

18TH DECEMBER 2013

PRE-COMMITTEE AMENDMENT SHEET

PLANNING APPLICATIONS

Circulation:

Item: 4

Application Reference: C/05001/13/CC & S/00457/13/CC

Subject/Title: The proposed Cambridge Station Interchange (CSI) comprising a new railway station and car park together with an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links). Linkages into the existing 'Guided Busway' network by a new bus route within the site to connect to a longer section of Busway to its junction with Milton Road. Associated landscaping and public realm works. The station will operate from 05:30 to 01:00 7 days a week.

Target Date: 18/12/2013

To Note:

Representations Received:

South Cambridgeshire Council AGREED the following motion:
District Council

That this Council continues to acknowledge the necessity of a new railway station at Chesterton sidings to serve the Cambridge Science Park, Cambridge City and South Cambridgeshire. This station will not only unlock employment potential for South Cambridgeshire residents by enabling the Cambridge Science Park to be fully developed, but also ease traffic congestion for our residents and link the guided bus way more directly to the national rail network. It is a vital part of the emerging Local Plans for both this district and the city. This Council seeks reassurance from Cambridgeshire County Council that the project continues to have the highest priority to enable the Cambridge sub-region to support the UK economy going forward.

Anglian Water

The proximity of the proximity of the Cambridge water recycling centre is noted, from which odour emissions and noise may be detectable. The predicted range of low intensity odour emissions will encompass a small proportion of the development area. However, in this instance the proposed development does not incorporate a habitable property. As such the risk

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posed to the development due to operations of the Cambridge water recycling centre is low and therefore the development is considered to be acceptable.

Recommended condition: The development site is within 400 metres of the Cambridge water recycling centre. Whilst Anglian Water takes all reasonably practicable steps to prevent any nascence arising from the site, there should be no development within 400 metres from the boundary of a sewage pumping station of this type if the development is potentially sensitive to noise or other disturbance or which might give rise to complaint from the occupiers regarding the location of the pumping station.

Indigo Planning Limited,
on behalf of Crown
Estate

The Crown Estate support the principle of the development, but are concerned about the accessibility of the proposed station to and from the adjacent business park.

Both Network Rail and Cambridgeshire County Council (as applicant) have expressed a desire to link the station with the business park. However, this is not reflected in the proposed development.

It is recommended that a condition or S106 be attached to the planning permission to secure such a pedestrian and cycle access. The suggested wording of the condition is:

Notwithstanding the approved plans, a direct pedestrian and cycle link between the train station and Cambridge Business Park shall be provided in accordance with details which shall be provided in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. The direct pedestrian and cycle link, as agreed, shall be available for use prior to the first use of the train station.

Mal Schofield

There is no provision at the new station for cyclist commuters accessing the station from the south via a river pedestrian/cycle bridge (the Chisholm trail).

The number of car spaces is too many, given the

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ease of access for all alternatives, although these can in future be easily converted for cycle parking.

19 Petersfield Mansions,
Cambridge, CB1 1BB.

Concern and exasperation have been expressed at Brookgate for trying to obstruct the building of Cambridge Science Park Railway Station as reported in an article in the Cambridge News.

It is over a year since the exhibitions on the plans for the new station at the Science and Business Parks. The planning application opened for consultation last summer. It is just not acceptable for Brookgate to try to obstruct the building of the new station at this very late stage. The wait has been far too long for the new station which is intended to enable people to commute to the Science and Business Parks by train and to provide a more accessible station for people in and around North Cambridge and along the route from Cambridge to St Ives, not primarily as a means of making more money for Brookgate and other developers.

An expression of strong support to the current planning application was raised with the emphasis for the new station to be approved at the planning meeting on 18 December and for work to build the new station and surrounding infrastructure to begin as soon as possible so it can open in 2015.

