboricultural consultant and wider team early in the process and informed the preparation of the approved Design Code and Regulatory Plan. The preference is to retain trees where viable and appropriate in terms of design, delivery and long-term value. The parcel shape and ongoing work on the wider green and grey infrastructure areas have sought to retain the Category B (T17) tree to the North, with utilities runs and ped/cycle paths located to minimise impact. The Category C group (G28) includes a mix of species (including non-natives and ash showing signs of die back etc.) that are of lower quality and lesser retention value. Through discussion with the Arboricultural consultant, it was considered new tree planting along a green link would provide better long-term value, amenity, and resilience. Additionally, in the location of G28, the parcel levels are also likely to be lifted above the existing ground levels, which would leave any retained trees at a low point, and could cause drainage and access issues along with the potential failure of the trees. The ongoing field boundary into the Central Green has also been curtailed as the Category C & Category U trees have been removed (with prior agreement) due to quality and condition. The Category B Sycamore (T 14) has been retained and is an opportunity to provide a key structuring component in the Central Green Space. In access terms, relocating the island to the east is not advised and this would bring the splitter island nearer to the eastern parcel bell mouth, potentially obstructing visibility to vehicles in the eastbound lane of the splitter. These considerations fed into the development of the Design Code and Regulatory Plan, which the position of the island crossing accords with. Noted and accepted.**

3. Bus Stops

The eastbound bus stop is included in this RMA; the westbound stop was previously approved under 23/00652/REM. Both stops are located further north/west than the indicative locations shown on the Regulatory Plan. Consideration should be given to relocating them eastward to improve accessibility and catchment from parcels 1 and 2. Bus stop infrastructure (shelters, cycle parking, etc.) should be secured via condition. **RESPONSE: Bus stop locations have been reviewed with CCC. The proposed bus stop has been relocated further east to the general position shown on the approved Regulatory Plan, improving access and catchments with the parcels. The revised location of the westbound bus stop, further east and closer to the green link corridor through Parcels 1 and 2 is supported.**

4. Street Lighting

The lighting layout is broadly acceptable. However:

- Column 6A (southeast of the Sports Hub access) directly conflicts with a verge tree (as shown on Detailed GA Plan dwg BMD.22.0048.DR.P103) and should be relocated.
- Columns 11A and 13A may also require relocation due to proximity to proposed verge trees.
- Lux level contour and column height plans should be submitted to confirm adequate lighting.

RESPONSE: Planting designs have been updated. Note that streetlighting design is indicative at this stage with final details and positions, and any minor amendments which may be required are to be confirmed as part of Technical Approval. We would be happy to agree an appropriately worded condition to secure final lighting details including lux levels and column heights. Revised indicative column positions are accepatble. condition required confirming final lighting details, LUX levels and column heights.

5. Parcel 2 Substation

The siting of the substation within Parcel 2 is accepatble in principle – this has the potential to be well integrated within the built form and aligned with surrounding dwellings, boundary walls, garages and other structures, reducing its prominence. Notwithstanding this and as previously raised, the preferred location would be within Parcel 1, where early design discussions are underway with Keepmoat - it may therefore be more straightforward to incorporate the substation into those proposals – or at least reserve land for it – ensuring full integration into the built form.

- Grass-Crete (or similar) is recommended for the substation access to reduce the prominence of hard standing and discourage add-hoc parking within the Parcel.
- The design of the flat roofed substation shown on dwg GTC-E-SS-0014_R1-6 is accepatble. The treatment of the substation should be confirmed by way of condition. Substations previously built within KP1 included Trinity Cream stock bricks and jet black RAL 9005 louvers, doors, rainwater goods and fascias.

RESPONSE: Installation of the substation within the Parcel south of the Village Street was considered but was not acceptable to the housebuilder, provider and U&C as master developer. The application submission commits to installation and integration of the substation within the Parcel north of the highway. We would be happy to agree an appropriately worded condition to secure final details of materials and external surfacing details. Noted and accepted – details of the design and treatment of the substation and substation access to be agreed by way of condition.

6. Parcel 5 Substation and Pumping Station

The co-location of the substation and foul water public station to the southwest of Parcel 5 within the Butterfly Meadows green space would be acceptable and in accordance with Figure 5.34: Site-Wide Utility Infrastructure Plan contained within the DC.

Notwithstanding amendments / further information are required in relation to:

- The edge of Parcel 5 should be plotted on dwg BM12427-074 P1 to understand the spatial relationship with adjacent built form. The vehicle access to the pumping station and substation should extend up to the parcel boundary.
- There is an approx. 13m separation distance between the substation and pumping station compound, and the area of impermeable hard standing / turning appears excessive. Recommend grouping / combining these utilities closer together to reduce the intrusion within the Butterfly Meadows green space.
- Substation materials should be conditioned.
- Grass-Crete (or similar) is strongly recommended to soften the appearance of the access and turning head.
- Details of the appearance and height of the boundary treatment surrounding the pumping station compound should be confirmed.
- Landscaping within the Butterfly Meadows will be subject to a future RMA – this should seek to screen views from the adjacent leisure routes and parcel 5.
- Foul Water Draining Sheet 3 dwg BM12427-066 P01 refers to dwg's 3015-19073-001 to 008 for details of the pumping station, however these do not appear to have been provided as part of the application submission.

RESPONSE: (a) Foul Water Drainage Sheet 3 ref. BM12427-066 shows the location of the substation and pumping station with the maintenance access extending up to the parcel boundary; (b) The scope to position the utilities closer together has been reviewed but is constrained as a result of access requirements. Moving the substation closer to the pumping station would block tanker access to the FW pumping station emergency storage tank; (c) We would be happy to agree an appropriately worded condition to secure final details of materials and external surfacing details. Landscaping details for the wider green corridor will be subject to a future RM application which will provide for visual integration of the utilities in context with the surrounding areas; (d) The annotations queried have been omitted from Foul Water Drainage Sheet 3. Noted and accepted. Details of the design and treatment of the substation, treatment and height of the pumping station boundary and treatment of the access should be agreed by way of condition.

7. Utilities infrastructure Corridor

The proposed foul water sewer and easement extends along the leisure route north of Parcel 2 and within the formal Sports Area adjacent to the western site boundary – it is important that this does not undermine the future flexibility of sports pitches and sports provision within this space – can the sports pitches permitted to extend over this easement?

The sewer spur for the future sports pavilion (west of Parcel 1) shown on Foul Water Drainage Sheet 2 dwg BM12427-065 P0 does not match the approved location on the Regulatory Plan or DC Section 4.1.6. This alignment should be corrected as it would dictate the future location of this facility.

RESPONSE: Utilities easements have been reviewed and will not represent a constraint on delivering standard pitches as part of the sports facilities. The position of the sewer spur to the sports pavilion has been relocated further south as requested. Support.	
Recommendations: Seek responses and amendments to address the points raised above. The amendments are supported in design terms. Conditions are required to agree the following: • Details of bus stop infrastructure (shelters, cycle parking, etc.) • Final details of lighting, LUX levels and column heights • Design and Treatment of substations • Treatment and height of pumping station boundaries • Treatment of substation and pumping station accesses	
Signed: Matthew Paul	**Date:** 26/06/2025, 18/09/2025