

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGES)

19<sup>TH</sup> AUGUST 2015

### PRE-COMMITTEE AMENDMENT SHEET

#### PLANNING APPLICATIONS

**Circulation:**

**Item:** 4

**Application Reference:** S/1236/15/FL and 15/0994/FUL

**Location:** Land at Chesterton Sidings, Cowley Road.

**Target Date:** 20 August 2015

**To Note:**

**Further Representations Received:**

The further representation below from has been received a neighbouring residential occupier. The issues raised are addressed in the officer report and a verbal update will be provided at Committee.

Dear Katie and CCC,

RE: URGENT: Development of the train station at Chesterton Sidings, Cowley Road

I object to the planning application for the new station on the grounds of Transport.

- 1) There has been a failure to say how they are going to mitigate the impact on Lovell Road for rat-running and speeding between Kings Hedges Road (and beyond) to the station - which will happen when people are late for a train, or when there is an accident between the Histon and Milton junctions on the A14.
- 2) That 1000 cycle parking spaces seems drastically small. Have they ensured they have space to expand this?
- 3) I don't think 450 car parking spaces is enough. Lovell Road is going to end up as the overflow car park because there aren't enough spaces and there are going to be station user who are not willing to pay the parking fee.

Please contact me if you have questions about the issues I have raised.

With kind regards,

87 Lovell Road

**Amendments To Text:**

Additional information has been received from the applicants to justify the reduction in canopy length for the platforms. This demonstrates that a variety of shelters are available for passengers. On the platforms this includes designated inside waiting areas, benches and outside accessible sheltered areas. Additional shelter is provided in the ticket hall and overbridge. Analysis undertaken represents that in a worst case scenario of all boarding passengers waiting on the

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platform, based on the anticipated forecasted demand there is sufficient sheltered area available for passengers to wait on platform areas, additional space is provided on overbridge and ticket hall. It is considered that the level of shelter provided will protect waiting passengers whilst they wait to board trains and therefore is considered acceptable. The full document is available at the following link:

<http://plan.scambs.gov.uk/swiftlg/MediaTemp/1135014-539714.pdf>

#### **Section 29.0 Conditions –**

Amend Para 29.1

For the extant permission members requested that several conditions were brought back to them for determination. In relation to a number of these conditions, officers consider that discussions have progressed sufficiently to give confidence that conditions could now be determined under delegated powers. This is recommended in instances where officers consider that discussions to date indicate the applicant is preparing acceptable material in preparation for discharge of condition applications. Accordingly, it is recommended that the following conditions should be determined under delegated powers:

Recommended condition 14 – contaminated land verification report

Recommended condition 15 – cease development if contamination not previously identified is found until a remediation strategy is submitted, approved and implemented.

Recommended condition 22 - submission, approval and implementation of an Operational Noise Management Plan.

For Cambridge City Council draft conditions:

Recommended condition 12 – contaminated land, verification report

Recommended condition 13 – Cease development if contamination not previously identified is found until a remediation strategy is submitted, approved and implemented.

This would mean that the following conditions for

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SCDC would not be delegated and would need to be determined by Members of the JDCC:

Recommended condition 18 – control of noise from the operation of plant equipment

Recommended condition 19 – control of noise from the public address system

Recommended condition 20 – control of noise from the pickup point and eastern platform.

Recommended condition 21 – restricting the operation hours of the car park.

#### Amended Para 29.4

Some additional plans have been submitted for consideration as part of the application.

These plans were approved by the JDCC in December 2014 under the discharge of condition 25 of C/05001/13/CC/C1. The footpath cycle links that are secured through this condition relate to land that is wholly within Cambridge City Councils boundary therefore this condition is recommended for 15/0994/FUL Appendix C. It is recommended that conditions 26 and 27 of Appendix B are removed.

#### Appendix B

The following conditions are recommended to be removed for application S/1236/15/FL:

Conditions 26 and 27 of Appendix B

Amend conditions 17 of 15/0994/FUL to read as follows:

Prior to the occupation of the development the details in drawings:

CSPSIW-ATK-HGN-00-DR-D-0001 Rev P06 Cowley Road Pedestrian / cycleway access – Planning condition 25 Drawing (Sheet 1 of 2)

CSPSIW-ATK-HGN-00-DR-D-0002 Rev P05 Cowley Road Pedestrian / Cycleway Access – Planning condition 25 Drawing (Sheet 2 of 2)

CSPSIW-ATK-HGN-00-DR-D-0006 Rev P03 Access at Nuffield Road Allotment for Planning Condition 25 NUFFIELDCLOSE/001 Rev A Planning Condition 25 Access from Industrial Estate to Busway

CSI/MOSSBANK/001 Rev B Planning Condition 25 Moss Bank Foot/Cycleway Access

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Shall be implemented in full including a route to a minimum width of 2.5 metres along Cowley Road.

