



## WEST CENTRAL AREA COMMITTEE



**To: City Councillors:** Tucker (Vice-Chair), Bick, Cantrill, Holland, Ratcliffe, Reid, Reiner and Smith

**County Councillors:** Cearns and Nethsingha

**City and County Councillor:** Hipkin

*Dispatched: Monday, 16 June 2014*

**Date:** Tuesday, 24 June 2014

**Time:** 7.00 pm

**Venue:** Lee Hall, Wolfson College, Cambridge, CB1 0JH

**Contact:** Claire Tunncliffe **Direct Dial:** 01223 457012

### AGENDA

**1 ELECTION OF CHAIR AND VICE CHAIR**

**2 APOLOGIES**

#### Planning Items

**3 DECLARATIONS OF INTEREST (PLANNING)**

Members of the committee are asked to declare any interests in the items on the agenda. In the case of any doubt, the advice of the Head of Legal should be sought **before the meeting**.

**4 14/0414/FUL: MILTON HOUSE, CHRIST'S PIECES**  
*(Pages 17 - 34)*

**5 CHAIRS ANNOUNCEMENTS**

**6 DECLARATIONS OF INTEREST ( MAIN AGENDA)**

**7 MINUTES**

To confirm the minutes of the meeting held on 24 April 2014.  
*(Pages 35 - 44)*

**8 MATTERS AND ACTIONS ARISING FROM THE MINUTES**

*(Pages 45 - 46)*

**9 OPEN FORUM**

Refer to the 'Information for the Public' section for rules on speaking

**10 FUTURE AGENDA ITEMS**

The Committee is asked to consider items that they would like to see on future agendas.

Members of the public are welcome to participate.

**11 ENVIRONMENTAL IMPROVEMENT PROGRAMME**

Report attached separately.

**12 WEST AREA CORRIDOR FUNDING (CORRIDOR AREA TRANSPORT PLAN)**

*(Pages 47 - 56)*

# Meeting Information

## Open Forum

Members of the public are invited to ask any question, or make a statement on any matter related to their local area covered by the City Council Wards for this Area Committee. The Forum will last up to 30 minutes, but may be extended at the Chair's discretion. The Chair may also time limit speakers to ensure as many are accommodated as practicable.

## Public Speaking on Planning Items

Area Committees consider planning applications and related matters. On very occasions some meetings may have parts, which will be closed to the public, but the reasons for excluding the press and public will be given.

Members of the public who want to speak about an application on the agenda for this meeting may do so, if they have submitted a written representation within the consultation period relating to the application and notified the Committee Manager that they wish to speak by **12.00 noon on the working day before** the meeting.

Public speakers will not be allowed to circulate any additional written information to their speaking notes or any other drawings or other visual material in support of their case that has not been verified by officers and that is not already on public file.

For further information on speaking at committee please contact Democratic Services on 01223 457013 or [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk).

Further information is also available online at

<https://www.cambridge.gov.uk/speaking-at-committee-meetings>

The Chair will adopt the principles of the public speaking scheme regarding planning applications for general planning items and planning enforcement items.

Cambridge City Council would value your assistance in improving the public speaking process of committee

meetings. If you have any feedback please contact Democratic Services on 01223 457013 or [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk).

## **Representations on Planning Applications**

**Public representations** on a planning application should be made in writing (by e-mail or letter, in both cases stating your full postal address), within the deadline set for comments on that application. You are therefore strongly urged to submit your representations within this deadline.

**Submission of late information** after the officer's report has been published is to be avoided. A written representation submitted to the Environment Department by a member of the public after publication of the officer's report will only be considered if it is from someone who has already made written representations in time for inclusion within the officer's report.

Any public representation received by the Department after 12 noon two working days before the relevant Committee meeting (e.g. by 12.00 noon on Monday before a Wednesday meeting; by 12.00 noon on Tuesday before a Thursday meeting) will not be considered.

The same deadline will also apply to the receipt by the Department of additional information submitted by an applicant or an agent in connection with the relevant item on the Committee agenda (including letters, e-mails, reports, drawings and all other visual material), unless specifically requested by planning officers to help decision-making.

## **Filming, recording and photography**

The Council is committed to being open and transparent in the way it conducts its decision-making. Recording is permitted at council meetings, which are open to the public. The Council understands that some members of the public attending its meetings may not wish to be recorded. The Chair of the meeting will facilitate by ensuring that any such request not to be recorded is respected by those doing the recording.

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<http://democracy.cambridge.gov.uk/ecSDDisplay.aspx?NAME=SD1057&ID=1057&RPID=42096147&sch=doc&cat=1>

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A loop system is available on request.  
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- Queries on reports** If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk).
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## **APPENDIX 1 – DEVELOPMENT PLAN POLICY, PLANNING GUIDANCE AND MATERIAL CONSIDERATIONS**

### **1.0 Central Government Advice**

**1.1 National Planning Policy Framework (March 2012)** – sets out the Government’s economic, environmental and social planning policies for England. These policies articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

**1.2 Circular 11/95 – The Use of Conditions in Planning Permissions:** Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

**1.3 Community Infrastructure Levy Regulations 2010** – places a statutory requirement on the local authority that where planning permission is dependent upon a planning obligation the obligation must pass the following tests:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

### **2.0 Cambridgeshire and Peterborough Structure Plan 2003**

Planning Obligation Related Policies

P6/1 Development-related Provision

P9/8 Infrastructure Provision

P9/9 Cambridge Sub-Region Transport Strategy

### **3.0 Cambridge Local Plan 2006**

3/1 Sustainable development

3/3 Setting of the City

3/4 Responding to context

3/6 Ensuring coordinated development

3/7 Creating successful places

3/9 Watercourses and other bodies of water

3/10 Subdivision of existing plots

3/11 The design of external spaces

3/12 The design of new buildings

3/13 Tall buildings and the skyline

3/14 Extending buildings

3/15 Shopfronts and signage

- 4/1 Green Belt
- 4/2 Protection of open space
- 4/3 Safeguarding features of amenity or nature conservation value
- 4/4 Trees
- 4/6 Protection of sites of local nature conservation importance
- 4/8 Local Biodiversity Action Plans
- 4/9 Scheduled Ancient Monuments/Archaeological Areas
- 4/10 Listed Buildings
- 4/11 Conservation Areas
- 4/12 Buildings of Local Interest
- 4/13 Pollution and amenity
- 4/14 Air Quality Management Areas
- 4/15 Lighting

- 5/1 Housing provision
- 5/2 Conversion of large properties
- 5/3 Housing lost to other uses
- 5/4 Loss of housing
- 5/5 Meeting housing needs
- 5/7 Supported housing/Housing in multiple occupation
- 5/8 Travellers
- 5/9 Housing for people with disabilities
- 5/10 Dwelling mix
- 5/11 Protection of community facilities
- 5/12 New community facilities
- 5/15 Addenbrookes

- 6/1 Protection of leisure facilities
- 6/2 New leisure facilities
- 6/3 Tourist accommodation
- 6/4 Visitor attractions
- 6/6 Change of use in the City Centre
- 6/7 Shopping development and change of use in the District and Local Centres
- 6/8 Convenience shopping
- 6/9 Retail warehouses
- 6/10 Food and drink outlets.

- 7/1 Employment provision
- 7/2 Selective management of the Economy
- 7/3 Protection of Industrial and Storage Space
- 7/4 Promotion of cluster development
- 7/5 Faculty development in the Central Area, University of Cambridge
- 7/6 West Cambridge, South of Madingley Road
- 7/7 College and University of Cambridge Staff and Student Housing
- 7/8 Anglia Ruskin University East Road Campus
- 7/9 Student hostels for Anglia Ruskin University
- 7/10 Speculative Student Hostel Accommodation
- 7/11 Language Schools



8/1 Spatial location of development  
8/2 Transport impact  
8/4 Walking and Cycling accessibility  
8/6 Cycle parking  
8/8 Land for Public Transport  
8/9 Commercial vehicles and servicing  
8/10 Off-street car parking  
8/11 New roads  
8/12 Cambridge Airport  
8/13 Cambridge Airport Safety Zone  
8/14 Telecommunications development  
8/15 Mullard Radio Astronomy Observatory, Lords Bridge  
8/16 Renewable energy in major new developments  
8/17 Renewable energy  
8/18 Water, sewerage and drainage infrastructure

9/1 Further policy guidance for the Development of Areas of Major Change  
9/2 Phasing of Areas of Major Change  
9/3 Development in Urban Extensions  
9/5 Southern Fringe  
9/6 Northern Fringe  
9/7 Land between Madingley Road and Huntingdon Road  
9/8 Land between Huntingdon Road and Histon Road  
9/9 Station Area

