

DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE

13 February 2018
4.30 - 6.00 pm

Present: Councillors Sargeant (Chair), Gawthrope (Vice-Chair), Avery, Baigent, Bick and Smart

Executive Councillor: Blencowe (Executive Councillor for Planning Policy and Transport)

Officers:

New Neighbourhoods Development Manager: Sharon Brown

Senior Planning Policy Officer: Bruce Waller

Committee Manager: James Goddard

County Officer:

Transport Assessment Manager: David Allatt

FOR THE INFORMATION OF THE COUNCIL

18/1/DPSSC Apologies

No apologies were received.

18/2/DPSSC Declarations of Interest

Name	Item	Interest
Councillor Ashton	18/6/DPSSC	Chair of Cherry Hinton Residents Association

18/3/DPSSC Minutes

The minutes of the meeting held on 5 December 2017 were approved as a correct record and signed by the Chair.

18/4/DPSSC Public Questions

There were no public questions.

18/5/DPSSC Grafton Area of Major Change – Masterplan and Framework Supplementary Planning Document

Matter for Decision

The draft Cambridge Local Plan 2014: Proposed Submission (as amended) designates the area around Fitzroy Street, Burleigh Street and the Grafton Centre as the primary location for providing additional comparison retail in the City Centre along with other mixed uses including leisure uses under Policy 11: Fitzroy/Burleigh Street/Grafton Area of Major Change.

The Council, as the Local Planning Authority, has been working in partnership with local stakeholders to prepare a Supplementary Planning Document (SPD) for change for the Fitzroy/Burleigh Street/Grafton Area of Major Change (AoMC).

The SPD will help guide the development of the area, promoting a number of key strategies for change. These aim to take advantage of the opportunities to provide an improved street environment including public realm enhancements as well as a positive and attractive destination to support the vitality and viability of the centre for retail and associated uses. The SPD envisages a phased approach to ensure the area continues to perform as a mainstream City Centre leisure and retail location while ensuring phased improvement will deliver the area's longer-term strategy.

The emerging Local Plan is still at the examination stage, which means that the Council is unable to adopt the Grafton AoMC - Masterplan and Guidance SPD until the Local Plan has been found sound and adopted. In the interim period, prior to adoption, the SPD provides context and guidance as a material consideration in the planning process.

In accordance with the process of preparing an SPD, consultation on the draft SPD was carried out over a six week statutory minimum period between 25 September and 6 November 2017.

A significant number of changes are proposed as a result of the consultation, although many of these are factual corrections and amendments to figures/diagrams. These are all set out in Appendix C of the Officer's report.

Decision of Executive Councillor for Planning Policy and Transport

- i. Agreed the responses to the representations received to the Grafton Area of Major Change - Masterplan and Guidance SPD (Appendix B of the Officer's report) and the consequential amendments to the Grafton

Area of Major Change - Masterplan and Guidance document (Appendix C);

- ii. Approved the Grafton Area of Major Change - Masterplan and Guidance document (Appendix C) in anticipation of the adoption of the Local Plan, and agreed that it should be carried forward for adoption as a Supplementary Planning Document at the same time as the Local Plan.

Subject to text amendments discussed at Committee, to be agreed by Chair, Executive Councillor and Spokesperson.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Senior Planning Policy Officer.

The Committee reviewed the SPD section by section.

The Committee made the following comments in response to the report:

- i. Queried the statistical weight to give the consultation responses as just 300 were received from city residents.
- ii. Suggested the level of consultation responses indicated overall satisfaction with the process.
- iii. Residents felt strongly about the mixed use of Burleigh Street and Fitzroy Street. The consultation gave a clear steer there should be no vehicular access, but differing views were given over the mixed use of cyclists and pedestrians. The SPD gave an opportunity to resolve this.
- iv. The Burleigh Street and Fitzroy Street cycle route could be used by all types and sizes of bikes (eg pedal and electric) which could travel 15-30MPH. This needed to be factored into area plans to mitigate potential conflicts between cyclists and pedestrians. It would be helpful to have guidance in place before planning applications came forward in the area so people who would use buildings were aware of a potential cycle route on their doorstep.
- v. Articulated lorries should not make deliveries through residential streets or the pedestrian area. Councillors noted that shop access (eg lack of rear access) made delivery arrangements difficult.

- vi. Suggested taking the opportunity to pedestrianise the top end of Burleigh Street to minimise vehicular conflict with pedestrians.
- vii. An evening rather than night time economy was more appropriate for the area.