**Reason:** In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City council Local Plan (2006).

Remove condition 18 of 15/0994/FUL as the details are now covered in revised condition 17 above.

Condition 22 of S/1236/15/FL

Recommended amendment to condition 22 to allow underground enabling works to take place prior to its discharge. It is considered that this would provide sufficient time to secure an appropriate Operational Noise Management Plan (ONMP) prior to the operational phase of the development. Above ground construction works such as the construction of the station building would not be able to take place prior to the discharge of this condition.

Amend condition 22 as follows:

No development shall commence, except for underground enabling works, until an Operational Noise Management Plan (ONMP) for the operational phase of the development has been submitted to and approved in writing by the Local Planning Authority. The ONMP 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 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge

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City Council Local Plan (2006).

**Pre-Committee  
Amendments To  
Recommendation:**

-

**Decision:**

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**PRE-COMMITTEE AMENDMENT SHEET**

**PLANNING APPLICATIONS**

**Circulation:**

**Item:** 5  
**Application Reference:** 15/0844/REM  
**Subject/Title:** Parcels 8 and 8a, Clay Farm Development Site  
**Target Date:** 21 August 2015 (PPA Agreement)  
**To Note:** -

**Representations Received:**

**Amendments To Text:** Additional text to Condition 7 to read:  
Notwithstanding the detail on plan 13600  
8A\_A\_EL\_104 PL00 prior to the commencement of the dwelling which abuts the Public Footpath 117, plans showing how the windows presented on 'elevation 4' will be constructed to remove overlooking of the adjacent property in Paget Close, shall be submitted to and approved by the local planning authority. The details shall include obscure glazing up to a height of 1.7 metres **from floor level** and show window fixing details that prevent windows opening fully. The approved scheme shall then be carried out and retained thereafter in accordance with the approved details.

Reason: In the interests of protecting residential amenity. (Cambridge Local Plan 2006 policy 3/4).

An amended adoption plan has been provided in line with proposed condition 15. This condition can therefore be removed and Plan number 13600 8\_A\_S\_200 PL02 can be added to the drawing numbers condition for approval.

The following landscape drawing numbers to be added to Condition 21 – Approved plans.

Planting Plan: Parcel 8A TOWN558.2(08)3001 R02  
Planting Plan: Parcel 8B TOWN558.2(08)3002 R02  
Tree Planting Plan TOWN558.2(08)3003 R03  
Layout plan: overall TOWN558.2(08)5001 R15  
Layout plan: Parcel 8A TOWN558.2(08)5002 R08  
Layout plan: Parcel 8B TOWN558.2(08)5003 R07

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Layout plan: Residential Garden Square  
TOWN558.2(08)5004 R06  
Sections AA' and BB' TOWN558.2(08)7001 R05  
Sections CC' and DD' TOWN558.2(08)7002 R05  
Sections EE' and FF' TOWN558.2(08)7003 R05  
Sections GG', HH' and II' TOWN558.2(08)7004 R06  
Sections JJ' and KK' TOWN558.2(08)7005 R05  
Sections LL', MM' and NN' TOWN558.2(08)7006 R06  
Sections OO' and PP' TOWN558.2(08)7007 R06  
Section QQ' TOWN558.2(08)7008 R02  
Paving Details 1.01 TOWN558.2(08)6101 R03  
Paving Details 1.02 TOWN558.2(08)6102 R04  
Paving Details 1.03 TOWN558.2(08)6103 R03  
Paving Details 1.04 TOWN558.2(08)6104 R03  
Paving Details 1.05 TOWN558.2(08)6105 R03  
Paving Details 1.06 TOWN558.2(08)6106 R02  
Paving Details 1.07 TOWN558.2(08)6107 R02  
Tree Pit Details 2.01 TOWN558.2(08)6201 R04  
Swale and Rain Garden Details 2.02  
TOWN558.2(08)6202 R03  
Swale and Rain Garden Details 2.03  
TOWN558.2(08)6203 R03  
Mound Details 2.04 TOWN558.2(08)6204 R03  
Planter Detail 3.02 TOWN558.2(08)6302 R02  
Gate Detail 3.03 TOWN558.2(08)6303 R01  
Bollard details 3.04 TOWN558.2(08)6304 R02  
Stepping stone details 3.05 TOWN558.2(08)6305 R01  
Pergola details 3.06 TOWN558.2(08)6306 R01  
Street Furniture Detail 4.01 TOWN558.2(08)6401 R03  
Fence Detail 4.02 TOWN558.2(08)6402 R02  
Omos S16.2 Bin Detail 4.03 TOWN558.2(08)6403 R02  
Sheffield Cycle Stand Detail 4.04 TOWN558.2(08)6404  
R02  
Bench detail 4.05 TOWN558.2(08)6405 R02  
Planting Schedule TOWN558.2(08)001 R00  
Material Schedule TOWN558.2(08)002 R00  
Specification for the Hard and Soft Landscape Works  
TOWN558.2(9A)001 R00