10/1 Infrastructure improvements

#### Planning Obligation Related Policies

3/7 Creating successful places  
3/8 Open space and recreation provision through new development  
3/12 The Design of New Buildings (*waste and recycling*)  
4/2 Protection of open space  
5/13 Community facilities in Areas of Major Change  
5/14 Provision of community facilities through new development  
6/2 New leisure facilities  
8/3 Mitigating measures (*transport*)  
8/5 Pedestrian and cycle network  
8/7 Public transport accessibility  
9/2 Phasing of Areas of Major Change  
9/3 Development in Urban Extensions  
9/5 Southern Fringe  
9/6 Northern Fringe  
9/8 Land between Huntingdon Road and Histon Road  
9/9 Station Area  
10/1 Infrastructure improvements (*transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects*)

- 4.0 **Supplementary Planning Documents**
- 4.1 **Cambridge City Council (May 2007) – Sustainable Design and Construction:** Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.
- 4.2 **Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012):** The Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. It provides advice on assessing planning applications and developer contributions.
- 4.3 **Cambridge City Council (January 2008) - Affordable Housing:** Gives advice on what is involved in providing affordable housing in Cambridge. Its objectives are to facilitate the delivery of affordable housing to meet housing needs and to assist the creation and maintenance of sustainable, inclusive and mixed communities.
- 4.4 **Cambridge City Council (March 2010) – Planning Obligation Strategy:** provides a framework for securing the provision of new and/or improvements to existing infrastructure generated by the demands of new development. It also seeks to mitigate the adverse impacts of development and addresses the needs identified to accommodate the projected growth of Cambridge. The SPD addresses issues including transport, open space and recreation, education and life-long learning, community facilities, waste and other potential development-specific requirements.
- 4.5 **Cambridge City Council (January 2010) - Public Art:** This SPD aims to guide the City Council in creating and providing public art in Cambridge by setting out clear objectives on public art, a clarification of policies, and the means of implementation. It covers public art delivered through the planning process, principally Section 106 Agreements (S106), the commissioning of public art using the S106 Public Art Initiative, and outlines public art policy guidance.
- 4.6 **Old Press/Mill Lane Supplementary Planning Document (January 2010)** Guidance on the redevelopment of the Old Press/Mill Lane site.

## **Eastern Gate Supplementary Planning Document (October 2011)**

Guidance on the redevelopment of the Eastern Gate site. The purpose of this development framework (SPD) is threefold:

- To articulate a clear vision about the future of the Eastern Gate area;
- To establish a development framework to co-ordinate redevelopment within the area and guide decisions (by the Council and others); and
- To identify a series of key projects, to attract and guide investment (by the Council and others) within the area.

### **5.0 Material Considerations**

#### **Central Government Guidance**

#### **5.1 Letter from Secretary of State for Communities and Local Government (27 May 2010)**

The coalition government is committed to rapidly abolish Regional Strategies and return decision making powers on housing and planning to local councils. Decisions on housing supply (including the provision of travellers sites) will rest with Local Planning Authorities without the framework of regional numbers and plans.

#### **5.2 Written Ministerial Statement: Planning for Growth (23 March 2011)**

Includes the following statement:

When deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development. Where relevant and consistent with their statutory obligations they should therefore:

- (i) consider fully the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after the recent recession;
- (ii) take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing;
- (iii) consider the range of likely economic, environmental and social benefits of proposals; including long term or indirect benefits such as increased consumer choice, more viable communities and more robust local economies (which may, where relevant, include matters such as job creation and business productivity);
- (iv) be sensitive to the fact that local economies are subject to change and so take a positive approach to development where new economic data suggest that prior assessments of needs are no longer up-to-date;

(v) ensure that they do not impose unnecessary burdens on development.

In determining planning applications, local planning authorities are obliged to have regard to all relevant considerations. They should ensure that they give appropriate weight to the need to support economic recovery, that applications that secure sustainable growth are treated favourably (consistent with policy in PPS4), and that they can give clear reasons for their decisions.

### 5.3 City Wide Guidance

**Arboricultural Strategy (2004)** - City-wide arboricultural strategy.

**Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001)** - This document aims to aid strategic and development control planners when considering biodiversity in both policy development and dealing with planning proposals.

**Cambridge Landscape and Character Assessment (2003)** – An analysis of the landscape and character of Cambridge.

**Cambridge City Nature Conservation Strategy (2006)** – Guidance on habitats should be conserved and enhanced, how this should be carried out and how this relates to Biodiversity Action Plans.

**Criteria for the Designation of Wildlife Sites (2005)** – Sets out the criteria for the designation of Wildlife Sites.

**Cambridge City Wildlife Sites Register (2005)** – Details of the City and County Wildlife Sites.

**Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)** - a tool for planning authorities to identify and evaluate the extent and nature of flood risk in their area and its implications for land use planning.

**Strategic Flood Risk Assessment (2005)** – Study assessing the risk of flooding in Cambridge.

**Cambridge and Milton Surface Water Management Plan (2011)** – A SWMP outlines the preferred long term strategy for the management of surface water. Alongside the SFRA they are the starting point for local flood risk management.

**Cambridge City Council (2011) - Open Space and Recreation Strategy:** Gives guidance on the provision of open space and recreation facilities through development. It sets out to ensure that open space in Cambridge meets the needs of all who live, work, study in or visit the city and provides a satisfactory environment for nature and enhances the local townscape, complementing the built environment.

The strategy:

- sets out the protection of existing open spaces;
- promotes the improvement of and creation of new facilities on existing open spaces;
- sets out the standards for open space and sports provision in and through new development;
- supports the implementation of Section 106 monies and future Community Infrastructure Levy monies

As this strategy suggests new standards, the Cambridge Local Plan 2006 standards will stand as the adopted standards for the time-being. However, the strategy's new standards will form part of the evidence base for the review of the Local Plan

**Balanced and Mixed Communities – A Good Practice Guide (2006) –** Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

**Green Infrastructure Strategy for the Cambridgeshire Sub-Region (2006)** - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change and as a material consideration in the determination of planning applications and appeals.

**A Major Sports Facilities Strategy for the Cambridge Sub-Region (2006) -** Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

**Cambridge Sub-Region Culture and Arts Strategy (2006)** - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

**Cambridgeshire Quality Charter for Growth (2008) –** Sets out the core principles of the level of quality to be expected in new developments in the Cambridge Sub-Region

**Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)** - sets out in more detail how existing council policy can be applied to proposals for tall buildings or those of significant massing in the city.

**Cambridge Walking and Cycling Strategy (2002) –** A walking and cycling strategy for Cambridge.

**Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004) –** Guidance on how development can help achieve the implementation of the cycle network.

**Cambridgeshire Design Guide For Streets and Public Realm (2007):** The purpose of the Design Guide is to set out the key principles and aspirations that should underpin the detailed discussions about the design of streets and public spaces that will be taking place on a site-by-site basis.

**Cycle Parking Guide for New Residential Developments (2010) –** Gives guidance on the nature and layout of cycle parking, and other security measures, to be provided as a consequence of new residential development.

**Air Quality in Cambridge – Developers Guide (2008) -** Provides information on the way in which air quality and air pollution issues will be dealt with through the development control system in Cambridge City. It compliments the Sustainable Design and Construction Supplementary Planning Document.

**The Cambridge Shopfront Design Guide (1997) –** Guidance on new shopfronts.

**Roof Extensions Design Guide (2003) –** Guidance on roof extensions.

**Modelling the Costs of Affordable Housing (2006) –** Toolkit to enable negotiations on affordable housing provision through planning proposals.

## 5.6 Area Guidelines

**Cambridge City Council (2003)–Northern Corridor Area Transport Plan:  
Cambridge City Council (2002)–Southern Corridor Area Transport Plan:  
Cambridge City Council (2002)–Eastern Corridor Area Transport Plan:  
Cambridge City Council (2003)–Western Corridor Area Transport Plan:**  
The purpose of the Plan is to identify new transport infrastructure and service provision that is needed to facilitate large-scale development and to identify a fair and robust means of calculating how individual development sites in the area should contribute towards a fulfilment of that transport infrastructure.

**Buildings of Local Interest (2005) –** A schedule of buildings of local interest and associated guidance.

**Brooklands Avenue Conservation Area Appraisal (2002)  
Cambridge Historic Core Conservation Area Appraisal (2006)  
Storeys Way Conservation Area Appraisal (2008)  
Chesterton and Ferry Lane Conservation Area Appraisal (2009)  
Conduit Head Road Conservation Area Appraisal (2009)  
De Freville Conservation Area Appraisal (2009)  
Kite Area Conservation Area Appraisal (1996)  
Newnham Croft Conservation Area Appraisal (1999)  
Southacre Conservation Area Appraisal (2000)  
Trumpington Conservation Area Appraisal (2010)  
Mill Road Area Conservation Area Appraisal (2011)**

### **West Cambridge Conservation Area Appraisal (2011)**

Guidance relating to development and the Conservation Area including a review of the boundaries.

### **Jesus Green Conservation Plan (1998)**

### **Parkers Piece Conservation Plan (2001)**

### **Sheeps Green/Coe Fen Conservation Plan (2001)**

### **Christs Pieces/New Square Conservation Plan (2001)**

Historic open space guidance.

