



Joint Development Control Committee

Date: Wednesday, 21 June 2023

Time: 10.00 am

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ
[access the building via Peashill entrance]

Contact: democratic.services@cambridge.gov.uk, tel 01223 457000

Agenda

- 1 Election of Chair and Vice-Chair for Municipal Year 2023/24 (PAGES 3 - 4)
- 2 Apologies
- 3 Declarations of Interest
- 4 Minutes (PAGES 5 - 26)

Pre-application Developer Briefing

- 5 Cambridge International Technology Park
Variation of approved drawings of permission 21/00722/OUT to amend the external appearance of Building 3 and the Multi Storey Car Park, and for internal changes to the layout of the two buildings to accommodate changes to parking and provision of shared facilities.

Public Developer / Officer led briefing

- 6 Cambridge Biomedical Campus
Joint Officer and Cambridge Biomedical Campus briefing on preparing the emerging Greater Cambridge Local Plan and site wide masterplan.

Joint Development Control Committee Members:

Cambridge City Council: Cllrs S. Smith (Chair), Baigent, Flaubert, Porrer, Smart and Thornburrow, Alternates: Gilderdale, Levien, Nestor and Nethsingha

South Cambridgeshire District Council: Cllrs Bradnam (Vice-Chair), Cahn, Fane, Hawkins, Stobart and R.Williams, Alternates: Cone, Garvie, J.Williams and H.Williams

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Election of Chair and Vice-Chair of the Joint Development Control Committee (JDCC)

The first item of business at the 21 June JDCC meeting will be to elect a Chair and Vice-Chair for Municipal Year 2023/24.

Under paragraph 1.1 of the Joint Development Control Committee Standing Orders:

‘1.1 The Committee shall, at its first meeting, and as a minimum annually thereafter, elect a Chair and Vice-Chair. The Chair and Vice Chair shall be drawn alternately from each of the two Councils comprising the Committee.’

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JOINT DEVELOPMENT CONTROL COMMITTEE

15 March 2023
10.00 am - 12.50 pm

Present: Councillors Bradnam (Vice-Chair, in the Chair), D. Baigent, Carling, Page-Croft, Porrer, Cahn, Fane, Hawkins, Stobart and R. Williams

Also present (virtually) Councillor: S. Smith

Officers Present:

Delivery Manager (Strategic Sites): Philippa Kelly

Principal Planner: Rebecca Ward

Principal Landscape Architect: Helen Sayers

Senior Urban Designer: Sarah Chubb

Local Highways Engineer: Jon Finney

Legal Adviser: Keith Barber

Committee Manager: James Goddard

Meeting Producer: Chris Connor

FOR THE INFORMATION OF THE COUNCIL**23/8/JDCC Apologies**

Apologies were received from Councillors Flaubert (Councillor Page-Croft attended as her Alternate), Scutt and Thornburrow, (Councillor D. Baigent attended as her Alternate).

Councillor Smith would attend online as a 'Ward Councillor' but not chair the meeting.

23/9/JDCC Declarations of Interest

Item	Councillor	Interest
4	Baigent and Stobart	Personal: Member of Cambridge Cycling Campaign.

23/10/JDCC Minutes

The minutes of the meetings held on 25 January 2023 were approved as a correct record and signed by the Chair.

23/11/JDCC 22/03137/REM and 22/03140/REM - Land North of Cherry Hinton (Springstead Village) Coldhams Lane, Cambridge

The Committee received a reserved matters application for appearance, landscaping, layout and scale for infrastructure works including internal roads, pumping station, cycleways and pedestrian routes, landscaping and drainage as part of the Land North of Cherry Hinton masterplan pursuant to condition 2 (first reserved matters) of outline applications 18/0481/OUT and S/1231/18/OL as varied by references 22/01966/S73 and 22/01967/S73 and the Reserved Matters include the partial discharge of conditions - 10, 17, 23, 24, 26, 29, 36, 37, 38, 40, 44, 55, 59, 61, 71.

The Principal Planning Officer updated her report by referring to the Amendment Sheet and also updated conditions 1 and 19 in her presentation to Committee.

Mr Fletcher (Agent) spoke in favour of the application.