Amendments To Text:

Paragraph 8.33

Whilst the land in question does not lie in an area where there is a significant risk of flooding issues of drainage are of concern to local people. Notwithstanding that the Environment Agency has raised no objections in principle, that the submitted documents set out the broad parameters of the drainage design and the developer has recognised the importance of water management identified in the Cambridge and Milton Surface Water Management Plan (2012) no detailed drainage calculations are available although the applicant is committed to the use of sustainable drainage (SUDS). The proposed approach to drainage would encompass permeable pavements discharging into an infiltration blanket where appropriate with complementary control measures including, green station roof, swales, bio-

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retention for the open square and landscaping.

It is therefore recommended that a planning condition be imposed to secure satisfactory detailed design reflecting arrangements for sustainable drainage. It is likely that in the future (April 2014) the County Council will play a key regulatory or advisory role as the Floods

and Water drainage body seeking to secure sustainable drainage solutions. Subject to the imposition of planning conditions (see Draft Conditions 12-16) the submitted proposals are considered consistent with policies DP/1, DP/3, NE/8, NE/9, NE/10, NE11 and NE/12 of the South Cambridgeshire Local Development Framework Development Control Policies

(Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Local Plan 2006.

**Pre-Committee
Amendments
to Recommendation:**

It is recommended that planning permission be granted, subject to:

1. the draft planning conditions set out in Appendix B
2. the receipt of a written undertaking from the applicant to satisfactorily secure the following :

- Completion of off-site highway improvements to Milton Road prior to the opening of the transport interchange
- Pre- development baseline survey of incidence and distribution of on-street parking in the locality to be followed by further surveys of any on-street parking in the locality following the bringing into use of the development. The bringing forward of a scheme of mitigation, following local consultation, to address issues raised by the surveys
- To continue the feasibility study into the construction of a cycle/footpath bridge over the River Cam
- To work with the owners of Bramblefields Local Nature Reserve on

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a scheme to deliver biodiversity enhancements

- To undertake biodiversity enhancements to mitigate the ecological impacts of the development on nearby land to be developed as part of the Busway scheme and to manage those enhancements for a period of 10 years with an annual report of progress and recommendations for future management to be submitted to the local planning authority for approval under the provision of condition 4 of the Cambridgeshire Guided Busway Order 2005.
- Prior to commencement of development on site to establish a local liaison forum with stakeholders and to hold regular meetings during construction and up to two years post completion to act as a local forum for communication, discussion in respect of the impact of the development

Amendments To Draft Conditions:

Condition 4 – Amend to read:

No development shall commence until full details of hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. These details shall relate to the entire site, including details of improvements to the western boundary of the site. Details shall include;

Finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials and structures (e.g. furniture, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration,

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where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

The hard and soft landscaping works shall be sensitively design for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP). In particular, the landscape scheme shall seek expert advice from an entomological specialist. The scheme shall be implemented in full in the first planting season following the commencement of construction unless otherwise agreed by the Local Planning Authority.

Reason: *In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 3/11 and 4/4 of the Cambridge City Council Local Plan 2006.*

Condition 6 – Amend to read:

Prior to the erection of any signage a detailed signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of signs including direction signage, building signage and electronic notices that are required as part of the approved development. Signage on site shall be constructed in accordance with the approved details unless the Local Planning Authority gives its written consent to any variation. The signage scheme shall be implemented prior to the bringing into use of the approved development.

Reason: *To provide attractive, direct and safe walking and cycling routes within the development connecting key destinations. In accordance with policies DP/1, DP/2, DP/3 of the South*

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*Cambridgeshire Local Development Framework
Development Control Policies (Adopted July 2007)
and policy 3/11 of the Cambridge City Council Local
Plan 2006.*

Delete condition 11 and
move all following
conditions forward in
numerical order

Condition 12 (in the
published report as
condition 13)

No development shall commence until a scheme that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the Local Planning Authority:

a) A preliminary risk assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to the all receptors that may be affected, including those off site.

c) The results of the site investigation and detailed quantitative risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of Local Planning Authority. The

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scheme shall be implemented as approved.