### **Hills Road Suburbs and Approaches Study (March 2012)**

### **Long Road Suburbs and Approaches Study (March 2012)**

### **Barton Road Suburbs and Approaches Study (March 2009)**

### **Huntingdon Road Suburbs and Approaches Study (March 2009)**

### **Madingley Road Suburbs and Approaches Study (March 2009)**

### **Newmarket Road Suburbs and Approaches Study (October 2011)**

Provide assessments of local distinctiveness which can be used as a basis when considering planning proposals

**Station Area Development Framework (2004)** – Sets out a vision and Planning Framework for the development of a high density mixed use area including new transport interchange and includes the **Station Area Conservation Appraisal**.

**Southern Fringe Area Development Framework (2006)** – Guidance which will help to direct the future planning of development in the Southern Fringe.

**West Cambridge Masterplan Design Guidelines and Legal Agreement (1999)** – Sets out how the West Cambridge site should be developed.

**Mitcham's Corner Area Strategic Planning and Development Brief (2003)** – Guidance on the development and improvement of Mitcham's Corner.

**Mill Road Development Brief (Robert Sayle Warehouse and Co-Op site) (2007)** – Development Brief for Proposals Site 7.12 in the Cambridge Local Plan (2006)

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<b>Application Number</b>	14/0414/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	10th April 2014	<b>Officer</b>	Mr Sav Patel
<b>Target Date</b>	5th June 2014		
<b>Ward</b>	Market		
<b>Site</b>	Milton House Christs Pieces Cambridge Cambridgeshire CB1 1LG		
<b>Proposal</b>	Retrospective application for a wooden fence above existing wall.		
<b>Applicant</b>	Mr Patman Milton House Christs Pieces Cambridge CB1 1LG		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> The three sections of fence do not have a significantly adverse impact on the character and appearance of the Conservation Area or setting of the adjacent listed building.</li> <li><input type="checkbox"/> The section of fence on top of the existing trellis on the common northern is considered to be unacceptable as it would appear dominant and create an adverse sense of enclosure on the residential amenity of the adjoining neighbour.</li> </ul>
RECOMMENDATION	PART APPROVE AND PART REFUSE

## 1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 Milton House is a detached two storey dwelling, which faces towards Christ's Piece. The dwelling has a small courtyard garden to the side, which is set behind a 2.5 metre high brick wall. The wall is set slightly higher than the adjoining wall for the

public house, which has a section of iron railing on top. The railing section is approximately 600mm in height above the wall. There is a footpath (Milton Walk) that runs directly in front of the dwelling which provides access to the rear of the properties fronting King Street.

- 1.2 To the rear (north) of the application site is no.90 and no.94 Kings Street. Incidentally, the ground level in the courtyard of no.90 is on a lower level (approx. 700mm lower) than the courtyard for the application site. To the east is Pikes Walk. To the south is a landscaped parcel of land which separates the site from the fence-enclosed tennis courts in Christ's Pieces. To the west is the rear of public house. There is a spiral staircase adjacent to the side boundary of the application site which provides access/egress for a residential unit above the public house. Access to the staircase is via a gated entrance from off the footpath. The staircase is located on top of a single storey flat roof section.
- 1.3 The site is located within a Conservation Area and controlled parking zone. Milton House is also adjacent to a grade II listed building – no.90 and 94 Kings Street. The adjoining public house is also a listed building.

## **2.0 THE PROPOSAL**

- 2.1 The application seeks planning permission for retrospective development consisting of the installation of three sections of timber fence. The most visible section is located on top of the existing wall adjoining the footpath. The timber panel section projects approximately 600mm above the existing 2.5 metre high wall and along the entire 4.5 metres width of the wall.
- 2.2 The second section of fence is located on the wall defining the western boundary of the site. The fence infills the step in a section of the wall. The fence is 1.35 metres wide and 650mm in height. The fence does not materially project above the height of the highest section of the wall (2.85 metres).
- 2.3 The third section of fence is located on top of the existing 1.9 metre high trellis fence which defines the rear boundary with no.90. This section of fence would be approximately 1 metre wide and 900mm in height resulting in part of the boundary being 2.8 metres in height.

### 3.0 SITE HISTORY

Reference	Description	Outcome
	No relevant planning history	

### 4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

### 5.0 POLICY

#### 5.1 Central Government Advice

National Planning Policy Framework 2012  
Planning Practice Guidance 2014  
Circular 11/95 – The Use of Conditions in Planning Permissions  
(Annex A)

#### 5.2 Cambridge Local Plan 2006

3/1 Sustainable development  
3/4 Responding to context  
3/7 Creating successful places  
3/11 The design of external spaces  
4/10 Listed Buildings  
4/11 Conservation Areas

#### 5.3 Supplementary Planning Documents

Cambridge City Council (May 2007) – Sustainable Design and Construction:

### 6.0 CONSULTATIONS

#### Cambridgeshire County Council (Highways)

6.1 No comments to make.

#### Urban Design and Conservation team

6.2 Whilst the additional height provided by the fence is not ideal, in this back lane context, it does not stand out as hugely intrusive.

6.3 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

7.1 Councillor Blencowe has requested this application to be considered at West/Central Area Committee so the merits of the application can be considered by committee.

7.2 The owner/occupier of the following address has made representations:

90 Kings Street

7.3 The representations can be summarised as follows:

- o The fences restrict light into rear windows on ground and first floor
- o The fences restrict views of Christ's Pieces
- o The fence above the existing boundary wall exceeds the normally permitted height – on what grounds is this increase in height necessary?
- o Timber material is out of character with other boundary treatment in this area

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Context of site, design and external spaces
2. Residential amenity
3. Third party representations

### **Context of site, design and external spaces**

8.2 Milton House is the only property within the row that fronts Milton Walk. The rest of the properties within the row appear to front Kings Street with the rear elevations facing Christ's

Pieces. In terms visual amenity, the row of rear elevations of the adjacent properties are not attractive due to the appearance of kitchen extractors, fire escapes, wheelie bins and other back-lane services. The fence above the brickwall is not noticeable from Christ's Pieces due to its location behind the tennis courts. Whilst it would have been more suitable to continue the railings treatment from on top of the adjoining boundary wall across, the timber fence is not intrusive and does not have a significant adverse impact on the character and appearance of the Conservation Area to insist on this.

- 8.3 The section of fence on the western boundary is even less visible from Christ's Piece as it is hidden under the metal staircase which is adjacent to it on the adjoining site. Therefore, I have not concerns with this section of fence and it would not have any adverse impact on the character and appearance of the Conservation Area.
- 8.4 The section of fence on the northern boundary is completely out of sight from the Christ's Pieces as it is hidden by the two other sections of fence. Therefore I have not considered with this section of fence.
- 8.5 Whilst the use of railings would have been more in keeping with the boundary treatment on the adjoining site, the use of timber is considered to be an acceptable compromise, as it has a soft appearance and is not of a scale that makes it appear intrusive. I am therefore satisfied with these sections of fence, in terms of their visual appearance, would not have a detrimental impact on the character of the Conservation Area and setting of the adjoining listed buildings such that it would warrant refusal.
- 8.6 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/14, 4/10 and 4/11.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

- 8.7 The fence sections have been installed by the applicant to allegedly secure the courtyard area, which would otherwise be accessible from the adjoining flat roof section to the rear of the public house. However, whilst the fence sections on the southern and western boundary, do not in our view, have an

adverse impact on the residential amenity of the adjoining neighbour, such that it would warrant refusal, the section of fence, which is directly adjacent to the rear elevation of no.90 is considered unacceptable. This section of fence does not in my view perform any security function. The 900mm high x 1 metre wide fence panel is located on top of the existing 1.9 metre high trellis fence and within 2.4 metres of the rear elevation and ground floor window at no.90 Kings Street. The combination of the overall height of the boundary fence and its proximity to the rear elevation and ground floor window in no.90, in my view, results an unduly dominant feature that creates an adverse sense of enclosure issue, which has an intrusive impact on the residential amenity of the neighbouring occupier. In my opinion therefore, this section of fence does not adequately respect the residential amenity of its neighbours and so is contrary to policy 3/7 of the Local Plan.

- 8.8 On this basis, my recommendation is for this section of the fence (on the northern boundary) to be refused and other two sections to be approved.

### **Third Party Representations**

- 8.9 I have addressed some of the concerns raised in the third party representations in the above section. However, I set out below my response to the remaining concerns.

#### **Restrict Views of Christ's Pieces**

- 8.10 This is not a material planning consideration, as no one has a right to a view.

Is the additional height of the fence above the existing brick wall necessary

- 8.11 All planning applications are considered on their own merits. Therefore, whilst there is no prescribed restriction on the height of a boundary (other than for permitted development compliance), consideration needs to be given to whether the additional height (above 2 metres) is acceptable within its context and what impact it would have on the area and on the residential amenity of adjoining occupiers. Having assessed the additional height increase and use of material, I do not consider the additional height in this back-land context would

have a detrimental impact on the character and appearance of the Conservation Area or on the residential amenity of the adjoining occupier.