**Pre-Committee  
Amendments To  
Recommendation:**

None

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**Decision:**

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**PLANNING APPLICATIONS**

**Circulation:**

**Item:** 6

**Application Reference:** 15/1002/REM

**Location:** Parcels 9A and 9B, Clay Farm Development Site.

**Target Date:** 1 September 2015

**To Note:**

**Representations Received:**

**Amendments To Text:** The following building heights plan, car and cycle parking strategy, masterplan, roof plan and wider site plan context drawing numbers to be added to Condition 7 –(Approved plans):

- Wider Context Plan: Ref: AA5432-2002 Rev A;
- Masterplan – Ground Level: Ref: AA5432-2010 Rev A;
- Building Heights Plan: Ref: AA5432-2013 Rev A;
- Car Parking and Cycle Parking Strategy: Ref: AA5432-2015 Rev A;
- Masterplan – Roof Level: Ref: AA5432-2020 Rev A;

Amended Paragraph 2.2:

*The scheme is broken down into two parcels. Parcel 9B provides for 31 (23 private and 8 affordable units), of the 49 residential properties being proposed, and parcel 9A provides for the remaining 18 units (affordable units). For ease of reference, 49% of all the properties are one and two bedroom units (flats and duplex). The remaining 51% comprises 3, 4 and 5 bedroom houses, which reflects the local centre and high density nature of the proposal.*

*Condition 3 (Letter Boxes)*

This condition should apply to the apartments and duplex properties only, and not the houses. Therefore, the first sentence of this condition has been redrafted to reflect this, so it now reads as:

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*No development of the flats or duplex properties shall commence until details of how the letter boxes to those properties will be made accessible to non residents have been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out incorporating the approved details.*

*Reason: In the interests of the accessibility of the postal facilities in accordance with Cambridge Local Plan (2006) policies 3/7 and 3/12*

**Condition 10 (Parking Bays)**

The applicants have submitted a revised plan showing the removal of 2 of the 4 visitor parking bays in front of properties T6A 01 and T5 02. There is still some concern that the remaining two visitor bays will either block in the occupiers of these properties, or, become additional parking bays for these occupiers. However, it is also recognised that the applicant need to deliver 12 visitor parking bays to meet the design standards, which is why the condition has been amended to ensure that the applicants submit a further visitor parking plan showing the location of 12 visitor parking spaces, which is to be agreed in writing with the local planning authority.

The condition should now read as follows:

*Notwithstanding the details shown on plan AA5432-2015 Rev A that indicates 2 visitor parking bays in front of garages for properties T6A and T5, this reserved matters permission specifically excludes these elements of the scheme. A revised plan showing the relocation of the two visitor parking bays in front of T6A and T5 shall be submitted to and approved by the LPA or alternative approach agreed by the LPA in writing prior to occupation of any dwellings and the development shall be implemented in accordance with the revised details approved.*

*Reason: To avoid the proliferation of parking across the site that is uncontrolled and can limit the proper functioning of the site, to ensure that parking management of the site is consistent at an early stage*

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*in its development, in the interests of sustainable travel choice and to ensure that the site does not become a parking refuge for commuters in accordance with Cambridge Local Plan policies 3/1, 3/7, 8/2 and 8/11).*

**Pre-Committee  
Amendments To  
Recommendation:**

**Decision:**

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