

PLANNING COMMITTEE MEETING – 29th July 2021

Amendment/De-brief Sheet

MAJOR PLANNING APPLICATIONS

Circulation: First Item:
Reference Number: 21/00264/FUL
Address: Blocks B2 & F2, Devonshire Quarter Devonshire Road
Cambridge Cambridgeshire
Determination Date: 27 April 2021

To Note

The applicants have submitted some further information in relation to:

1. A suggested Taxi Management Plan in relation to the over-ranking issue.
2. A landscape plan and accompanying note directly addressing the Council's Landscape Officer's concerns.
3. An amended indicative route for the Chisholm Trail behind One Station Square, showing the relocation of bollards, trees and benches to allow for a 3m wide cycle route to be provided.

Officer comments:

In relation to the Taxi Management Plan, an additional condition (9A) is proposed. This includes the use of reasonable endeavours to develop a digital application to help with the management of taxis in Station Square. In relation to landscaping, the revisions can be addressed formally through hard and soft landscaping details pursuant to proposed condition 14. Regarding the cycle route behind One Station Square, condition 9 is proposed to be updated to reflect the revised plan and works required.

New National Planning Policy Guidance

This was revised on 20th July 2021 post the completion of the officer report. The contents of the NPPF 2021 do not

alter the officer recommendation. The NPPF 2021 includes revised paragraphs associated with Heritage. Officers have assessed the applicant's Heritage Statement Dec 2020 and conclude that the proposal will help provide a sense of completion to this part of the CB1 development and would improve the setting of adjacent conservation area. The revised NPPF does not alter this position.

Further comment from County Highways Engineer

Recommends three additional conditions relating to the completion, maintenance and public access of the public realm.

Officer response: These have already been captured through proposed conditions 6, 7 and 17 respectively.

Further comment from Cambs Police

They support the changes relating to the footpath and cycle routes but raise comments regarding the structural integrity of the car park and wish to be invited to any future workshops regarding the conversion of the MSCP to a cycle park. Confirm they are happy to consult with the applicants in relation to Secured-by-Design.

Further comment from Highways Officer

The Residents' Association has sought that the zebra crossing be moved closer to the mini-roundabout. While this may place the crossing closer to the pedestrian desire line, it would potentially increase the width of carriageway a pedestrian would have to cross (by virtue of the radii to the RAB), would remove the potential for a vehicle (car or cycle) to wait at the give way on the RAB which could lead to confusion, it also places pedestrians approaching from Devonshire Road on the curve of the cycle lane, which may make it harder for a cyclist to judge what a pedestrian is going to do. On the station side of the crossing the route for a pedestrian is quite direct. Overall, from a highway engineering perspective the crossing is in a reasonable location, and balances the needs of the pedestrian against the hazards of crossing a carriageway.

A suggestion has been raised that the existing pay and display bay be converted to loading bays. This falls outside

the planning process, but could be progressed by the Residents' Association with the Highway Authority as a separate matter.

Additional Third-Party Representations

-A further representation from South Petersfield Residents' Association (SOPRA) of 21 July 21 has been received. 18 page representation available on Public Access. States that SOPRA continue to object on the following grounds:

1. The height and mass of B2 is out of proportion to the buildings in Devonshire Rd, Devonshire Mews and F2.
2. The convertibility of the multi-storey car park to cycle parking should be a planning condition.
3. The proposed traffic management plan is an inadequate response to the station management company's long-term responsibility for managing taxi traffic to the station.
4. The design of the Great Northern Road mini-roundabout should be adjusted to meet the needs of pedestrians, not motor vehicles.
5. Vehicles making deliveries to One Station Square are dangerously oversized, possibly in breach of a planning condition that is not being enforced.

Officer Comments:

1. Officers consider the massing of B2 to be appropriate.
2. A condition to convert the MSCP to a cycle park would be unreasonable.
3. A new Taxi Management Plan condition is proposed (see condition 9a).
4. This would be subject to a safety audit but point noted (see revised condition 11). The County Highways Officer has made a comment expressing some concerns regarding moving the crossing eastwards.
5. This is the responsibility of the Council's Enforcement Team and is not a good reason to refuse the application.

Pre-Committee Amendments to Recommendation:

Proposed revised condition 9

9. Behind One Station Square, a 3m wide zone to enable cyclists to pass and connect to Station Road from Great Northern Road shall be maintained at all times. The bollards, **trees and benches** as shown on plan ref: MMD-217382-C-DR-10-XX-5028 ~~P1~~**P2** shall be replaced with cycle friendly alternative bollards at minimum 1.5m spacing, **trees and benches relocated** prior to the occupation of either B2 or F2, whichever is the sooner.