## **9.0 CONCLUSION**

- 9.1 The sections of fence on the southern and western boundary of the application are considered to be acceptable as they would not have an adverse impact on the Conservation Area, setting of the listed building and residential amenity of the adjoining occupier. However, I have significant concerns with the section of fence on the northern boundary which faces the rear elevation of no.90 Kings Street. This section of fence due its height (900mm on top of the 1.9 metre trellis fence) and distance from the rear elevation of no.90 (2.4 metres) would create an adverse sense of enclosure on the ground floor window in no.90. The impact would be exacerbated by the variation in ground level between the courtyard in Milton House and no.90 Kings Street. The courtyard of no.90 is 700mm lower than that of Milton House. Therefore the section of fence on the northern boundary would appear even more dominant from the ground floor window at no.90. My recommendation is therefore to part approve and part refuse this application.

## **10.0 RECOMMENDATION**

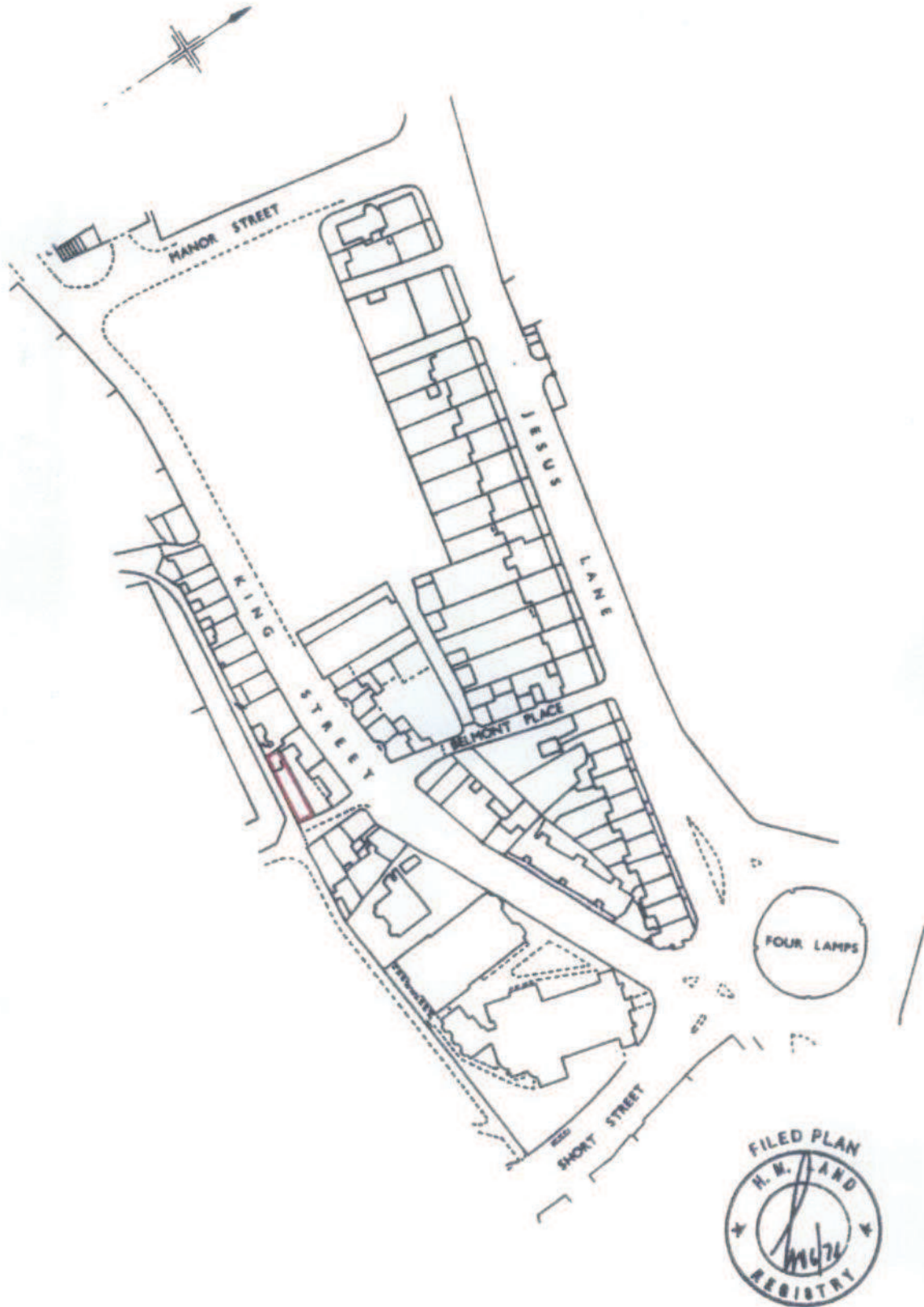
**PART APPROVE and PART REFUSE**, subject to the following conditions and reason:

1. The section of fence erected above the existing trellis fence on the northern boundary of the site, which faces directly towards the rear elevation of no.90 is, by virtue of its height and proximity to the rear elevation and ground floor window, an unduly dominant and visually intrusive feature, which creates an adverse sense of enclosure on the residential amenity of the adjoining occupier. This section of fence therefore conflicts with policies 3/7 and 3/11 of the Local Plan (2006) and government guidance in Section 7 of the National Planning Policy Framework 2012.

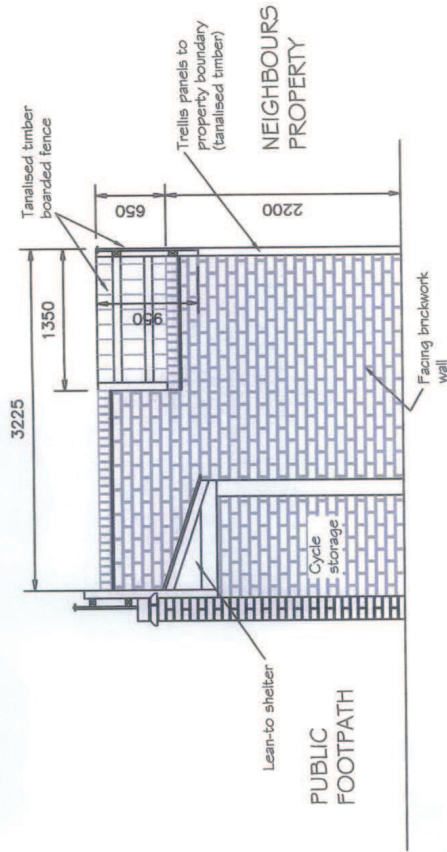
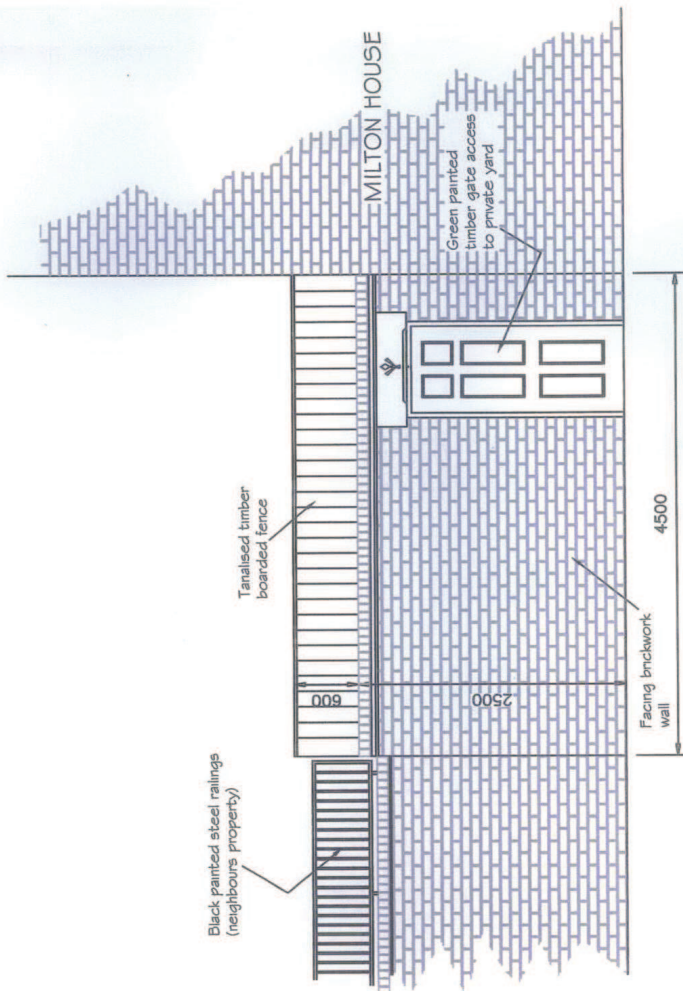
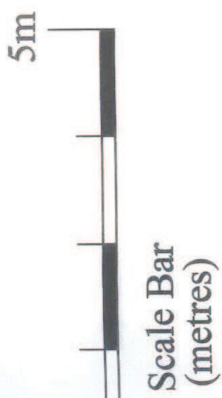
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H.M. LAND REGISTRY		TITLE NUMBER	
		CB15675	
ORDNANCE SURVEY PLAN REFERENCE	TL4558	SECTION R	Scale 1/1250
COUNTY CAMBRIDGESHIRE	DISTRICT CAMBRIDGE		© Crown copyright 1976



