

**JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES**

20 June 2018

10.30 am - 12.35 pm

**Present:** Councillors Blencowe (Chair), Bird, Price, Smart, Tunnacliffe, Harford, Richards, Chamberlain, Hunt, de Lacey (Vice-Chair), Sollom and Williams

**Officers Present:**

Delivery Manager (Strategic Sites), Cambridge City and South Cambridgeshire District Councils: Sharon Brown  
Principal Planning Officer (SCDC): Edward Durrant  
Legal Advisor: Keith Barber  
Committee Manager: Toni Birkin

**Other Officers Present:**

Lead Engineer Development Control: Ian Dyer  
Development Control Engineer: Jon Finney

**FOR THE INFORMATION OF THE COUNCIL**

**18/13/JDCC Election of Chair and Vice Chair**

The Delivery Manager (Strategic Sites) assumed the Chair and invited nominations for the Chair.

Councillor Blencowe was proposed by Councillor Price, and seconded by Councillor Bird.

On a show of hands, Councillor Blencowe was elected unanimously. He assumed the Chair.

The Chair invited nominations for the Vice Chair.

Councillor de Lacey was proposed by Councillor Williams and seconded by Councillor Bird.

On a show of hands, Councillor de Lacey was elected unanimously.

**18/14/JDCC Apologies**

Apologies were received from Councillors Bygott (SCDC), Bradnam (County Council) and Hudson (County Council). Councillors Topping (SCDC), Nethsingha (County Council) and Wotherspoon (County Council) were present as alternates.

Councillor Price left after the consideration of item 18/17/JDCC and Councillor Thornburrow was present as the alternate for the remaining agenda items.

**18/15/JDCC Declarations of Interest**

Name	Item	Interest
Cllr Price	18/18/JDCC & 18/19/JDCC	Prejudicial Interest as a Director of Cambridge Investment Partnership (appointed by Cambridge City Council). Cllr Price left the meeting before these items were discussed

**18/16/JDCC Minutes**

The minutes of the meeting held on 14 March 2018 were approved as a correct record and signed by the Chair.

**18/17/JDCC Meeting Dates 2018/19**

Councillor Smart raised concerns about the number of meetings being agreed. He suggested that a more flexible arrangement would be more convenient for members. He also suggested that meetings should not be scheduled during school half term holidays.

The Delivery Manager (Strategic Sites) explained the need for the regular pattern of meeting to meet statutory deadlines and to fit in with other planning meetings. As this was a cross authority meeting, agreeing dates well in advance was seen as a sensible approach.

The committee **resolved (unanimously)** to approve the proposed meeting dates.

### **Member Training**

Councillor Chamberlain confirmed that he had been unable to attend the new member planning training and would not vote on planning matters until he had completed the training.

### **18/18/JDCC      S/1000/18/DC - Land North of Newmarket Road**

The Committee received an application for the Discharge of Condition 8 (Site wide design code) of planning permission S/2682/13/OL.

Jamie Wilding, Head of Development at Hill, addressed the Committee in support of the application.

The Committee agreed to consider the Design Code section by section.

In response to Members' questions the Delivery Manager (Strategic Sites) and Principal Officer stated the following:

#### **Vision**

- i. Feedback regarding new sites around Cambridge had indicated that people would like to see more pitched roofs in new developments. To add to the character of the Wing development a predominance of pitched roofs is proposed in the design code.
- ii. The built forms would allow the different areas of the development to have their own character.
- iii. There was no policy requirement to provide senior living accommodation on the site. However, the Design Code does not preclude it. The emerging National Planning Policy Framework would consider a range of tenures.
- iv. Sustainability, climate change and future proofing of properties are dealt with by other policies but would be considered in the detailed application at a later date.
- v. Agreed that an additional statement would be added to the Vision Statement of the Design Code regarding sustainability and respect for the environment. Wording to be agreed in consultation with the Chair, Vice Chair and County Council Spokesperson.

## Land Use

- vi. A 'fabric first' approach to construction was proposed rather than orientating the street layout towards maximum sunlight. It was hoped that this would produce long term energy efficiency.
- vii. The allotment club house would offer storage, toilet and hand washing facilities. It was recognised that allotment holders would be also be likely to erect sheds.

## Movement and Access

- viii. Agreed that the text be amended **so that the number of cycle spaces must reflect the number of bedrooms for the larger dwellings.**
- ix. Confirmed that, whilst under existing policy guidance, it would not be possible to require an electric car charging point for every dwelling the text could be amended as follows (struck through text replaced with word in bold):  
Public and private car charging points should be ~~considered~~ **included** when designing streets and building.
- x. Suggested that the details regarding the number of Car Club parking spaces would be agreed at a later date.
- xi. Confirmed that vehicle access to the Car Showrooms would remain unchanged until the alternative provision was delivered. The functioning of the westernmost access into the showroom area was considered acceptable in the applications for the new showrooms and the level of vehicles using it will have decreased following the removal of the aircraft design office.

## Urban Design Principles

- xii. Confirmed that the development would have different build forms and use of materials to create a sense of place.

## Materials

- xiii. Confirmed that although a range of materials would be used across the development, traditional brick construction would be the dominant feature. This could be discussed in more detail at a later date.

## Landscape and Open Spaces

- xiv. The frontage to Newmarket Road would be an attractive and vibrant mixed use streetscape.
- xv. Inconsistencies in references to Sustainable drainage systems (SuDS) provision in respect of Beta Square on Page 63 and Page 87 would be amended and cross referenced.

- xvi. Agreed an amendment to the text on Page53 regarding play equipment to incorporate a commitment to **'inclusive play equipment'**.

### **Character Areas**

No comments

### **Delivery**

- xvii. Confirmed that the following report would look at the phasing of delivery in more detail.

Members of the Committee suggested that the visuals in the Design Code needed to reflect the diverse community of Cambridge.

### The Committee:

**Resolved (by 14 votes to 0 with 1 abstentions)** to grant the application Discharge of Condition 8 (Site wide design code) in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the amendments as agreed by Committee as outlined above to the design code document (to be agreed by Chair and Vice Chair).

### **18/19/JDCC S/1001/DC/18 - Land North of Newmarket Road**

The Committee received an application for the Discharge of Condition 7 (site wide phasing plan) of planning permission S/2682/13/OL.

Jamie Wilding, Head of Development at Hill, addressed the Committee in support of the application.

In response to Members' questions the Delivery Manager (Strategic Sites) and Principal Planning Officer stated the following:

- i. The car showrooms would continue to use the existing access road until the new road layout was completed.
- ii. The School would be opened in phases in line with the need of the growing population as the housing was occupied. It was envisioned that initially this would be mixed age classes.
- iii. There would be a management plan in place to manage construction traffic and site worker parking.
- iv. Affordable housing would be delivered across the site and would be in line with the phased delivery of the site.
- v. Temporary signage could be installed to alert cyclists to the dangers of construction traffic.

The Committee:

**Resolved (by 14 votes to 0 with 1 abstentions)** to approve the phasing strategy as amended.

The meeting ended at 12.35 pm

**CHAIR**