Reason: In the interests of providing a high-quality cycling link through the CB1 areas (Cambridge Local Plan 2018 policies 25, 56, 57, 59 and 80).

Proposed additional condition 9A

9A. Prior to the commencement of development of B2, a Taxi Management Plan (TMP) shall be submitted to and approved in writing by the Local Planning Authority. The TMP shall include:

- a. -Transitional arrangements for the management of over-ranked taxis within the CB1 locality displaced by the B2 building, including arrangements for the provision of on the ground marshals (number, time, duration and location), enforcement scope and monitoring.
- b. Permanent arrangements and their phased implementation to assist with the management of taxi arrivals and departures from Station Square including reasonable endeavours to utilise ANPR technology and to develop a digital application for use by taxi drivers. It shall include monitoring provisions.
- c. The results of stakeholder engagement which has informed the proposed transitional and permanent arrangements as per a) and b) above.

The permanent arrangements set out in the approved TMP shall be subject to a TMP Review, submitted to the local planning authority immediately following the expiry of one year following the commencement of development of B2. It shall include the results of any monitoring, consultation with stakeholders and suggested revisions to the TMP as appropriate. The TMP and any revisions thereof shall be implemented in accordance with the approved details prior to the commencement of development of B2 and shall continue to be implemented for the lifetime of the development.

Reason: In the interests of encouraging the effective management of taxis within the CB1 area (Cambridge Local Plan 2018 policies 25, 56, 57, 59 and 80).

Proposed revised condition 11

Great Northern Road Zebra Crossing

11. Prior to the occupation of the F2 building, the proposed zebra crossing to the immediate west of the Great Northern Road mini-roundabout as shown on plan reference MMD-217382-C-DR-10-XX-5027_P7 shall be provided as part of the public realm improvements unless the outcome of a Road Safety Audit indicates that it should not, in which case an alternative scheme shall be submitted to and approved in writing by the Local Planning Authority and provided within the same timescale. **The final positioning of the crossing should be located as close to the eastern termination point of Great Northern Road as allowed for through the outcome of the road safety audit.**

Reason: In the interests of high safety (Cambridge Local Plan 2018 policy 80).

Decision:

Circulation:

First

Item:

Reference Number: 16/1134/OUT

Address: West Cambridge Site Madingley Road Cambridge
Cambridgeshire

Determination Date: 29.10.2021

A further response from Highways England was received on 21st July 2021 removing the previous holding objection and recommending that conditions should be attached to any planning permission that may be granted.

Highways England have been in extensive pre-application discussions with the applicant/agent team and Cambridgeshire County Council (CCC), as local highway authority. It has been agreed to progress the proposal using a phased approach whereby the initial Phase 1 of development has been assessed in detail and subsequent phases are then assessed on a 'Monitor and Manage' process to assess the outcome of the previous phase. Phase 1 has a lower trip generation and is similar in size to the extant permission for the site (the extant consent is for 275,000sqm of development). There is also a reduction in car parking.

Therefore, these Highways England comments relate only to Phase 1 of the proposed development. Any subsequent phases will require a stand-alone Transport Assessment to be submitted, and relevant mitigation measures as proposed; as agreed with the applicant/agent.

To Note:

Highways England is concerned with the effect of the development on the M11 J13, as well as the mainline, in the vicinity. Given the significant lack of capacity without mitigation this will have a detrimental impact on the efficient and safe operation of the M11.

The mitigation to serve Phase 1 is considered acceptable, as is the 'Monitor and Manage' approach. Highways England's conditional acceptance is based on the mitigation as per CCC's response dated 15/07/2021, as uploaded to the planning public portal on 16/07/2021; including the delivery of the committed Cambourne to Cambridge (C2C) scheme. Highways England are supportive of the Greater Cambridge Partnership (GCP) C2C scheme and consider it a key component to provide capacity on the M11 corridor.

It is to be noted that in subsequent phasing, if the trip generation is above a certain pre-agreed trigger then a contribution will be made via S106 agreement for improvements to M11 J13 on and off slips. This contribution is offered to ensure that the risk of queuing back down the slips to the mainline is mitigated, as queuing on the mainline creates a safety issue.

M11 J13 is being considered as a pipeline scheme for future Road Investment Strategy (RIS) periods, but this pipeline scheme is not committed and therefore no certainty can be given as to any investment coming forward.