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View from within private yard facing neighbouring property (The King Street Run)



View from public footpath



View from within private yard facing public footpath

Rev	Date	By	Description
A	17/06/14	DP	First Issue

STATUS: PLANNING APPLICATION

**dp** ARCHITECTURAL SERVICES  
 Retrospective Planning Application for a wooden fence above existing wall

for Mr John Patman  
 at Milton House, Christ Pieces,  
 Cambridge

Elevations of erected fence

DP Architectural Services 60 St Matthews Gardens, Cambridge, CB1 2PJ Tel: 07612 134321	Drawing no. <b>150-01</b>	Rev. <b>A</b>
Date April 2014	Scale at A3 1:50	

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## WEST CENTRAL AREA COMMITTEE

24 April 2014  
7.05 - 10.00 pm

**Present:** Councillors Kightley (Chair), Tucker (Vice-Chair), Reiner, Bick, Cantrill, Rosenstiel and Smith.

County Councillors Carnes and Nethsinga

City and County Councillor Hipkin

### **Officers Present:**

Head of property Services: Dave Prinsep

City Development Manager: Sarah Dyer

Project Delivery and Environment Manager: Andy Preston

Safer Communities Manager: Lynda Kilkelly

Committee Manager: Toni Birkin

### **Also in attendance:**

Police representatives: Safer Neighbourhoods Inspector Steve Poppitt, Sergeant Misik and Sergeant Street

Alan Hitch (Cambridgeshire County Council) and Balfour Betty representatives: Keeley Russell (Client Liaison), David Marshall (Design)

## **FOR THE INFORMATION OF THE COUNCIL**

### **14/24/WCAC Apologies**

Apologies were received from Councillor Reid.

### **14/25/WCAC Declarations of Interest (Planning)**

No declarations were made

#### **2a Planning Report - 14 Victoria Street 14/0342/FUL**

Councillor Hipkin was not present for the start of this item and therefore took no part in the discussion or the vote.

The Committee received an application for full planning permission.

The application sought approval for a rear two storey extension and part single storey extension to accommodate a platform lift for wheelchair use and small conservatory on the ground floor.

The Committee noted the amendment sheet. All members voting on this application confirmed that they had attended a site visit.

The Committee received representations in objection to the application from Barbara Cleverly and on behalf of Heather Whitaker.

Barbara Cleverly's representation covered the following points:

- i. Planned extension did not meet the planning guidance three challenges.
- ii. Was out of character with the area.
- iii. Would cause a loss of green space.
- iv. Would damage a building of local interest.
- v. Would increase overlooking.
- vi. Large expanse of glass would have an adverse impact on neighbours.

Statement read on behalf of Heather Whitaker covered the following points.

- i. Impact on home as the proposed extension would not allow current use to continue.
- ii. Construction will emit light.
- iii. Glass would dazzle on a sunny day.
- iv. Lifts make noise
- v. Consistency with previous decisions
- vi. The proposed extension to 14 Victoria Street was for one of glass which was not in keeping with other buildings.
- vii. The relationship between buildings. If approved this application creates a very different relationship to the surrounding buildings.

Christopher Knowles (applicant) spoke in support of the application.

The Committee:

**Resolved** (by 4 votes to 3) to grant full planning permission in accordance with Officer recommendation, for the reasons set out in the Officer report and subject to the conditions recommended by the Officer.

**Request to Film meeting**

The Chair gave permission for Richard Taylor to film the meeting. It was confirmed that the filming would cease if members of the public or speakers expressed a desire not to be filmed. Members of the public were given an opportunity to state if they did not want to be filmed.

### **14/26/WCAC      Declarations of Interest ( Main Agenda)**

No declarations were made.

### **14/27/WCAC      Minutes**

The minutes of the 6 March 2014 meeting were approved and signed as a correct record.

### **14/28/WCAC      Matters and Actions arising from the Minutes**

An updated action sheet from the meeting held on 6 March 2014 was circulated. The following updates were noted:

#### 14/14/WCAC

Visibility of turn into Auckland Road. Councillor Cearns has spoken to County Council officers and will report further at the next meeting.

Councillor Reiner has responded to an email regarding dog enforcement action on Midsummer Common. Action completed.

Traffic concerns in Fitzroy Street and Eden Street. Councillor Rosenstiel suggested that the problem was caused by out of date sat nav information. Future improvements to signage should resolve the problem.

Road surface repairs to St Andrews Street. Councillor Cearns stated that the work was scheduled for completion in the near future. Delays had been caused by the location of the problem. It was a busy city centre road and closure would be problematic. Also, it is close to college building and noise would be disruptive in exam season.

#### Carried over from 05/09/13

Management Agreement for University Sports Centre.

Councillor Cantrill stated that he was disappointed that this matter had taken so long to resolve. However, he had been assured by officers that the matter

would be fully resolved shortly. This would be retained as an action until fully resolved and details would be reported to this committee.

### **14/29/WCAC      Open Forum**

#### **Richard Taylor**

**Where and when is the Area Committee Chairs meeting which will be discussing the provision of information against which Police priorities are agreed? These discussions should be held in public and not in private.**

Councillor Kightley agreed with Mr Taylor.

#### **Anthony Bowen**

**Vehicles obstructing pavements continue to be a problem.**

Councillor Cearns suggested that members of the public should contact County Councillors if there are problem areas so that additional enforcement action could be requested.

It was suggested that little action could be taken as pavement parking was not of itself illegal, if there were no yellow lines.

Inspector Poppit confirmed that the Police could take action if vehicles were causing an obstruction. Each case would be assessed on its merits.

#### **Richard Jennings**

**The temporary closure of Adam and Eve Street has been of benefit to the area. Can permanent closure be considered?**

Councillor Cearns confirmed that funding was available for a bollard which should resolve the problem of unauthorised access. A final decision would be taken shortly.

The Project Delivery and Environment Manager confirmed a that Traffic Regulation Order had been approved and consultation undertaken. A decision was expected shortly.

Councillor Rosenstiel reminded the Committee that a limited number of premises in the area needed some vehicle access via Adam and Eve Street.

#### **Member of the Public**

**The Red Cross shop has been considerably inconvenienced by the closure of Adam and Eve Street and would argue against permanent closure.**

**Mr Lawton**

**The Temporary Planning Permission for a Coach Station kiosk on Parkside is due to be renewed again. This has not been the subject of public debate and is not in-line with the previous decision.**

Councillor Smith recalled that the last time this item had been discussed, the Committee agreed it was to be the last extension.

Councillor Rosenstiel suggested that at present there was little alternative to the use of Parkside as the planned provision at the railway station was not yet ready.

Council Bick expressed concerns that the area lacked facilities for travellers and gave a poor first impression to visitors to Cambridge.

Members agreed that the decision needed to come to this Committee and that the County Council should be pressured to take action over the situation.

#### **14/30/WCAC Street Lighting Renewal Programme**

The Committee received a presentation from Balfour Beatty regarding the Cambridgeshire Street Lighting Private Finance Initiative (PFI). The presentation covered the following points:

- A 25 years contract had commenced in July 2011.
- There was a 5 year core investment programme.
- There would be a reduction of energy consumption.
- £70,000 had been set aside for the restoration of the Richardson Candles.
- £130,000 had been agreed jointly by the County and City Council for lighting in streets in the 'Historic Core' of the City.

The presentation team invited questions from both Committee Members and the public.

**Councillor Kightley**

**The quality of the new lighting in Huntingdon Road does not appear to be an improvement.**

Adam Marshall (Balfour Beatty): Lighting in this area is not the white lighting used in residential areas.

**Bev Nicolson**

**If Street lighting is dimmed after 10pm, what impact will this have on the night-time economy and safety of the city centre?**

Adam Marshall (Balfour Beatty): City centre lights will not be dimmed.

**John Lawton**

**Who decided on the parameters of the Historic Core?**

Alan Hitch (Balfour Beatty): The City Council had provided a map and priorities had been agreed in consultation.

The Project Delivery and Environment Manager added that the Historic Core had been defined by previous area appraisals.

**John Pierce**

**Christ Church Street has 3 cast iron columns. Residents had been promised an independent inspection which had never materialised. Leaving them alone would be more economical than replacing.**

Councillor Rosenstiel: The Kite area has many attractive feature that need to be preserved. There appears to be no reason why the limited number (7 in total) of cast iron columns in the area cannot be preserved.

