

**PLANNING COMMITTEE MEETING – 10<sup>th</sup> September 2020**  
**(containing everything from the 2nd September 2020 amendment sheet)**

**Amendment/De-brief Sheet**

**MAJOR PLANNING APPLICATIONS**

Circulation: First Item:  
Reference Number: 19/1168/OUT  
Address: Land At Newbury Farm Babraham Road Cambridge  
Cambridgeshire  
Determination Date: 02.10.2020  
To Note: Further consultation responses have been received and summarized as follows. The responses generated new recommended conditions. The case officer requires additional condition relating with approved drawings.  
Further comments received from Statutory Consultees:  
**Ministry of Defence Safeguarding, Cambridge Airport**  
No objection. Previous response dated 17 October 2010 remains extant.  
**Cambridge City Airport**  
No objection provided that the recommended Bird Hazard Management Plan condition is applied to any permission granted. Provides further information relevant to the Bird hazard Management Plan. Notes Cambridge Airport Limited (EGSC), should be consulted on all Reserved Matters relating to siting and design, external appearance (including lighting) and landscaping and provides further advice.  
Further representations received from third parties and neighbouring residents:  
**Camcycle**  
Maintains objection to the application reiterating points raised in response made in October 2019, and noting the publication of a new Local Transport Note (LTN) 1/20 in July 2020 by the Department for Transport (DfT). Notes the need for additional drawings showing specific visibility splays and amendments to the geometry of the access point at Babraham Road (?), in accordance with the LTN.  
Requires coordination with the Greater Cambridge Partnership and changes on the Linton Greenway project side are matched up with this design, and that the movement and access parameter plan includes a cycle route link to the southwestern access point of the site. Requires visibility splays to be shown and maintained for all the access points that open onto cycleways or roads, as defined in the LTN. Notes shared used pavements are strongly discouraged by the LTN.  
**Neighbouring Resident**  
One further neighbouring response raised concerns over the

Amendments to Text:

protection of the Throgmorton House (10 Alwyne Road) Protection Zone, and issues relating with privacy and noise.  
Further condition required by the Highways Authority:

**Visibility Splays (2) Babraham Road**

Prior to the junction shown on drawing number 180724.X.00-R-C -3037 rev C coming into operation for whatever reason (including the use as a construction access) the proposed forward visibility splays as shown on drawing number 180724.X.00-DR-C-3040 shall be laid out in full, unless the applicant provides suitable empirical data, in the form of a written report, to the Local Planning Authority clearly demonstrating that a reduced forward visibility splay would operate within the normal range of risks and hazards associated with the use of the highway. If this is the case the reduced forward visibility splay shall be laid out in full prior to the junction shown on drawing number 180724.X.00-R-C - 3037 rev C coming into operation for whatever reason (including the use as a construction access).

Reason: For the safe and effective operation of the highway.  
Condition updated and informative required by the Cambridge City Airport:

**Bird Hazard Management Plan**

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of SuDS to ensure these areas will not result in areas of open water and also to prevent the successful breeding of large gulls. The Bird hazard Management Plan shall contain:

- a. monitoring of any standing water within the site temporary or permanent;
- b. sustainable urban drainage schemes (SUDS) – Such schemes shall comply with Advice Note 6 ‘Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at [www.aoa.org.uk/policy-campaigns/operations-safety/](http://www.aoa.org.uk/policy-campaigns/operations-safety/)).
- c. management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ (available at [www.aoa.org.uk/policy-campaigns/operations-safety/](http://www.aoa.org.uk/policy-campaigns/operations-safety/))
- d. reinstatement of grass areas
- e. maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- f. which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- g. monitoring of waste imports (although this may be covered by the site licence)

- h. physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- i. signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

**INFORMATIVE: Bird Hazard Management Plan**

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Cambridge Airport (CIA) Airside Operations staff. In some instances it may be necessary to contact CIA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

**INFORMATIVE: Gulls Breeding Season**

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Further condition added by the case officer:

3. Approved Drawings (standard)

Pre-Committee  
Amendments to  
Recommendation:

None

**Decision:**

Approval in accordance with the officer recommendation and additional conditions and informative as above.