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

- i. Expressed concern that some of the play areas / open spaces had a drainage attenuation function.
- ii. Residents would avoid these areas due to perception of poor safety, or be unable to use them in times of heavy rainfall.
- iii. Flooding of areas could lead to a change in surface such as reeds growing in grassed areas which prevented them being used as an open space.
- iv. This meant the amount of open space available in reality was less than the impression given in the plans.
- v. Estate management and maintenance contacts should be local and accessible to residents.

The Strategic Sites Delivery Manager advised that details of the management and maintenance of the open spaces formed part of the section 106 Agreement linked to the outline planning permissions the details of which would need to be formally signed off by the Council(s) in due course.

- vi. Expressed concern the primary route through the site would provide a rat run between Coldhams Lane and Airport Way.

The Principal Planning Officer said the following in response to Members' questions:

- i. The highways authority was expected to adopt the primary and secondary roads and the cycleways. The Developer aimed to build roads to an adoptable standard.
- ii. The management company may adopt some minor (tertiary) roads proposed as part of subsequent reserved matters applications . Only the primary and secondary routes were being proposed as part of this application.
- iii. The road adoption process was separate to the planning process.
- iv. The primary route had been designed to discourage rat running and would have a 20mph speed limit.

The Strategic Sites Delivery Manager said that the decision to keep the route through the site had been taken by the County Council some years previously. The principle had therefore been well established early on in the planning process. The Committee were not able to change this decision. There were no objections to the planning application from the Highways Authority.

- v. Cycle parking for homes would come forward with residential development phases.
- vi. The mobility hub would provide storage for motor bikes and bicycles.
- vii. The planting of trees on the boundary between the airport and application site was secured through the Section 106 agreement and relevant planning conditions. The S106 agreement provides for a management plan review in future if the airport relocated.

The Principal Landscape Architect said the following in response to Members' questions:

- i. The village green included an attenuation basin would be grass covered. Play equipment would be separate to the flood zone. The surface below play equipment was to be determined in future.
- ii. The sustainable urban drainage system (SUDS) was to be integrated into open spaces. Play equipment was located in separate areas so could be used when the SUDS were flooded or muddy.

- iii. Officers considered putting railings around play equipment (e.g. to prevent dog access) but decided not to seek enclosure at present.

The Principal Planning Officer said the following in response to Members' questions:

- viii. Slopes would be gradual into the SUDS to allow easy access/egress.
- iv. The City Council would adopt open spaces as part of the management scheme of Cambridge City Council and South Cambs District Council areas. A commuted sum would be paid to the City Council on adoption to manage/maintain the areas.
- v. South Cambs District Council could adopt areas not adopted by the City Council.
- vi. Open spaces would become available when s106 Agreement triggers were met, as would allotments and schools (County Council responsibility).
- vii. The first community facility would be available before occupation of the 50th house. The larger community facility would open later as part of phased development.
- viii. The developer paid s106 contributions to fund the school.
- ix. Public right of way across the site had been clarified. It had been re-opened since a temporary closure to install gas mains. The County Council is responsible for any closure or temporary re-route requests
- x. Work had been undertaken on a Youth & Play Strategy over summer 2022

The Senior Urban Designer said the Youth & Play Strategy built upon the Design Code. The Public Art Delivery Plan would consult youths on what they wanted in multigenerational play areas.

- xi. Play equipment was located off non-motorised access links away from primary access links.
- xii. Retail units and the health centre would be located approximately in the centre of the site.
- xiii. Walking routes through the site would be reviewed in the next reserved matter application.
- xiv. Some walking routes were shared spaces with cyclists, some were footpaths. Shared spaces would have some physical features to demarcate pedestrian lanes e.g. different coloured surface materials.

Councillor Porrer proposed amendments to the Officer's recommendation:

- i. to provide an electricity supply to the square; and

- ii. to review the period for landscape delivery to future-proof in the event the airport use relocates.

The amendments were **carried unanimously**.

Councillor Bradnam proposed amendments to the Officer's recommendation:

- i. landscape condition condition 17 (maintenance and management of streets) to include a requirement for details of the enforcement of parking along highways and cycleways prior to the adoption of those routes; and
- ii. advisory note to developer relating to details of the management company to be included in the publicity and marketing of the site and for residents of the site to be given the opportunity to form part of a residents' association.

The amendments were **carried unanimously**.