Councillor Cearns: When the PFI was drawn up there was no consultation with Ward Councillors. Columns in Victoria Street had been removed in error when it had been agreed they would be the subject of consultation. No apology had been received.

David Marshall (Balfour Beatty): There was a list of columns that were not part of the main contract. Balfour Beatty would be happy to work with the City and County Council's to preserve columns.

Keeley Russell (Balfour Beatty): Balfour Beatty cannot take responsibility for the safety of non-standard columns. The 25 year programme is a massive project. Victoria Street was not on the list of Historic core Streets and the instruction to retain the columns had not reached the correct department. However, the columns remain in Balfour Beatty possession and could be



reinstated once agreement had been reached over who would take responsibility for them. This could not be a residents group.

**Richard Price**

**What plans were in place for the elegant cast iron columns in the Jesus Green, Lower Portugal Place and the Park Street areas?**

Keeley Russell (Balfour Beatty): Some lighting in the area would be replaced with modern equivalents. No decision had yet been reached regarding Jesus Green. Additions to the Historic Core were under consideration. A separate meeting on this matter may be needed.

**Susan Stobbs**

**Maids Causeway cobbles and railing were listed and protected. Why does this not extent to the lighting?**

**Jim Davies**

**The Kite area should be included as part of the Historic Core as much of value had already been lost. Balfour Beatty appears to be replacing attractive for ugly.**

**Joe Bedford**

**Christ Church Street is in part of a Conservation Area and limits are imposed on residents. Those limitations should also apply to works carried out to the street scape. Areas of London are able to maintain historic features and it should be possible to do the same in Cambridge.**

Councillor Kightley: There appears to be a lot to discuss and it is not possible to do more at this meeting. This matter will be discussed further outside the meeting. A workshop in the Market Ward was suggested.

**Action: Market Councillors / Andy Preston**

**14/31/WCAC Policing & Safer Neighbourhoods**

The Committee received a report from Inspector Poppitt regarding Policing and Safer neighbourhood trends.

The report outlined actions taken since the West Central Area Committee of the 9 January 2014. The current emerging issues/neighbourhood trends for each ward were also highlighted (see report for full details).

Members' Comments:

Councillor Kightley expressed concern that motorists were using the, as yet unadopted, Lawrence Weaver Road as a car park and were parking in the cycle lane. The Police representatives stated that little could be done until the road was adopted and in full use as no offence was being committed.

Councillor Rosenstiel asked why the East Road / Newmarket Road junction had not been included in the 'Safe Passage' action. Sergeant Street stated that the initiative had been concentrated on accident black spots.

Councillor Hipkin was concerned that a large amount of time and resources appeared to be targeted and pursuing beggars when little action appeared to be taken to deter late night, alcohol related, anti-social behaviour.

Councillor Reiner questioned the plans in place to deal with outdoor summer events which had been problematic in the past and was assured that adequate strategies were in place.

Susan Stobbs (Friends of Midsummer Common) stated that a Public Consultation Meeting had taken place regarding Strawberry Fair. Plans to ensure a trouble free event were well in place.

Councillor Bick questioned the apparent rise in burglaries and was assured that, compared to national and other local rates, the figures remained low.

In response to a question from Councillor Rosenstiel, the Safer Communities Section Manager confirmed that the roof area of Radcliffe Court continued to attract free runners. W.H. Smith's had agreed to investigate roof security and would repair the broken fence. Further meetings with the lettings agent for the building were planned.

Councillor Bick suggested that vehicles obstruction of pavements should be added as a priority as it continued to be a problem in the area. Sergeant Street stated that Police time was more likely to be given to moving traffic offences than parking issues. He suggested that a link to the County Council Enforcement team might be a better approach. Members stated that they would like this to be a priority as there was a safety issue and it would raise awareness.

The Committee:

**Resolved** (unanimously) to prioritise the following:

1. Street-based ASB
2. Operation Safe passage
3. Vehicle Obstruction of Pavements

### **14/32/WCAC Area Committee Grants**

The Committee received a report from the Operations & Resources Manager.

The report referred to applications received to date for 2014/15 funding for projects in the West Central Area and made recommendations for awards and providing information on the eligibility and funding criteria.

#### Members Comments:

Councillor Smith suggested that the timings for bringing this report to Committee should be reviewed as it was inappropriate for the Committee to be making grant awards in the run up to an election. Operations & Resources Manager suggested that this was because the groups need to know what funding they have as early as possible and further delay of a couple of months into the financial year may be difficult for some groups..

Councillor Hipkin stated that it was disappointing that so few applications for grants came forward. The Operations and Resources Manager suggested that this was on the increase now that the grants were handled in-house. Promotion of grants was on-going across the city.

#### The Committee:

**Resolved** (unanimously) to agree the following awards:

WC1	Christ's Pieces Residents Association Two talks	<b>£300</b>
WC2	Friends of Midsummer Common Community	<b>£1,133</b>
WC3	Little Monkeys parent and toddler playgroup	<b>£190</b>
WC4	St Augustine's Church	<b>£1,500</b>
WC5	St Giles Church Sixth annual Christmas Tree Festival	<b>£1,145</b>

WC6	The Liveboard Trust River Art Festival	<b>£3,000</b>
WC7	Under Fives Roundabout	<b>£345</b>
WC8	Windsor Road Residents Association Meetings	<b>£200</b>

### **14/33/WCAC Meeting Dates**

#### The Committee:

**Resolved** (unanimously) to approve the following dates for the municipal year 2014/15.

Tuesday 24 June 2014  
Thursday 4 September 2014  
Wednesday 29 October 2014  
Wednesday 7 January 2015  
Thursday 5 March 2015  
Thursday 23 April 2015.

### **Farewell from the Chair**

Councillor Kightley announced that he was standing down and wished to express his appreciation to the public and to fellow committee members for their cooperation over the years.

The meeting ended at 10.00 pm

**CHAIR**

**WEST / CENTRAL AREA COMMITTEE ACTIONS** **Agenda Item 8**  
**Actions from 24/04/14**

ACTION	LEAD OFFICER/ MEMBER	TIMESCALE/ PROGRESS
<b>14/18/WCAC</b>		
To investigate if visibility could be improved turning into Newmarket Road from Auckland Street, which is compounded by the Pedestrian Crossing and vehicles sometimes leaving Napier Street	Cllr Bick	Update 24/04/14 Councillor Cearns pursuing this with County Councillor Officers
To keep in contact with County Council regarding a permanent repair to the road surface in St Andrew's Street.	Cllr Cantrill	Update 24/04/14 Further update for next meeting as work not yet completed
<b>Carried over from 05.09.13</b>		
To investigate why the University Sports Centre had been opened without an approved management plan.	Cllr Cantrill	The matter had been taken up with Officers and a letter sent to the University in relation to the breach of its condition. Officers have met with the University representatives, those representative's will be putting together a proposal for the pay and play access to the gym/fitness areas and for introduction of concessionary rates. The matter will be discussed further over the next moth – <b>ONGOING</b>

**UPDATE for 09/01/14 MEETING**

The University team submitted some additional information in response to the areas of concern highlighted by City Council Officers following on from a meeting that took place on 14 November 2013.

The outstanding areas of concern related to concessionary rates, pay and play access to the gym facilities and the possibility of securing concessionary rates for room hire.

The City Council's Head of Arts and Recreation has assessed the further information submitted and considers that the revised proposals which now allow for pay and play access to the gym facilities are acceptable. However, discussions are on-going in relation to further clarification of the concessionary rates proposals.

To note that it is the intention of the University to implement the revised management

arrangements, including pay and play access to the gym facilities and concessionary rates proposals, should they all be agreed formally by then by the City Council, by the end of January, to coincide with their post-Christmas/January fitness campaign.-

**ONGOING**

**UPDATE FOR 06/03/14 MEETING**

Discussions are still on-going between the Arts and Recreation team and the University project team on the outstanding issues as set out above. - **ONGOING**

**UPDATE FOR 24/04/14 MEETING**

Councillor Cantrill stated that he was disappointed that this matter had taken so long to resolve. However, he had been assured by officers that the matter would be fully resolved shortly. This would be retained as an action until fully resolved and details would be reported to this committee.

**14/ 30/WCAC**

Further discussion regarding Market Ward street lighting improvement programme and preservation of historic/attractive columns

Market Ward Councillor/  
Andy Preston

A Meeting has been arranged for 13 May, Mill Road Depot, 5.30pm, with representatives of BBLP, County and City Council Officers, Ward and County Councillors and the Executive Councillor for Planning and Climate, to discuss the additional improvement budget / programme in more detail. Should you wish to attend please contact Andy Preston.

## **WEST AREA CORRIDOR FUNDING**

### **Note to Members of Cambridge City - East Area Committee**

**From: Dan Clarke, Capital and Funding Manager**

**Date: June 2014**

#### **1.0 INTRODUCTION**

- 1.1 The purpose of this paper is to inform Members of the process for allocating Corridor Area Transport Plan (CATP) S106 funding. It is also to update on progress with funding and schemes. Views are also welcome on additional scheme suggestions for consideration and assessment for eligibility of funding.

