

JOINT DEVELOPMENT CONTROL COMMITTEE MEETING – 5 April 2023

Amendment Sheet

ITEM: 4 **APPLICATION REFERENCE 21/05434/REM**

Location: Parcel BDW3, Darwin Green 1, Land between Huntingdon Road and Histon Road, Cambridge

To Note:

1. Subsequent to the officer report being finalised, a revised site wide plan and revised house type plan and elevations were submitted showing an additional window in the side elevation of plot 179 (Proposed Site-Level 01 South DR_0113 Rev F, House Type 2B 4.1 (Alverton) Plans DR_0306 Rev C and House Type 2B 4.1 (Alverton) Elevations DR_0307 Rev B) in accordance with the sustainability strategy for all dwellings to be dual aspect.

24.1 Amendments to officer recommendation for reserved matters application reference 21/05434/REM:

2. Additional condition recommended (Condition 27) requiring the permanent retention of porches and private amenity space at the front of four properties that front the Orbital Cycle Route. This is to safeguard this route from any potential future development that could allow vehicle access into Windsor Road, in accordance with the Darwin Green 1 Design Code.

Condition 27 Retention of private amenity space:

The Orbital Cycle Way between Windsor Road and the Primary Road South shall be built and retained to a width of 4.8 metres in accordance with the approved plans, and the private amenity areas and porches at the front of plots 177, 178, 185 and 187 that face the Orbital Cycle Way shall be built and retained in accordance with the approved plans for the lifetime of the development.

Reason: To secure the width of the orbital Cycle route and pedestrian footpath in this location to 4.8 metres to prevent future vehicle access through this route which would detract from the character and appearance of the area (Darwin Green 1 Design Code and Cambridge Local Plan 2018 policies 55, 56 and 57).

3. Amended Condition 9 (plant noise insulation) to include the addition of '(including for the avoidance of doubt air source heat pumps)' as follows:

Condition 9 Plant Noise Insulation:

No operational plant, machinery or equipment **(including for the avoidance of doubt air source heat pumps)** shall be installed until a

noise assessment and any noise insulation and/or mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation and/or mitigation, as approved, shall be fully installed or implemented prior to first use of the plant, machinery or equipment, and retained as such thereafter.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

4. Amended Condition 23 (garages), to require details prior to commencement of the dwelling to which they relate as follows:

Condition 23 Garages

Prior to the commencement **of any plot that has a detached garage**, detailed plans and elevations of **all of** the detached garages including a roof plan and a materials schedule 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 external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

5. Amended Condition 26 (bollard design and management), to specify the three bollard locations that the condition relates to, as follows:

Condition 23 Bollard design and management

Prior to first occupation on the development hereby permitted, details of the bollards positioned to restrict vehicle access on to the Orbital Cycle Way (**permanent bollards to be located at the junction of the Orbital Cycle Way with Windsor Road and with the Primary Road South, and folding bollards for emergency vehicle access located where the secondary streets meet the Orbital Cycle Way**), and the management of those bollards, shall be submitted and approved by the local planning authority. The bollards shall be retained and managed in accordance with the approved details thereafter, or in accordance with alternative details that have been submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

24.2 Amendment to officer recommendation relating to approval/refusal of outline planning conditions for BDW3 reserved matters parcel:

At paragraph 24.2 of the committee report under outline condition 49 Secure Parking of Bicycles the proposed Cycle Parking Plans are listed as DR_0126 Rev A and DR_0127 Rev A, these drawings were superseded and should be replaced by drawing numbers DR_0126 Rev B and DR_0127 Rev B.

ITEM: 5 APPLICATION REFERENCE 22/04989/REM

Location: Lots M4 & M5 Eddington Land Between Madingley Road & Huntingdon Road Cambridge Cambridgeshire CB3 0DL

To Note:

1. Para 5 of officer report (Pages 131-132 of Committee Agenda).

Additional item to include in relevant Site History – 21/1195/TTCA - Following a tree survey by Lockhart Garratt we are proposing the following works: T11 - Horse Chestnut - Reduce Height Crown by 4m - (Previous major branch failure at 3m. Stem branches in two at 3m-weak union). T12 - Horse Chestnut - Fell to Ground Level - (Extensive decay within stem. Previous extensive crown reduction, vigorous re-growth). T13 - Horse Chestnut - Fell to Ground Level - (Standing dead tree within failing distance of footpath). T14 - Horse Chestnut - Fell to Ground Level - (Standing dead tree within failing distance of footpath). – Determined 15.11.2021 – No objection.

ITEM: 6 APPLICATIONS REFERENCE 22/05018/REM AND 22/05037/REM

Location: Land North of Cherry Hinton (Springstead Village), Coldhams Lane, Cambridge

To Note:

- Para 6.34 of officer report (Page 203 of Committee Agenda).

Following the submission of further amended plans, the Highway Authority raises no objection to the proposals. In addition, the following comments are made.:

- Refuse tracking is acceptable.

- A review of material on the loop 1-D to 1-J is needed as blockwork and asphaltic surface is not acceptable.
 - The level of visitor parking is considered low and unequally distributed. Some of the spaces are likely to be unsuitable for parking.
 - Whilst the layout of the street is acceptable, but this does not constitute approval of adoption. The adoption of the streets will be under a separate process that falls outside of planning and will be at the discretion of the Highway Authority.
- Paras 19.10 – 19.13 (Planning Assessment - Highway Safety):

The Highway Authority have updated their recommendation and have removed their objection to the application. Comments on surface materials and adoption are noted and will be conditioned on the planning application so they can be considered further **(Condition 6 - Landscape)** with the aim of using a material that is acceptable from an adoption standard.

Officer response:

1. Regarding visitor parking, the Local Planning Authority act as the Parking Authority. Policy 82 of the Cambridge City Local Plan (82) requires a scheme to provide no more than the car parking standards set out in Appendix L of the plan. This is a maximum standard and therefore lower levels can be acceptable where it is justified. Regarding visitor spaces, Appendix L guides that provision should be made for one visitor space for every four units.
2. The proposal, as amended, includes 46 visitor spaces (both on and off-street). This equates to approximately one space per seven properties on the site. At this stage the developer has not included on street spaces on the primary road in this calculation and therefore additional spaces could be found if there is an overspill. Furthermore, the on-street spaces will not be defined and therefore would leave some flexibility on where people wish to park.
3. On balance officers consider, the range of parking options to be appropriate and would likely accommodate the provision needed onsite. The proposal is therefore considered to be acceptable with regard to parking provision.