Councillors Porrer and Smith proposed an amendment to the Officer's recommendation that condition 17 (maintenance and management of streets) to include requirement for details of the enforcement measures of parking along highways and cycleways prior to the adoption of those routes.

This amendment was **carried unanimously**.

The Committee:

1. Application 22/03137/REM (application to South Cambridgeshire District Council):

(i) APPROVED by 9 votes to 1 reserved matters application 22/03137/REM subject to conditions and informatives as set out in section 28 of the Officer report to Committee, Subject to:

- update to condition1 (relating to time);
- additional condition 19 (fire hydrants);
- update to condition 6 (hard and soft landscaping) – updated to reflect need for electricity supply to the local centre and review period for landscape delivery to future proof in the event the airport relocates;
- condition 17 (maintenance and management of streets) to include requirement for details of the enforcement of parking along highways and cycleways prior to the adoption of those routes;

- informative – advisory note to developer about ensuring that the details of the management company are included in the publicity and marketing of the site and for residents of the site to be given the opportunity to form part of a residents association;

With the final list of conditions/informatives to be approved by Chair/Vice Chair.

and

(ii) APPROVED/NOT APPROVED by 9 votes to 1 the partial discharge of conditions in the outline consent (planning application S/1231/18/OL) in so far as they relate to this reserved matters consent (with the exception of condition 23 Strategic Surface Water Drainage which can be discharged in full), according to the recommendations for each condition set out in the table below:

Conditions Submitted	Recommendation
Condition 10 Design Code Compliance	APPROVE
Condition 17 Sustainability Statement	APPROVE
Condition 23 Strategic Surface Water Drainage	APPROVE FULL DISCHARGE
Condition 24 Surface Water Strategy	APPROVE
Condition 26 Foul Water	APPROVE
Condition 29 Biodiversity Survey and Assessment	APPROVE
Condition 36 Open Space	APPROVE
Condition 37 Hard and Soft Landscaping	APPROVE
Condition 38 Tree Survey	APPROVE
Condition 40 Excavation Trenches Details	APPROVE
Condition 44 Cycle Parking	APPROVE
Condition 55 EV Charging	APPROVE
Condition 58 Site Specific DCEMP	NOT APPROVE
Condition 59 Noise Impact Assessment	APPROVE
Condition 61 Artificial Lighting	APPROVE
Condition 63 Construction Waste	NOT APPROVE
Condition 71 Material Management Plan	APPROVE

2. Application 22/03140/REM (application to Cambridge City Council)

(i) APPROVED by 9 votes to 1 reserved matters application 22/03140/REM subject to conditions and informatives as set out in section 28 of the Officer report to Committee, subject to the following:

- update to condition1 (relating to time);
- additional condition 19 (fire hydrants);
- update to condition 6 (hard and soft landscaping) – updated to reflect need for electricity supply to the local centre and review period for landscape delivery to future proof in the event the airport relocates;
- condition 17 (maintenance and management of streets) to include requirement for details of the enforcement of parking along highways and cycleways prior to the adoption of those routes;
- informative – advisory note to developer about ensuring that the details of the management company are included in the publicity and marketing of the site and for residents of the site to be given the opportunity to form part of a residents association;

With the final list of conditions/informatives to be approved by Chair/Vice Chair.

(ii) APPROVED/NOT APPROVED by 9 votes to 1 the partial discharge of conditions in the outline consent (planning application 18/0481/OUT) in so far as they relate to this reserved matters consent, (with the exception of condition 23 Strategic Surface Water Drainage which can be discharged in full), according to the recommendations for each condition set out in the table below:

Conditions Submitted	Recommendation
Condition 10 Design Code Compliance	APPROVE
Condition 17 Sustainability Statement	APPROVE
Condition 23 Strategic Surface Water Drainage	APPROVE FULL DISCHARGE
Condition 24 Surface Water Strategy	APPROVE
Condition 26 Foul Water	APPROVE
Condition 29 Biodiversity Survey and Assessment	APPROVE
Condition 36 Open Space	APPROVE

