

**JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES) –  
12th SEPTEMBER 2018**

**Amendment/De-brief Sheet**

CIRCULATION: First

ITEM:            APPLICATION REF:            S/1004/18/RM and 18/0459/REM

Location:            Land north of Newmarket Road, Cambridge, Cambridgeshire.

Target Date: Eot 14 September 2018

To Note:

**Emerging Local Plan update**

On 3 September 2018, South Cambridgeshire District Council and Cambridge City Council published the Inspectors Reports on the South Cambridgeshire Local Plan and Cambridge Local Plan. The Inspectors have concluded that both Local Plans are 'sound' subject to a number of modifications being made. The South Cambridgeshire Local Plan, taking account of the Inspectors conclusions, will be recommended for adoption at a meeting of full Council on 27 September 2018. The Cambridge Local Plan, taking account of the Inspectors conclusions, will be recommended for adoption at a meeting of full Council on 18 October 2018.

Consistent with NPPF paragraph 48, the publication of the Inspectors' Reports increases substantially weight that can be attributed to the Local Plans in decision making. The examination process has now concluded. The Inspectors' have concluded that the Local Plans are sound (subject to the modifications which they have recommended) and, as such, there are no longer unresolved objections to the Local Plans. As such, substantial weight may now be attached to the policies of the Local Plans when making planning decisions.

The adopted development plan, in technical terms, remains the starting point for planning decision making. The Local Plans are however a material consideration to which substantial weight may now be attached.

Given the state of advancement of the Local Plans in the process toward adoption, it is considered that, generally, in the context of a planning decision, where there is a conflict between the outcome which arises from the application of policies of the adopted development plan and those of the Local Plans, the Local Plans will generally outweigh the adopted plan and will prevail. Where there is consistency, then the policies of the Local Plan add substantial weight in favour of the outcome which accords with the application of policies of the adopted development plans and those of the Local Plans.

*Relevant emerging SCDC Local Plan policies*

S/3 Presumption in favour of sustainable development  
SS/3 Cambridge East  
CC/9 Managing flood risk  
HQ/1 Design principles  
TI/2: Planning for sustainable travel  
TI/3 Parking provision

*Relevant emerging CCC Local Plan Policies*

Policy 12 Cambridge East  
Policy 80: supporting sustainable access to development

*Officer comments*

Having taken account of the emerging local plan policies, particularly those in relation to sustainable travel, officers consider the development to accord with the development principles.

This includes adequate protection and enhancement of the Rights of Way network under part C of policy TI/2: Planning for Sustainable Travel, through the provision of walking cycling and horse riding routes through the development. Permeable ease of access for walking, cycling and horse riding has been successfully integrated into the scheme design across the development, which accords with part f, of policy HQ/1: Design Principles. This is because the development achieves a permeable development for all users with friendly and convenient accessible streets. This is evidenced through the provision of significant areas of segregated cycle routes, high quality public realm, pedestrian connectivity and a bridleway across the northern end of the development through Kinsley Wood. This accords with the 'access' outline parameter plan.

With regard to the drainage strategy, the approved outline strategy incorporates SUDs to ensure there will be no significant increase to flood risk elsewhere. The provisions of the new policies CC/8: sustainable drainage systems and CC/9: managing flood risk, do not require a different approach to this reserved matters infrastructure application, the details of which are covered by outline condition 9.

Arrangements for foul drainage detailed within policy CC/7: water quality part 2, will be agreed through the discharge of the strategic outline condition 38 separately and also do not require a different approach at this stage.

Parking provision, set out in policy TI/3, will be considered for future reserved matters applications for residential phases. This will be a design led approach, balancing standards within the Area Action Plan and Design Code.

**Additional Consultee comment - Asset Information Definitive Map Officer**

There appears to be a lack of information regarding the proposed legal status of the

Non-Motorised User (NMU) routes. The County Council welcomes the revised bridle path route within Kingsley Woods, however we require further information as to the proposed alignment of the diverted Public Right of Way. It is the view of the County Council that the Public Bridleway should retain and enhance (in legal status) a continuous link between Newmarket Road and Ditton Lane.

#### *Officer Comment*

The legal status of the bridleway and its future connection to Ditton Lane to the east can be suitably agreed through the discharge of **new condition 13: bridleway access** below.

#### **Modification of proposed condition 8: bridleway.**

This has been expanded to include the route to the east of site along the disused railway. (See below).

#### Amendments To Text:

#### **Modified Condition 2** (to correct drafting error):

Prior to above ground works, a sample panel of the public realm materials to be used in the construction of the development hereby approved shall be prepared on site for inspection and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved samples.

Reason: To ensure that the public realm is high quality in appearance Local Development Framework 2007 policy DP/1.

#### **Removal of condition 5: kerb levels**

This condition will be addressed through the strategic outline condition 9 and is not therefore required. Officers recommend this is not included in the final decision notice.

#### **Modified condition 8: bridleway/cycleway surfacing and tree works**

Prior to commencement of works relating to the proposed bridleway *through Kingsley Wood and the cycleway and footway along the route of the disused railway (north of Fison Road)*, details of the surface of the proposed bridleway; the detailed design of the junction with High Ditch Road and the exact routing and agreement on the schedule of tree removals, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the surface is suitable for all users and minimises tree losses and that the transition onto High Ditch Road is appropriate in accordance with policies DP/1, DP/2 and TR/4 of the South Cambridgeshire Local Development Framework 2007.

Relevant emerging Local Plan policies to be added to condition reasons where appropriate.

Pre-Committee Amendments to Recommendation:

**New Condition 13: bridleway access**

Prior to the completion of the proposed bridleway through Kinsley Wood details of the legal status of the full length of the bridleway and its connection with Ditton Lane shall be submitted to and approved in writing by the Local Planning Authority. Access shall be maintained in accordance with the approved details.

Reason: To ensure adequate access is provided for non-motorised users and that adequate provision is made for the diverted Public Right of Way, Local Development Framework policies DP/1, DP/2 and DP/4.

Updates at Committee:

**DECISION:**

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