Reason. *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

Condition 14 (in the published report as condition 15)

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

Condition 16 (in the published report as condition 17)

No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:

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- a) Indicative site wide construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring, location of contractors compound / offices and method of moving materials, building material plant and equipment storage around the site and enforcement.
- c) Construction hours.
 - i. Construction hours and days for work undertaken within the boundaries of the operational railway
 - ii. Construction hours and days for work undertaken within the remainder of the site
- d) Delivery times for construction purposes.
- e) Outline Waste Management Plan (OWMP).
- f) Noise methodology, including frequency of maintaining, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
- g) Maximum noise mitigation levels for construction equipment, plant and vehicles.
- h) Vibration methodology, including monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
- i) Maximum vibration levels.
- j) Dust suppression management and wheel washing measures including the deposition of all debris on the highway.
- k) Site lighting.
- l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- m) Screening and hoarding details.
- n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices.
- q) Liaison, consultation and publicity arrangements including dedicated points of contact.
- r) Consideration of sensitive receptors
- s) Prior notice and agreement procedures for works

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outside agreed limits.

t) Complaints procedures, including complaints response procedures.

u) Membership of the Considerate Contractors Scheme.

v) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.

The approved plan and schemes shall be implemented in full throughout the construction phase of the development. The compliance of the CEMP shall be reviewed at monthly intervals.

Reason: *To avoid unreasonable disturbance to nearby residential properties and to ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of safeguarding / protecting the amenity of nearby residents/occupiers in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

Condition 18 (in the published report as condition 19)

Control of noise from the station public address system

The station shall not be used until a scheme for the mitigation of noise from any public address system on the approved development has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The scheme shall include hours of operation, number, location and sound power of loudspeakers and permissible noise levels with consideration of noise mitigation / limiting measures as appropriate and a programme of maintenance. Any public address /

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announcement or voice alarm sound system associated with the approved development / use shall only be used for operational, health & safety, security and emergency announcements.

Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)

Control of noise from the pickup point, guided busway and platforms

Condition 19 (in the published report as condition 20)

The development shall not be used until a scheme to mitigate noise emissions from the pickup point/taxi rank, guided busway and platforms affecting residential properties in Long Reach Road and Sunningdale Caravan Park has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The scheme shall be maintained thereafter.

Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)

Condition 21 (in the published report as condition 22)

No development shall commence until a Noise Management Plan (NMP) for the operation phase of the development has been submitted to and approved in writing by the Local Planning Authority. The NMP shall include: noise sources; the time, duration, and frequency of noise occurrences; noise control measures; noise levels to be achieved at the boundary of the site; methods to monitor noise and report the findings; reports of mitigation measures undertaken on site; procedures to accept, investigate and resolve noise complaints. The approved plan shall be implemented in full.

Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local

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Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)

Condition 27 (in the published report as condition 28)

Prior to the commencement of construction of the access track alongside the Busway within the site details of the access route to the development through Bramblefields LNR has been submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development.

Reason: *In the interests of highway safety and to mitigate the impact of the use of the link on ecology in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2, TR/4, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/6,4/8, 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

Decision:

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Circulation:

Item: 5

Application Reference: 13/1401/REM and S/2037/13/RM

Location: Primary Street located within land between Madingley Road, Huntingdon Road and the M11, North West Cambridge.

Subject/Title

Reserved matters (access, appearance, landscaping, layout and scale) of 11/1114/OUT (North West Cambridge Scheme) for:

(1) The Primary Street surface finishes including seating, bins, bollards, cycle parking, underground bin laybys, surface water drainage swales, hard and soft landscaping.

(2) Phase 1 infrastructure including buried services and utilities, drainage pipework and engineered swales, ground slabs and sub-surface works for utility structures, initial Western Edge earthworks, surface water lagoon excavation, two stage channel and engineered road build up on utility corridors.

Target Date: 20th December 2013

To Note:

Representations Received:

Amendments To Text:

**Pre-Committee
Amendments To
Recommendation:**

The landscape architects have also requested for two small amendments to be made to condition 7 (Western Edge statement). These are that under part (i) this shall include a method statement and under part (v) the drawings showing level changes are at no more than 10 m centres.