Condition 37 Hard and Soft Landscaping	APPROVE
Condition 38 Tree Survey	APPROVE
Condition 40 Excavation Trenches Details	APPROVE
Condition 44 Cycle Parking	APPROVE
Condition 55 EV Charging	APPROVE
Condition 58 Site Specific DCEMP	NOT APPROVE
Condition 59 Noise Impact Assessment	APPROVE
Condition 61 Artificial Lighting	APPROVE
Condition 63 Construction Waste	NOT APPROVE
Condition 71 Material Management Plan	APPROVE

The meeting ended at 12.50 pm

CHAIR

JOINT DEVELOPMENT CONTROL COMMITTEE

5 April 2023
9.30 am - 4.15 pm

Present: Councillors S. Smith (Chair), Bradnam (Vice-Chair), Carling, Porrer, Thornburrow, Cahn, Fane, Stobart, Gawthrope Wood, Levien and Garvie

Councillor Bradnam left after the vote on item 23/20/JDCC.

Councillor Carling left the Chamber and took no part in item 23/20/JDCC

Officers Present:

Joint Director of Planning & Economic Development: Stephen Kelly

Strategic Sites Manager: Philippa Kelly

Principal Planner: Rebecca Ward

Principal Planner: Guy Wilson

Legal Adviser: Keith Barber

Committee Manager: Sarah Steed

Meeting Producer: Chris Connor

Officers Present virtually:

Principal Planner: Charlotte Burton

Senior Planner: Julia Briggs

Principal Development Management Engineer: Dr Jon Finney (Cambridgeshire County Council)

FOR THE INFORMATION OF THE COUNCIL**23/16/JDCC Apologies**

Apologies were received from City Councillors Flaubert and Scutt and SCDC Councillors Hawkins and R.Williams, (City Councillors Levien and Gawthrope Wood and SCDC Cllr Garvie) attended as alternates).

23/17/JDCC Declarations of Interest

Item	Councillor	Interest
23/20/JDCC	Carling	Personal: Former trustee of the University of Cambridge who was the Applicant. Would leave the

		room and not take part in the debate or decision.
All	Stobart	Personal: Member of Cambridge Cycling Campaign.

23/18/JDCC Minutes

The minutes of the meeting held on 21 December 2022 were approved and signed by the Chair subject to the following amendment (deleted text ~~struck through~~, additional text underlined):

Reference 22/50/JDCC Response from the Principal Planning Officer to question 5 submitted in advance of the meeting: amend 'Balance between meeting the requirements of the Highways Authority for adoption and achieving a mews street with character for place-making, such as narrower widths or more intrusions into the road line in which we plant out.

The minutes of the meetings held on the 15 February 2023 and 22 March 2023 were approved as a correct record and signed by the Chair.

23/19/JDCC 21/05434/REM - Parcel BDW3, Darwin Green 1, Land between Huntingdon Road and Histon Road, Cambridge

The Committee received a reserved matters application for the third housing phase (known as BDW3) including 210 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The reserved matters included access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 22, 25, 26, 28, 35, 40, 49, 58, 62, 66, and 69 pursuant to outline approval 07/0003/OUT

The Senior Planner updated their report by referring to the amendments contained within the Amendment Sheet summarised as follows:

- A revised site wide plan and revised house type plan and elevations.
- An additional condition number 27 to require the permanent retention of porches and private amenity space at the front of four properties fronting to the Orbital Cycle Route.
- An amendment to condition 9 (plant noise insulation) to include the additional wording, viz 'including for the avoidance of doubt air source heat pumps'.

- An amendment to condition 23 (garages) to require details to be submitted and approved prior to the commencement of the dwelling to which they relate.
- An amendment to condition 26 regarding bollard design and management to specify the three bollards to which the condition relates.
- An amendment to the Officer recommendation relating to approval/refusal of outline planning conditions for BDW3 reserved matters parcel: at paragraph 24.2 of the Committee report under outline condition 49 Secure Parking of Bicycles the proposed Cycle Parking Plans are listed as DR_0126 Rev A and DR_0127 Rev A, these drawings were superseded and should be replaced by drawing numbers DR_0126 Rev B and DR_0127 Rev B.