The New Neighbourhoods Development Manager, Transport Assessment Manager and Senior Planning Policy Officer said the following in response to Members' questions:

Section 2

- i. Officers had followed the standard SPD consultation process. A number of workshops had been held, leaflets dropped and residents associations notified. There was no set target for the number of responses required, the Council received over 300.
- ii. Officers confirmed that the Kite Residents Association had been consulted.
- iii. The level of responses were not a cause for concern. They covered a broad range of topics.

Section 4

- iv. Officers recognised the current situation in Burleigh Street and Fitzroy Street was not ideal. A cycling restriction was in place, but it was hard to enforce. There was scope in the SPD to improve the design of this transport corridor for cyclists and pedestrians. Officers did not want to curtail options by putting an explicit design in the SPD. Ideas would be sought through the consultation and reviewing designs in other cities.
- v. Initial areas of work such as reviewing cycle parking facilities and decluttering the street scene would need to be completed before any planning applications could come forward to redevelop the Burleigh Street and Fitzroy Street area. The City Council and County Council were working on an Open Spaces SPD which would have some overlap with this work.
- vi. (Paragraph 4.2.15) The bus stop on East Road was not in a good location, but the service was good. The SPD provided options to improve the site and provide appropriate cycle parking facilities. The Transport Assessment Manager had been in contact with the bus operator and there was an opportunity to improve bus stopping arrangements, accepting that the solution would need to consider associated improvements to walking/cycling/crossing.

Proposed amendments to the SPD tabled during DPSSC and agreed at DPSSC.

Item 5. SPD Section	Amendment
Amend 2.2.6	Include reference to other city bus routes (i.e. Citi 3 which is mentioned in 4.2.11)
Amend paragraph 4.2.18	“... There is a desire to minimise <u>eliminate</u> on-street servicing but, where retail and leisure units <u>currently</u> require servicing from key primary streets, ...“
Add new paragraph after 4.2.10	Add new paragraph after 4.2.10 to read: “The potential to pedestrianise the top end of Burleigh Street between the Adam and Eve Street junction and East Road should be considered.”
Amend paragraph 4.3.7	Amend paragraph 4.3.7 to read: “Ground floors across the site area should be in use as retail, leisure or food and drink activities. Evening and night time economy uses will have an important role to play. The only exception to this are areas adjacent to existing domestic scale development to the north of Fitzroy Street. ”

Tabled amendments to the SPD prior to DPSSC and agreed at DPSSC.

Item 5. SPD Section	Amendment
Amend Figure 6	Remove shading between 54/24 Burleigh St and East Road, motor vehicle access is permitted along here.
Amend paragraph 2.2.6	Remove reference to Excellent
Amend Figure 9	Change grey shading for car parking to a different colour
Amend paragraph 2.2.16	Remove reference to Maids Causeway
Amend paragraph	Change reference to commercial to reflect the area's mixed residential area/use

2.4.10	
Amend paragraph 2.4.17	Make reference to negative buildings
Amend Figure 32	Replace dark blue line with dashed line through the Grafton Centre
Amend Figure 37	Replace dark blue line with dashed line through the Grafton Centre
Amend 4.4.21	Replace Gade with Grade

Councillor Bick proposed additional text to the wording of paragraph 4.5.3 on P72 of the Grafton SPD:

“A separate design strategy will be prepared and consulted upon covering the shared use of pedestrians and cyclists.”

This amendment was unanimously agreed. Final wording would be agreed post meeting by Chair, Executive Councillor and Spokesperson.

The Committee unanimously resolved to endorse the recommendations as amended, plus agreed SPD text changes.

The Executive Councillor approved the recommendations as amended, plus agreed SPD text changes.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

18/6/DPSSC Land North of Cherry Hinton Supplementary Planning Document

Public Question

A Ward Councillor asked a question as set out below.

Councillor Ashton raised the following points:

- i. It was pleasing to see the County Council were aware of transport issues in Cherry Hinton and the spine road connecting Coldham’s Lane with Cherry Hinton Road.
- ii. This was an opportunity to relieve traffic issues in the area.

- iii. Residents still had concerns on the specific route.
- iv. Queried how provision would be made for cycling.
- v. Queried who would have the final say on the design.
- vi. Residents wanted public transport provision and asked councillors to petition for this as services were declining.
- vii. Asked for the busgate to be removed as it separated the estate into two halves. Residents wanted a through route.