Circulation:	First	Item:
Reference Number:	20/01901/S73	
Address:	ALDI Unit 1 157 Histon Road Cambridge	
Determination Date:	29 June 2020	
To Note:	None	
Amendments to Text:	None	
Pre-Committee	None	
Amendments to	None	

Recommendation:

**Decision:**

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### **MINOR PLANNING APPLICATIONS**

Circulation: First Item:  
Reference Number: 19/1141/FUL  
Address: 1 Fitzwilliam Road Cambridge CB2 8BN  
Determination Date: 9 October 2019

Updated comments from the Conservation Officer: These comments follow on from those made previously and relate to the revised drawings as submitted.

The removal of plot 4 is supported as it leaves more space around the main development.

The main terrace has lost the parapet walls from between the buildings at roof level. As such this reduces the emphasis at this level and simplifies the roof form and reduces the impact on Clarendon Road as mentioned in the previous comments.

The simplified form of the two windows at the top of the gable onto Clarendon Road has also dealt with the issues raised previously.

The proposal is now considered to be appropriate to the character and appearance of the conservation area.

Taking the above into account, I consider that the proposal will preserve or enhance the character or appearance of the conservation area.

To Note:

The proposals will comply with Local Plan policy 61.

With reference to the NPPF and the effect on the significance of the heritage asset, paragraphs 190 and 192 would apply.

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A petition to stop the removal of 4-5 residents parking spaces in Shaftesbury Residents' Parking Zone has been received from the following properties:

- 15-17 Clarendon Road
- 19 Clarendon Road
- 21 Clarendon Road
- 3 Fitzwilliam Road
- 5 Fitzwilliam Road
- 7 Fitzwilliam Road
- 11A Fitzwilliam Road
- 3 Clarendon Road
- 6 Clarendon Road
- 9 Clarendon Road
- 18 Brooklands Avenue

1. Oversubscribed Residents' Parking: Residents' Parking is already oversubscribed. At busy times, residents have difficulty in finding parking spaces. There is overnight parking stress. The loss of 4-5 residents' car parking spaces on Fitzwilliam Road and Clarendon Road will exacerbate this situation, to the detriment of existing residential amenity. 32 residents living in the 3 dwellings would have access to visitor permits, further increasing pressure on residents' parking spaces.

2. Huge increase in traffic since the Kaleidoscope flats were built (with 414 car parking spaces) and Cambridge Assessment moved their headquarters to Shaftesbury Road (with 189 car parking spaces). The last official traffic count was done before CA moved to Shaftesbury Road. There is increased taxi, van and lorry traffic. Fitzwilliam, Clarendon and Shaftesbury Road are used as cut-through routes. There is high demand for residents' parking spaces from people using the nearby Signal box community room for classes and events.

3. Traffic speed: many vehicles do not keep to the 20mph speed limit, especially around the corner where 1 Fitzwilliam Road is located. At this prominent corner plot, there is potential conflict between pedestrians, cyclists and motorists.

4. Traffic congestion: at busy times, traffic is stationary the full length of both Clarendon Road and Shaftesbury Road. Queues often extend around the corner outside 1 Fitzwilliam Road.

These issues have been addressed in the report and will also be addressed in the presentation.

Further representations were received from 15-17 Clarendon Road. The summary is (full details available on the website):

- Out of character with the Conservation Area and overdevelopment of site
- Use of materials not sympathetic to the Conservation Area
- Overlooking
- Loss of 7 trees which have a substantial positive impact on the character of the Conservation Area
- Increase in car parking spaces from 4 to 7 with loss of 4 to 5 residents parking spaces
- Cycle parking and bin stores
- Road safety and traffic congestion – many drivers exceed 20mpg and traffic regularly uses Fitzwilliam Road as a cut-through
- Traffic and parking (outlined above and in the report)
- Parking survey required due to subdivision of one plot into three plots and the request for 4 more spaces than complies with Local Plan
- Sustainability features not reflected in the development such as
- Shaftesbury Area Residents Parking Zone have not been consulted
- Inadequate garden size of amount of occupants
- Does not accord with policy 52 (subdivision of garden land)
- Windows at the top of the gable remain too large
- The house are three large houses in multiple occupation (HMO's) rather than C3 dwellings
- Incorrect consultation plans

A further representation was received from 15-17 Clarendon Road which requested that the below photos be shown on the amendment sheet:

*Rush hour traffic leaving workplaces via Fitzwilliam Road and Clarendon Road. There was a similar length queue down Shaftesbury Road when I took this photo. The two mature sycamore trees are shown (T001 is on the right, T002 on the left). The junction with Glenalmond Avenue is on the right of this photo.*



*BLI Victorian terrace on Fitzwilliam Road (north side of the road). Nos. 3, 5, 7 and 9 date to c.1870. Three storeys high with full height canted bay windows dressed in buff-coloured stone, with slate roofs. The Conservation Area Appraisal notes they are high quality with traditional materials and details.*



Amendments to Text:  
Pre-Committee  
Amendments to

Recommendation:

**Decision:**

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Circulation: First Item:  
Reference Number: 20/01568/HFUL  
Address: 23 North Street Cambridge CB4 3QN  
Determination Date: 1 May 2020

Further representation received from 65 Histon Road.

To Note: 1. Increase in family size not considered prior to purchase of property and there is a potential for occupiers to move houses in future  
All other issues considered in report.

Amendment to paragraph 2.2:

The proposal would add 1m to the eaves height and 3.5m to ridge height. This would give an eaves height of 3.95m from ground floor level (6.5 from lower ground-floor level) and a maximum height of 6.5m from ground floor level. The proposed extension would cover the majority of the existing roof, although would not include the front porch, and would be set back slightly from the eaves of the rear by approximately 1.1m.

Amendment to paragraph 8.10:

The proposal seeks to add a large extension to the roof, effectively creating an additional floor level to the property. This would create a 1.5-storey dwelling above ground. Whilst the materials and the pitched roof design would be sympathetic to the existing and neighbouring dwellings, including recently approved dwellings, the proposed extension itself is large in scale and massing and would create an overall height to the dwelling that would be significantly higher than Nos. 21 and 25. Officers agree with the comments made by the Conservation Officer and consider that the additional floor would significantly alter the current architectural balance of the three dwellings, and would result the dwelling becoming a dominant feature within the surrounding area. Therefore, it is considered that the proposal would not respond positively to its context and would adversely impact on the character and appearance of the conservation area. Therefore, the proposals would be contradictory to Policies 55, 56, 58 and 61 of the Cambridge Local Plan (2018).

Pre-Committee  
Amendments to  
Recommendation: None

**Decision:**

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Circulation: First Item:  
Reference Number: 20/01033/FUL  
Address: 12 Gilmour Road Cambridge CB2 8DX  
Determination Date: 20 April 2020  
To Note: Nothing  
Amendments to Text: None  
Pre-Committee  
Amendments to None  
Recommendation:  
**Decision:**

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Circulation: First Item:  
Reference Number: 19/1214/FUL  
Address: Former 56 - 58 Chesterton Road Cambridge  
Determination Date: 28 October 2019  
To Note:  
Third Party representation received from 2 Boathouse Court.  
Concern about the cumulative effect of drinking establishments in the area around Mitcham's corner. Would want this to be carefully considered in the light of any licensing arrangements and police advice. Street drinking is an issue.  
It seems unfortunate that there is a trend to apply for planning permission and once the building is complete to apply for a change to what was agreed with apparently less publicity.

Amendments to Text: None  
Pre-Committee  
Amendments to None  
Recommendation:  
**Decision:**

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Circulation: First Item:  
Reference Number: 18/0887/FUL  
Address: 73 Newmarket Road Cambridge CB5 8EG

Determination Date: 14 September 2018

- Typing error in the heading of the committee report:

To Note: Proposed Mixed Use Development, comprising part demolition of the existing building (with the retention of the front and side elevations) and the erection of 9no. Apartments (7 x studio units, 2 x 2 bedroom units) and Commercial/Restaurant/Public House (A1, A2, A3, A4, A5 and B1 flexible use) with associated works.

- 6.19 City Council Tree Officer

Amendments to Text: No objection subject to conditions securing an Arboricultural Method Statement and a Tree Protection Plan.

- Addition of an external materials condition.