The Committee received two representations in objection to the application. Written statements were read out on their behalf by the Committee Manager:

The representation from Windsor Road Residents' Association covered the following issues:

- i. Requested that conditions to secure the width of the pedestrian/cycleway running northwest between Windsor Road and the primary road south of Central Park at no greater than 4.8 metres and to ensure that the active spaces and porches along the pedestrian/cycleway were preserved and unaltered.
Reason: to ensure that the route remained free of motor-traffic in perpetuity.
- ii. Asked for condition 26 Bollard Design and Management to make specific reference to the folding bollards at the emergency crossing for fire trucks and to the permanent bollards at the junction of the pedestrian/cycleway with Windsor Road.
Reason: to ensure that the route remained free of motor-traffic.
- iii. Requested the Committee was shown the relevant submitted drawings of the transition area between the pedestrian/cycleway and Windsor Road so that Highway Officers could explain how the colour-coding would relieve the conflict between pedestrians and cyclists travelling in both directions.
Reason: to ensure the safe passage of all at the transition.

- iv. Commented that when the secondary school in Darwin Green 3 opened, Windsor Road Park may become an area where pupils gathered and asked if this had been considered in the design of the park.
Reason: to preserve the amenity for residents facing Windsor Road Park and for those using the pedestrian/cycleway.
- v. Commented that small children could pose a hazard to themselves and cyclists if they ran from Local Area of Play (LAP) 01 across the diagonal cycle path (Drawing 2756-114). They may also be exposed to dogs and the dog excreta unless a method of keeping them separate was employed. Requested appropriate fencing or railings around the LAP.
Reason: Child and cyclist safety.
- vi. Asked when the temporary pedestrian/cycle route would be constructed to comply with the S106 Agreement.

The representation from the resident of 12 Stratfield Close covered the following issues:

- i. The current proposals caused a large intrusion on their privacy as they were the end homeowner on Stratfield Close. The consultations between the developer and the neighbourhood recognised there was an intrusion of privacy on residents facing onto this development. As a result, the allotments were introduced in the design stage to address the intrusion. This was their understanding since mid-2000's (sic) of the development's design intention.
- ii. The submitted detailed design plans clearly identified two wide fronted style houses across the rear of their garden which looked into their bedroom windows. Felt this was a great intrusion on their living space both internally and externally and went against what was recognised as an issue at the time.
- iii. Felt it was unreasonable to have site plans at such small scales as when the plans were downloaded everything was an unidentifiable blur.
- iv. The Committee would consider the detailed massing and quality of design and felt due to the above infringement, the application was lacking.
- v. Noted other house which had considerable length gardens were protected privacy wise by having the allotments. 12 Stratfield Close had

the smallest depth of rear garden and yet had two houses overlooking it instead of the allotments as promised.

- vi. Did not want the application to be approved and felt a simple redesign would mean the development would not extend across and overlook their property.

Chris Fry (Applicant's Representative) addressed the Committee in support of the application.

The Senior Planner said the following in response to Members' questions:

- i. The layout and drainage features of the LAP 01 provided a safe space/area for children to play; additional information could be added to the informative.
- ii. The primary function of the gateway area between the Windsor Road park and the orbital cycle way was to provide a safe transition route for pedestrians and cyclists between the orbital cycle way and end of the public highway at Windsor Road. It would also provide a quiet landscaped amenity space for residents of dwellings facing the gateway area. The houses facing this area would provide natural surveillance. An additional condition could be added to address concerns around links through to tertiary streets either side of the park.
- iii. Limited weight had been given to breach of compliance with Section 106 triggers for previous reserved matters applications on the site. Officers advise that the same level of limited weight should be given to breach of compliance in considering the current application. Monitoring and compliance with requirements within the Section 106 Agreement was considered to be a separate matter. Officers were pursuing this issue separately with the Applicant. An update would be provided to Members in due course.
- iv. The approach for the whole of the Darwin Green development was that letterboxes would be accessible at the front of apartment buildings. Informative 6 could be amended to advise on accessible letterboxes to Secure By Design standards.
- v. Service charges for the affordable housing units would be agreed with the Council as required by the Section 106 Agreement.
- vi. The design/layout of the formal play area was not recommended for approval and will need to be resubmitted to discharge the planning condition. Members' comments about protecting the area from cyclists and dogs can be taken into consideration in the redesign.