The Transport Assessment Manager responded:

- i. The County Council had reviewed evidence relating to the advantages/disadvantages of busgate routes (prepared by transport consultants). The through route was suggested as the preferred option to address issues raised by residents.
- ii. Bus services were a commercial service but the SPD gave an opportunity to pump prime bus services for the area to make them commercially viable in future.
- iii. The design process for the transport route and consultation would be covered by the outline planning process.

Matter for Decision

The draft Cambridge Local Plan 2014: Proposed Submission (as amended) allocates Land North of Cherry Hinton for residential-led development under Policy 12: Cambridge East. The site extends into South Cambridgeshire and the draft South Cambridgeshire Local Plan, similarly allocates their part of the site for residential-led development under Policy SS/3: Cambridge East.

The Councils, as the Local Planning Authorities, have been working in partnership with local stakeholders to prepare an SPD that looks at how this residential-led allocation can be delivered successfully. The SPD will help guide the development of the area and will provide greater certainty and detail to support delivery of the site. It outlines the aspirations for the area, as well as the key issues, constraints and opportunities that will influence how new development will take place.

The emerging Local Plans for both Councils have now reached the stage of consulting on the Main Modifications identified by the Inspectors that they consider may be necessary in order for the Local Plans to be found 'sound'. This means the Councils are unable to adopt the Land North of Cherry Hinton SPD until the Local Plans have been found sound and adopted. In the interim period, prior to adoption of the SPD, the Land North of Cherry Hinton SPD

provides context and guidance as material consideration in the planning process.

In accordance with the process of preparing an SPD, consultation on the draft SPD was carried out between 7 August and 2 October 2017.

No significant changes are proposed as a result of the consultation. However some minor amendments to the SPD are proposed and are set out in Appendix C of the Officer's report.

Decision of Executive Councillor for Planning Policy and Transport

- i. Agreed the responses to the representations received to the Land North of Cherry Hinton SPD (Appendix B of the Officer's report) and the consequential amendments to the Land North of Cherry Hinton document (Appendix C);
- ii. Approved the Land North of Cherry Hinton document (Appendix C) in anticipation of the adoption of the Local Plan, and agreed that it should be carried forward for adoption as a Supplementary Planning Document at the same time as the Local Plan.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Senior Planning Policy Officer.

The Committee made the following comments in response to the report:

- i. Traffic calming was required in Nuttings Road and Barnwell Road to facilitate bikes crossing these roads and others in the area.
- ii. Cycling was not easy down Coldhams Lane.
- iii. Figure 43: "Coldhams Lane" should be "Coldhams Common".
- iv. Asked for roads with 40MPH speed limits to be reduced to 30MPH when close to cycle routes.

The Transport Assessment Manager said the following in response to Members' questions:

- i. Routes set out in the document had the potential to improve existing arrangements for pedestrians and cyclists.

- ii. The process to change road speed limits was separate to the SPD process. The Transport Assessment Manager would share the comment with Highways colleagues.
- iii. P60 set out alternative cycling and pedestrian routes to address concerns about going under the railway bridge.

Proposed amendments to the SPD tabled during DPSSC and agreed at DPSSC.

Item 6. SPD Section	Amendment
Amend Figure 19	Amend Figure to illustrate growth in the 1800s (as well as the current urban form).
Amend paragraph 3.6	Amend paragraph to read: Further, the site is in easy reach of the new Cambridge North rail station, <u>is</u> approximately 4.55.6 km to the north west.
Amend paragraph 3.16	"... Brookfields Health Centre, <u>East Barnwell Health Centre</u> and"
Delete paragraph 5.24	Remove paragraph 5.24 (reference to a bus gate)
Amend Figure 43	Amend potential route along Coldham's Common to follow the railway line and not cut across playing pitches.
Amend paragraph 5.19	"The Weston Homes development will become the immediate <u>western</u> eastern boundary to the site in this location."
Amend paragraph 5.95	The preferred locations for the primary and secondary schools are shown indicatively on Figure 5231 .
Amend Figure 52	Add missing primary & secondary street options and cycle / pedestrian links

Councillor Sargeant proposed removing the busgate reference and whole of paragraph 5.2.4.

The Committee approved this amendment by 4 votes to 0.

The Committee unanimously resolved to endorse the recommendations, plus agreed SPD text changes.

The Executive Councillor approved the recommendations, plus agreed SPD text changes.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

The meeting ended at 6.00 pm

CHAIR