Officers recommend that the following two conditions are included;

10. Prior to the installation of any bus stop shelter within the approved development, detailed drawings shall be submitted to and approved by the local planning authority. The approved shelters shall be constructed and completed prior to the commencement of the bus service operation. Development shall be carried out in accordance with the approved drawings.

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Reason: To ensure that the appearance of the shelters are appropriate. (NWCAAP policy NW2)

11. Prior to the installation of any above ground waste hoppers, detailed drawings of the hoppers and the associated floorplate shall be submitted to and approved by the local planning authority. The approved hoppers and floorplates shall be installed and operational, prior to the occupation of the units to which they serve. Development shall be carried out in accordance with the approved drawings.

Reason: To ensure that the appearance of the underground waste hoppers and floorplates are appropriate. (NWCAAP policy NW2)

INFORMATIVE: In discharging condition 11 the submission of the final design for the above ground bin hoppers is not for the means of negotiating the design as this will have been secured through the procurement of the bins, but in order to agree consent for the above ground hoppers, whose final design is presently unknown.

The Reason for condition 9 was omitted in error. It should read:

REASON To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Decision:

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Circulation:

Item:

6

Application Reference:

13/1400/REM and S/2044/13/RM

Location:

'Lot 5' located within land between Madingley Road, Huntingdon Road and the M11, North West Cambridge.

Subject/Title

Reserved matters (access, appearance, landscaping, layout and scale) Pursuant to 11/1114/OUT (North West Cambridge Scheme) for: Post Graduate Accommodation comprising 325 student bed spaces, associated porters lodge, cycle parking, hard and soft landscaping, strategic drainage works, associated ancillary structures, part of strategic green corridor and part of strategic cycle and pedestrian route.

Target Date:

20 December 2013

Representations Received:

A late representation has been received by the Cambridge Cycling Campaign objecting to the proposed development. The representation can be summarised as follows:

- 1) The proposed two way cycle track is bounded by a vertical feature (a raised planter). Section 8.5.3 of the Department of Transport Local Transport Note 2/08 requires in instances such as this an additional allowance of 250mm next to the wall so that the full width of the cycle way can be used. No such allowance has been provided for with this proposal
- 2) The applicants have not attempted to go beyond the minimum width stated in the above transport note (3 metres). This minimum is related to what is physically required for the safe passage of a small number of users, greater widths are required to accommodate larger flows.

Given the above the Cycling Campaign requests that the width of the cycleway be increased to 4 metres with a 500mm clearance from any vertical feature.

Officer's response to the above comments:

The proposal put forward by the applicant is in accordance with the approved design code for the site which requires a

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3 metre cycle lane. This part of the ridgeway is a key part of the route, a linear stretch between the crossing with the primary street, and the local centre, but is one where speed of cyclists need to be 'managed'. If the cycleway was increased to 4 metres it would increase the speed of cyclists on the approach to the primary street crossing (where due care and attention will be required to cross the primary street), and the approach to the local centre (where there will be a greater number of pedestrians, who could feel very vulnerable if bicycles approach at speed). It is considered that the design responds to the model hierarchy within Manual for Streets, and is supported by officers.

The additional allowance for space between the vertical planter, and the edge of the cycleway is noted. Although this is not stipulated within the design code, this document is not exhaustive at this level of finite detail. There is already a 145mm refuge between the edge of the cycleway and the vertical planter, but it is acknowledged that this sits below the minimum requirement. A further condition is therefore suggested by officers to overcome this concern.

Amendments To Text:

Pre-Committee Amendments To Recommendation:

Officers recommend that the following condition is included;

12. Notwithstanding the approved plans listed below, prior to any works commencing on the proposed Ridgeway, except for any underground enabling works, a revised scheme shall be submitted to and approved by the local planning authority to provide for a minimum clearance of 250mm between the edge of the cycleway and the raised planters. Development shall be carried out in accordance with the approved drawings.

Reason: To ensure that the full width of the cycleway can be used. (NWCAAP policy NW17)

The Reason for condition 11 was omitted in error. It should read:

REASON To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Decision:

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