#### **2.0 BACKGROUND CONTEXT & POLICY UPDATE**

- 2.1 Transport s106 contributions are collected in Cambridge City and South Cambridgeshire largely through the Corridor Area Transport Plan (CATP) process. Contributions are collected from a number of developments, and pooled towards a range of schemes and principles that are included in the plans

- 2.2 The plans were formally adopted by the City, South Cambridgeshire and the County more than a decade ago and allocation of funds must adhere to the principles or support delivery of schemes identified in the plans. In broad terms, schemes need to demonstrate a link to growth, and mitigating the impacts of that growth and or improving accessibility and travel by sustainable modes. While a substantial number of the schemes set out in the Area Plans have now been delivered, the principles and approach remain relevant.

- 2.3 In addition, the County Council has adopted a new Transport Strategy on the 4<sup>th</sup> of March 2014 for Cambridge and South Cambridgeshire. The aim of the strategy is to ensure that the transport network continues to support economic growth and development. It prioritises sustainable alternatives to the private car with the aim of reducing the impacts of congestion on sustainable modes of transport. This sets out a clear strategy and policy approach, outlining the key measures and interventions needed to support growth and mitigate its' impacts. This also provides an update in terms of key measures and interventions needed as a follow on to the Area Corridor plans. Link below to Strategy

<http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/Agendaltem.aspx?agendaltemID=9402>

- 2.4 Consideration will be given to the adopted Transport Strategy when assessing the suitability of the Area Corridor S106 scheme proposals.

2.6 In addition, it is worth drawing Members attention to the fact that a Community Infrastructure Levy (CIL) charge is to be introduced shortly. This is a levy that local authorities can choose to charge on new developments in their area towards infrastructure needed to support growth. This will also mean restrictions on the pooling of Section 106 contributions (allowing a maximum of five contributions to be pooled). Both the City Council and South Cambridgeshire District Council propose to introduce CIL from April next year. Both authorities propose to fund transport infrastructure (unless on major strategic sites) through CIL. This means that from April 2015, we will only be able to collect S106 towards site specific infrastructure and infrastructure needed to mitigate the impacts of growth. Therefore the need for prioritising S106 funding will cease and a process for prioritising CIL funding will need to be agreed.

2.7 In addition, a City Deal for the Greater Cambridge area has been successfully agreed with Government, which commits £100m to the area to support delivery of schemes from 2015 to 2020 with potential to secure up to £400m beyond that period if key milestones are met. The funding is for delivering transformative improvements to the transport network in support of growth and economic prosperity. A programme of priorities and timetable will need to be agreed by the City Deal Board in due course based on the Transport Strategy. Consideration will need to be had regarding the City Deal programme when recommending schemes for Area Corridor funding to ensure a coordinated approach is taken.

### **3.0 Process**

3.1 A process is in place between Cambridge, South Cambridgeshire and Cambridgeshire, for making recommendations for allocating the pot of S106 funding which currently includes some £156,874 for the Western Corridor, £239,199 for the Eastern Corridor, £2.6m for the Southern Corridor. There is currently £300K of contributions within signed S106 agreements but yet collected (This includes the payment from the NW University site) for the Western Corridor.

3.2 Officers review Area Corridor Plans/ Transport Strategy and make recommendations for schemes and proposals for progressing. Views are then sought from the Area Committees on proposed schemes as well as suggestions for schemes which fit with the objectives of the CATP. Schemes are initially sifted to ensure that they fit with the aims of the Area Corridor plans, being linked to development in the area, mitigating the impacts of additional trips generated from those developments, as well as helping to deliver the aims of the Cambridge and South Cambridgeshire Transport Strategy. Schemes should also improve accessibility and support travel by more sustainable modes such as public transport, cycling and walking.



3.3 Suggestions are then assessed using a Project Assessment Form where eligible schemes are scored against criteria which include deliverability, safety, environment, economy, accessibility and integration with other transport infrastructure. This then gives a value for money score. Schemes with a score of 3 or more are considered to be acceptable in outline value for money terms. The higher the score is the better the value for money. The schemes and their assessment results are then taken back to the Area Committees to seek views on priorities/ additional schemes for consideration. Feedback from the Area Committees is taken into account when making recommendations to the County Council Committee

#### 4.0 PROGRESS UPDATE

4.1 The tables below up-date on priority schemes in the Area Corridors covered by the West and Central Area Committee.

4.2 The table below sets out status and next steps with agreed priority projects in the Western Corridor.

WCAPT Schemes	Original S106 funding allocation	Current Status	Next Steps	Date
Ring Road Signage	£13,000	Survey of the existing signs to be undertaken through Skanska.	Signs and posts to be removed or replaced will be identified and the subsequent work will be undertaken by Skanska.	Nov 2014

The table below sets out status and next steps with projects in the Southern Corridor.

Scheme	Funding allocated	Current status	Next steps	
			Activity	Date
Lighting the guided busway cycle way (southern Section)	£100,000	Detailed design and costing coming to completion. Additional £300K of funding is required.	Moving to planning submission – Committee in July Installation late summer.	July 2014 Sept 2014
Feasibility study into installation of bridge linking Leisure park & CB1 Station area	£12,500	Initial stages of work have flagged a land rights issue. Following a small change in layout between outline and detailed planning permission. The landing site for the bridge in the CB1 area to be	Once issues resolved a brief will need to be written.	Oct 2014.

		determined in view of change. This will need to be resolved in the context of the approved layout before any further work is carried out.		
Remodelling Long Road Cycleways	£180,000	Works complete, project out turn was £170,000.	Maintenance walkover and handover, final account to be agreed.	Sept 2014
Improvements to Brooklands Avenue Bus Stops & Shared use paths	£50,000	City Council working on designs.	Follow up discussions with local members on final scheme. Consultation.	July 2014
Improvements to Cherry Hinton High St traffic calming	£250,000	Initial consultation complete	Appoint consultants to draw up options for consultation.	Sept 2014
Ring Road and Radial Route Signing review	£50,000	Survey of the existing signs to be undertaken through Skanska.	Signs and poststo be removed or replaced will be identified and the subsequent work will be undertaken by Skanska.	Nov 14
Hills Road Bridge Steps	£500,000	Preliminary design complete and reviewed.	Continuing discussions with landowners.	July 2014

The table below sets out status and next steps with agreed priority projects in the Eastern Corridor.

<b>Scheme</b>	<b>Est cost</b>	<b>Current status</b>	<b>Next steps</b>	<b>Date</b>
Real Time Passenger Information along Coldhams Lane	£155,000	Complete	Complete	
Newmarket Road bus priority- part 1	£100,000	Prelim designs completed, review process has highlighted need for wider network impacts to be assessed.	Further traffic modelling being undertaken.	Aug 14
Orchard Park to City Centre (Crossing provision, Ditton Lane/Newmarket Rd)	£60,000	Detailed Modelling on hold as work is on-going looking at the N/mkt Rd – Barnwell Rd roundabout.	Detailed design work, once a scheme has been established for the roundabout and implications are understood for this crossing.	Nov- 14
The Tins Phase 2	£275,000	Detailed negotiations with landowners on purchase of land	Design from developer and planning agreement from City. Land transfer – legal agreement.	Sept- 14
Radial Route	£50,000	Survey of the existing signs to be undertaken	Signs and posts to be removed or replaced	Nov 2014

Signing		through Skanska.	will be identified and the subsequent work will be undertaken by Skanska.	
Feasibility study into installation of bridge linking Leisure park & CB1 Station area	£12,500	Initial stages of work have flagged a land rights issue. Following a small change in layout between outline and detailed planning permission. The landing site for the bridge in the CB1 area to be determined in view of change. This will need to be resolved in the context of the approved layout before any further work is carried out.	Once issues resolved a brief will need to be written.	Oct 2014
Removal of unnecessary street signage	£50,000	Survey of the existing signs to be undertaken through Skanska.	Signs and posts to be removed or replaced will be identified and the subsequent work will be undertaken by Skanska.	Nov 2014
Refreshing cycle path and cycle lane Perne Rd/Cherry Hinton Rd r/about, traffic flow and safety issues	£105,000	Awaiting the completion and assessment of the Radegund Rd/Perne Rd scheme. This will inform the design of this scheme.	Detailed design following finding of Radegund Rd trial and consultation process to begin.	Oct - 14
Contraflow cycling signage. First Phase - 15 sites across the city, with a number in East Area.	£50,000	Stage 2 safety audit complete. Consultation process complete.	Traffic Survey on Panton Street needed. Finalise discussions regarding which sites need Traffic Regulation Orders.	Jan- 14
Tenison Rd traffic calming scheme	£245,370 ( Match funded with an additional £250,000)	Steering group did not support revised design. Further design work is being undertaken. County traffic signals team are working on revised designs for the signalled junctions on Tenison Road.	A Public Exhibition/Consultation will be held in early summer	June 2014
Eastern Gateway Feasibility Study	£50,000	Traffic data collection commissioned including ped and cycle movements	Initial traffic modelling. Topographic survey, engineering requirement assessment and estimated costs.	Dec 14

## 5.0 Assessed Member Project Proposals

**5.1** The schemes below were suggested at the West and Central Area Committee on the 14th November 2013. They have been assessed for eligibility given a Value for Money Score (3 or above being considered acceptable).