- vii. The layout of the allotments was not recommended for approval and will need to be resubmitted to discharge the planning condition. Members' comments about spaces for communal events can be taken into consideration in the redesign.
- viii. Condition 20 removed permitted development rights for two storey extensions which would restrict development on first floor rooves and terraces, this meant if someone wanted to develop these areas a planning application would be required to permit any such proposed development.
- ix. Condition 27 could be amended to include the words 'no more than' in reference to the 4.8 metre wide cycle and pedestrian way, to ensure that this was the maximum width of the area to prevent cars being able to drive through.
- x. The provision of 180 air source heat pumps was over and above the requirement within the outline planning permission. Measures would be put in place to make installation of air source heat pumps in the remaining 30 units easier in the future.
- xi. The Applicant's responses to the Quality Panel's comments were contained within Appendix 2.
- xii. A condition was included to secure EV charging provision for all houses and 50% EV charging provision for on-street parking provision.
- xiii. Conditions 19 and 20 could be amended to include specific plot numbers in the reasons for the conditions.
- xiv. There were three car parking spaces (including one accessible parking space) provided at the entrance to the allotments, these would fall within the area of land which would be managed by the City Council. An Allotment Management Strategy would be developed to manage activity on the allotments. Toilets were proposed in the community building on the allotment land.
- xv. Fast EV charging points could be considered for future development parcels, but the EV charging points proposed were acceptable and consistent with other Darwin Green approved sites.
- xvi. The requirement for unadopted roads to be built to adoptable standard referred to the construction/materials the roads would be made of so that they could withstand large vehicular use and had limited need for repair. The County Council would only adopt roads built in accordance with their specifications and served more than five houses.
- xvii. Site wide strategic infrastructure for drainage had already been agreed. The Applicant had provided drainage information which the Lead Local Flood Authority were satisfied with. If the drainage infrastructure was not built in accordance with the approved drainage scheme, then

- enforcement action could be considered. Officers recommended it would not be appropriate to apply further drainage conditions.
- xviii. An additional informative could be added about details of car club spaces being included in the Welcome Pack for new residents.
- xix. The design of the open space formed part of the outline permission - condition 10. An informative could be added to ensure appropriate boundary protection and that landscaping could facilitate skateboarding.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendations set out paragraphs 24.1(i) and (ii) for the reasons set out in the Officer's report, subject to:

- i. the planning conditions set out in the Officer's report as updated and amended within the Amendment Sheet;
- ii. delegated authority to Officers, in consultation with the Chair and Vice Chair to draft and include the following:
 - a. in relation to an additional condition 27 to include 'no more than' in reference to the 4.8 metre wide cycle and pedestrian way;
 - b. amend conditions 19 and 20 to refer to specific existing residential properties in each condition reason;
 - c. add a condition to restrict extensions to single storey in relation to those plots which relate to Windsor Road properties;
 - d. add a condition to remove all permitted development rights from the closest plot to 12 Stratfield Close and
 - e. add a condition requiring the amended plans include details for the Windsor Road Park area to address concerns with the links through to the tertiary streets either side of the park.
- iii. Additional/ amended informatives be included on the planning permission in respect of:
 - a. Additional informative advising details to be submitted under outline condition 10 for the Local Area of Play at the Formal Park to ensure appropriate boundary protection and to consider potential landscape provision for skateboarders;
 - b. amendment to informative 6 to include reference to accessible letterbox designed to Secure By Design standard; and
 - c. an additional informative relating to car club information being included in the Welcome Pack for new residents.

Unanimously resolved to approve/ refuse the partial discharge of conditions (planning application reference 07/0003/OUT) in relation to BDW3 parcel reserved matters application according to the recommendations for each condition set out in paragraph 24.2 of the Officer's report subject to the amendment referred to in the Amendment Sheet at paragraph 24.2 relating to the secure parking of bicycles and the updated drawing reference numbers.

23/20/JDCC 22/04989/REM - Lots M4 & M5 Eddington Land Between Madingley Road & Huntingdon Road Cambridge Cambridgeshire CB3 0DL

Councillor Carling left the Chamber for this application and took no part in the debate or decision.

The Committee received a reserved matters application which covered the appearance, landscaping, layout and scale for 160 dwellings, access roads, cycle and pedestrian routes, cycle and car parking, landscaping, utilities and associated ancillary structures at Lots M4 and M5, North West Cambridge Development following outline planning permission 11/1114/OUT as varied by ref:13/1402/S73.