Highways England have concern over any potential effect of the Madingley Road Cycle Scheme, on the SRN. Whilst Highways England supports GCP and the scheme in terms of delivering sustainable transport options, it is unknown if the scheme will lead to any negative effect on network capacity, although preliminary modelling appears to show that with committed schemes and Phase 1 of this development there is no adverse effects on the M11. Also, however, the scheme is not yet committed so may need to be considered when any subsequent phases come forward.

Therefore, in summary, Highways England are now in a position to lift the holding objection, subject to conditions relating to the items raised by CCC's TA Team comments, as detailed above, forming part of the LPA decision notice.

In terms of the 'Monitor and Manage' approach, CCC discussed with the applicant/agent team an Automatic Number Plate Recognition (ANPR) system, which Highways England supports. Highways England suggests the following condition:

Prior to the commencement of any development, a scheme to ensure the method for the 'Manage and Monitor' approach shall have been submitted and approved in writing by the local planning authority in consultation with the highways authorities.

Reason: To secure the 'Monitor and Manage' approach to ensure no detrimental operation of the SRN.

Amendments to
Text:

Pre-Committee
Amendments to
Recommendation:

Decision:

MINOR PLANNING APPLICATIONS

Circulation: First Item:
Reference Number: 20/01229/FUL
Address: 34 Barrow Road Cambridge CB2 8AS
Determination Date: 4 May 2020

Response of Objection received from current Green Party City Councillor, Cllr Dr Copley, Flat 2, 29 Occupation Road

Note the Tree Officer's view: "the development requires the loss of a number of trees that will impact on the contribution the site makes to amenity and character of the conservation area."

Wish to comment that the concept that replacement tree planting is a suitable and equivalent alternative to tree loss is not in my view a valid assumption - many trees replanted die, and the amount of time taken for trees to reach maturity to become equivalent to the trees lost is substantial. This development proposal should not require the loss of mature trees. It is noted that these trees "contribute significantly to the character of the conservation area".

To Note:

Climate change is an urgent and pressing issue, and has been declared as a climate emergency by the City Council in 2019. Trees that are replanted would take more than 20 years to begin to substantially sequester carbon and the loss of trees with many years of life left in them should be avoided.

Fear that the tree loss will be of detriment to the character of this conservation area.

Concerned this is in breach of Policy 59 (b), and that the trees and boundary features which are positively contributing to the quality and character of this conservation area have not been adequately factored into design proposals nor retained and protected.

Further representations of objection received from Third Parties who have already objected:

36 Porson Road
37 Porson Road
38 Porson Road

39 Porson Road
11 Barrow Road
41 Barrow Road
43 Barrow Road

Amendments to
Text: None

Pre-Committee
Amendments to
Recommendation:

Decision:

Circulation: First Item:

Reference Number: 21/00383/FUL

Address: 5 Luard Close Cambridge Cambridgeshire CB2 8PL

Determination Date: 22 April 2021

The applicant has submitted information in relation to the Traffic Management Plan.

Highways have responded. Drawing number 6321-1 01B shows that the private water generated by the site will not fall towards the adopted public highway and thus the condition requested by the Highway Authority in its comments of 6th July is not required.

The Plan also shows a soakaway in the front garden, and the Highway Authority requests the following condition be applied in respect of the same:

To Note: A proposed soakaway to the front of the property be situated so no part of the same is within 5m of any part of the carriageway in Luard Close (this would comply with the guidance within the current building regulations).

Reason: to prevent any potential future degradation of the adopted public highway.

The Highway Authority seeks that the 'site plan' submitted on the 19th July does not form part of the approved documents as it contains information that will relate to the Traffic Management Plan and this has the potential to create conflict between two documents.

Amendments to Text: It is recommended that the condition requested by Highways be added and the drainage condition previously recommended by Highways will be removed as no longer considered necessary.

Pre-Committee Amendments to Recommendation:

Decision:

Circulation: First Item:
Reference Number: 21/00437/FUL
Address: 31 Newnham Road Cambridge CB3 9EY
Determination Date: 30 March 2021
To Note: Nothing
Amendments to Text: None
Pre-Committee Amendments to Recommendation: None

Decision:

Circulation: First Item:
Reference Number: 21/00434/HFUL
Address: 167 Chesterton Road Cambridge CB4 1AF
Determination Date: 30 March 2021
To Note: Nothing
Amendments to Text: None
Pre-Committee Amendments to Recommendation: None

Decision:

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