**5.2 Schemes to be considered for recommendation to the County Councils Economy and Environment committee;**

**5.3 Huntingdon Rd Cycling improvements (Option 1 £500,000 and Option 2 £2,000,000) Value for Money 4.2**

The purpose of this scheme is to extend the current proposed Huntingdon Rd cycle scheme. The County Council are currently consulting on a Cycling Scheme for Huntingdon Rd, it is proposed to move towards segregated cycle provision of the highest quality to give safe, direct, high capacity route that will attract non cyclists, and thus raise mode share for cycling towards 40% over a 10 year period. Huntingdon Road is a key route into the city for cyclists. There is currently a 1.4 metre wide mandatory on road cycle lanes in place.

It is proposed to remove some of the grass verge so as to be able to construct a 2.1 metre wide, uni directional cycle lane that is segregated from motor traffic and that segregates cyclists from pedestrians.

The scheme that is being consulted on currently runs from Girton Corner to Oxford Rd. This proposal looks at two options – Option 1 to continue the cycleway from Oxford Rd into Castle Hill (£500,000) or option 2 which would include option 1 and the continuation of the cycleway outbound to Girton (£2,000,000)

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by improving accessibility to key destinations, contributing towards the development of a high quality cycling and pedestrian network.

**5.4 Renewal of Cyclepaths on Midsummer Common (£400,000) Value for Money 2.75**

The aim of this project is to widen and improve the paths across Midsummer Common to make them better for both cyclists and pedestrians. Currently the paths are narrow and in poor condition. This causes conflict between pedestrians and cyclists. This project allocation would supplement the allocation of funding for maintenance of the paths on Midsummer Common allocated through the Transport Delivery Plan (£306,452). It would look to widen the existing paths creating better separation between pedestrian and cyclists encouraging

more cycling within the city. These paths link a number of new developments with the centre of town.

Consultation would be needed to ensure a wide range of views are sought on the scheme including the friends of midsummer common. There is the potential that this scheme would not be supported through the consultation process.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards development of a high quality cycling and pedestrian network, encouraging cycling into the city centre and militating against the impacts of developments particularly on the Northern Fringe for who this is a key route.

#### **6.0 Schemes to be considered once the Access and Capacity Study is complete.**

The County Council Access and Capacity study be looking at the issues outlined below and considering their impact on the wider network. Further funding may be required for more detailed studies or to implement recommendations. The Area Committee are asked to consider whether funding should be set aside to support any further work that may be required

#### **6.1 Ring Road Junctions Study (£100,000) Value for Money 7.5**

The purpose of this funding would be to look at more detail at any recommendations for junctions which come from the Access and Capacity study and look at detailed scheme design. The Junctions on the ring road have been identified as potential barriers to cycling and working as in many cases they present a risk to users due to poor design.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards the development of safety improvements at some of the key junctions within the city and by encouraging a move to more sustainable forms of transport..

#### **6.2 Trumpington – City Centre Corridor additional schemes**

The findings of the access and capacity study and the City Deal proposals for this corridor will inform any further work that is required. The committee is asked to consider whether funding should be set aside for further work on each of the individual areas outlined below.

### **6.3 Pembroke to Lensfield incl Double Roundabouts (£150,000) Value for Money 4 (Match funded with Safety Scheme funding)**

This roundabout presents significant challenges to pedestrians and cyclists as well as being a pinch point for traffic. It is a current cluster site number CN6 and is number 27 on the cluster site list. It has been investigated by the safety team and there are initial recommendations which are in the process of a feasibility study. If the recommendations are feasible then this scheme could be delivered in 2015/16.

This delivers the aim in the Cambridge and South Cambridgeshire Transport Strategy to make safety improvements at the Trumpington Street/Fen Causeway / Lensfield Road / Trumpington Road junction

### **6.4 Package of measures to make Cycling Safer on Trumpington Street (£75,000) Value for Money 6.5**

There are issues with cycling and pedestrian safety along Trumpington Street particularly at the Junctions. This work will improve cycling and pedestrian facilities, it ties in with work completed on Trumpington Rd and proposed work to the Pembroke double roundabout project and will encourage cycling by making this stretch of Trumpington Street safer for cyclists and also improve pedestrian facilities. This will encourage modal shift, mitigating the impacts of new development as it sits on a strategic corridor from the southern fringe sites to the city centre.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards development of a high quality cycling and pedestrian network.

### **7.0 Madingley Rd to City Centre Corridor**

The findings of the access and capacity study and the City Deal proposals for this corridor will inform any further work that is required. The committee is asked to consider whether funding should be set aside for further work on each of the individual areas outlined below.

#### **7.1 Junction Improvements City end of Madingley Road (£100,000) Value for Money 4.6**

Issues have been identified with the ability of Pedestrians and cyclists to be able to navigate the Junctions at the bottom of Madingley Rd. This scheme would support the existing cycle way along Madingley Road and make Madingley Rd, St Margret Road and Madingley Rd and Northampton Street Junctions safer for pedestrians and cyclists. This would improve accessibility for both cyclists and pedestrians.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards development of a high quality cycling and pedestrian network. As well as being considered as part of the Access and Capacity study these junctions may form part of the scope for the City Deal work proposed for this corridor.

- 7.2 Queens Rd (tbc)** – This scheme would look to improve the path on the West side of Queens Rd from west Rd to Madingley Rd as well as looking at the possibility of creating a wider path between West Rd and Sidgwick Avenue. This path currently is uneven and narrow and is unsuitable for cyclists; it also has significant pinch points. The aim would be to create a high quality cycleway to encourage cycling use.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards development of a high quality cycling and pedestrian network, encouraging cycling along a key route.

## **8.0 Ineligible schemes**

- 8.1 Magdelene Bridge area, improve cycle safety** – There is no space in this area to put cycling/pedestrian improvements in place. It needs a more radical approach with traffic either being restricted to one way or restricted from entering the area. Interventions such as this will be considered as part of the on-going work to support the Cambridge and South Cambridgeshire Transport Plan.
- 8.2 Madingley Road Phase 2 Cycle Path Conduit Head to Madingley Park and Ride** – This project will be considered as part of the City Deal.
- 8.3 St Andrews Street and Sidney Street** – Having discussed with the Cycling Team what is required here is minor interventions such as signing and possible public realm works which don't fall within the remit of the Area Corridor Funding.

## **9.0 Schemes on hold**

These schemes are on-hold awaiting further work and will come back to the Area Committee for consideration once work is complete.

- 9.1 Junction Improvements Grantchester St/Barton Rd** – A feasibility study is being funded through a Highways Improvement process. Once this study is complete a scheme can be developed and costed for this junction.
- 9.2 Lighting Barton Rd to Trumpington Rd (tbc)** – The aim of the scheme would look to light the road along the edge of Lammas Land

and the path which links Sheep's Green with Strategic Cycle route 11 through to Trumpington Rd. This would encourage more cycling by making this route safer. It would also encourage pedestrians. Further work is required to understand the on-going revenue implications for this scheme and discussion have started with colleagues in the County Council.

## 10.0 Next Steps in the Approval/Implementation Process

- 10.1 The Committee are asked to consider the proposals and recommend which schemes funding should be allocated to. Members will need to bear in mind the levels of funding when making recommendations, as there is insufficient funding to deliver all the schemes. Therefore priorities will need to be established; with reserves agreed should any additional funding be forthcoming.

Table: Summary of recommendations

<b>Funding Available: £156,874</b>	
<b>Schemes to be considered for recommendation to the County Councils Economy and Environment committee</b>	
Huntingdon Rd Cycling improvements	Option 1 £500K Option 2 £2m
Renewal of Cyclepaths on Midsummer Common	£400K
<b>Schemes to be considered once the Access and Capacity Study is complete.</b>	
Ring Road Junctions Study	£100K
Pembroke to Lensfield incl Double Roundabouts	£150K
Package of measures to make Cycling Safer on Trumpington Street	£75K
Junction Improvements City end of Madingley Road	£100K
Queens Rd Cycling Improvements	tbc

- 10.2 Views from the Area Committee will be fed back and considered when making recommendations on proposals for funding allocations to a future County Committee meeting. Following approval to allocate s106 funding to any scheme, the usual separate approval scheme process will follow, with design and consultation on proposed options prior to implementation.
- 10.3 The Area Committees is asked to note the programme for progressing schemes in the area and welcome your views on other suggestions /schemes for consideration and assessment of fit with Area Corridor funding.