Pre-Committee  
Amendments to  
Recommendation: None  
**Decision:** None

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Circulation: First Item: 12  
Reference Number: 20/02998/FUL  
Address: Land at Dundee Close Cambridge Cambridgeshire  
Determination Date: 2 September 2020  
Members to note that this application is a Regulation 3 application under the Town and Country Planning General Regulations 1992 (as amended) due to the land being owned by Cambridge City Council and Cambridge City Council also being the applicant for the proposals. For clarity, the applicant is not the Cambridge Investment Partnership (CIP). CIP has only acted in the capacity as an agent on this application.

To Note: The applicant has submitted a revised proposed site plan and amended landscaping details to seek to address landscape officer comments and to provide details upfront, as opposed to the recommended condition requiring details to be provided post-decision.

The proposed revised site plan seeks a wider fire escape access path to the rear of the units of 1200mm, as opposed to 1000mm as previously shown. This in turn, shifts the

modular units further into the application site, away from the rear boundary wall and 200mm closer to the existing properties of 1-5 Dundee Close. Officers have assessed the implications of this amendment and consider that it does not result in any material change, including the assessment in terms of impact on neighbour amenity.

The landscape officer has also reviewed the updated landscaping details, which consists of a revised masterplan; revised soft landscape planting plans; and revised hard landscape plan. The landscape officer has advised that they are now happy to support the landscape proposals and therefore the recommended conditions can be amended to require compliance with the submitted details. The landscape officer has also confirmed that the recommendation for the requirement of a condition to secure a landscape management plan to be provided post-decision remains relevant.

Members may wish to consider applying an additional condition to control the occupation of the proposed modular units if they are concerned about this aspect of the proposals. Such a condition could be worded in the following manner:

Any of the modular units hereby approved shall only be occupied by a single occupant of qualifying status (pursuant to condition 18 hereof) for a maximum aggregate period of eighteen months in any two calendar years unless otherwise agreed in writing with the local planning authority.

Details of all licences tenancies or other forms of writing creating a right to occupy a modular unit shall be maintained for a period of ten years and made available for inspection at the request of the local planning authority

Reason: to ensure the modular units hereby approved (1) are used and occupied in accordance with Cambridge Local Plan 2018 Policy 47 as specialist housing and not as permanent residential accommodation of any other description or use; and (2) to protect the amenity of the occupiers consequential that the modular units do not meet the internal space standards as set out in Policy 50 of the Cambridge Local Plan 2018 .

The wording of this condition is put forward to assist Members in their consideration as to whether further control is required to secure the nature of the use of the proposed modular units as specialist transitional housing, and not for use as long-term accommodation.

An additional representation has been received from 100 Eastfield. A summary of these comments has been provided below.

## **CONSULTATIONS**

### **Head of Streets and Open Space (Landscape Officer)**

Further comments received following submission of revised drawings: happy to support the landscape proposals now. Conditions for landscape details can be amended to compliance with the submitted details. Landscape management plan still required to be secured via condition.

## **REPRESENTATIONS**

Delete reference to 77 Beaumont Road from list of addresses. This representation was received from a new occupier of 7 Dundee Close, who had recently moved from 77 Beaumont Road.

Amendments to Text:

Additional representation received from 100 Eastfield, which raises concerns regarding the isolated nature of the site, lack of passing traffic and very little foot fall. Concerns also raised regarding existing issues of substance abuse and anti-social behaviour in the Dundee Close area and the potential for occupiers of the proposed modular units to be targeted. Whilst support is given for the overall purpose of the proposed units, it is not felt that this location will enable tenants to be integrated into the community.

## **ASSESSMENT**

### Landscaping

8.19 The landscape officer has confirmed support for the proposed soft and hard landscape details, which are considered acceptable. I am satisfied that these details can be secured by compliance conditions, as well as a landscape maintenance and management condition, requiring the submission of further details, to ensure the long-term success of the agreed landscaping scheme.

## **RECOMMENDATION**

Updated condition:

7. All hard and soft landscape works shall be carried out in accordance with the approved details shown on drawing refs. HF200.01.201 Rev P1, HF200.101 Rev P1 and TEP-DCLP4 Rev A. The works shall be carried out prior to the

occupation of any part of the development.

Reason: In the interests of visual amenity and to ensure that suitable soft and hard landscaping is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59)

Pre-Committee  
Amendments to  
Recommendation:

Approval in accordance with officer recommendation and conditions, including revised wording to condition 7 as above.

**Decision:**

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