The Principal Planner updated their report by referring to additional relevant site history, details of which were contained within the Amendment Sheet.

Jake Lambert (Applicant's Agent) addressed the Committee in support of the application.

The Principal Planner and the Strategic Sites Manager said the following in response to Members' questions:

- i. The design of the development had evolved during the pre-application process and since the Quality Panel had provided comments on the application. It was Officer's view that the grid work on the left-hand side of Blocks A-C at the southwest end of the site was acceptable and provided a strong visual appearance for views across the site. Blank elevations would be between buildings. The heights of Blocks A-C were in accordance with the Design Code and Parameter Plans.
- ii. As part of the process of buying a house, usually a prospective buyer's solicitor would undertake local authority searches which should provide information such as approved planning permissions on land adjacent to the property which may be built out in the future.

- iii. Noted a typographical error on p151 regarding PV panels - the response should read that 'PV panels should not be readily visible...'
- iv. This application provided one vehicular access into the site with future phases of the development providing further vehicular accesses.
- v. The underground waste collection facility collected recycling and general waste, there would be alternative arrangements for green waste.
- vi. The streets within the development would not be adopted by the County Council however consideration had been given to a design-led / holistic approach for the use of the roads, which included for example cyclists, pedestrians and how planting could be incorporated within the street.
- vii. The ratio of cycling parking was just over one space per bedroom which was in accordance with the Area Action Plan. The cycle parking would be covered.
- viii. A condition survey of the trees on the site had been carried out and mature trees would be retained where they were healthy. Advised that the hard/soft landscaping condition on the outline permission (condition 11) was not proposed to be discharged as part of this application. An informative to encourage the planting of mature trees could be included.
- ix. Mechanical ventilation was proposed within the apartment blocks.
 - x. A condition could be added requiring hedgehog doorways in fences be installed while the development was being built.
- xi. Guidance in the Design Code said that properties should be within 50m of an access point to the underground bins. There were a couple of properties outside this distance at 70m. The location of the underground bins was constrained by where refuse vehicles could access them.
- xii. Back-to-back distances from Block E (the 4-storey building on the development) to the closest building on Huntingdon Road was 80m. Noted that on some newer developments back-to-back distances could be as low as 15m. Officers did not consider that there was any overlooking concerns arising from a back to back distance of 80m or that any significant overshadowing would occur.

The Chair noted that:

- i. The scheme would be part of the District Heating Network and the Applicants were looking to try and move away from the use of gas as an energy source.
- ii. The streets within the development were more than just engineered streets and considered the segregation of pedestrians and cyclists, sustainable drainage systems and landscaping.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. The planning conditions set out in the Officer's report with delegated authority to Officers to undertake appropriate minor amendments to any of those conditions and /or Informatives (and include others considered appropriate and necessary) prior to issue of the planning permission.
- ii. Delegated authority to Officers to draft and include an additional condition regarding hedgehog doorways.
- iii. An additional informative in relation to soft landscaping and a requirement to plant semi mature trees in relation to condition 11 of the outline planning permission (reference 13/1402/S73).

Unanimously resolved to approve/not approve the part discharge of the outline planning conditions as detailed in paragraph 26.1(ii) of the Officer's report in so far as they relate to this reserved matters application.

23/21/JDCC 22/05018/REM and 22/05037/REM - Land North of Cherry Hinton, Coldhams Lane, Cambridge

Councillor Carling returned to the Chamber and Councillor Bradnam left the meeting before the consideration of the item.

The Committee received two reserved matters applications, namely 22/05018/REM and 22/05037/REM for the appearance, landscape, layout and scale for 351 residential units and associated car parking, cycle parking and landscaping, along with partial discharge of conditions 10, 11, 12, 13, 14, 17, 18, 19, 24, 26, 29, 30, 36, 37, 38, 40, 44, 45, 55, 59, 61, 64 pursuant to outline planning permission 18/0481/OUT as varied by reference: 22/01967/S73.

The Principal Planner updated their report by referring to:

- i. The updated information from the Highways Authority contained within the Amendment Sheet.
- ii. An amendment to condition 17 (removal of PD rights in respect of windows) to include reference to particular plot numbers (1-A, 1-B, 1-C, 1-D, 1-E, 1-J).
- iii. Reference to condition 20 (Overheating) of the outline permission should be added to the tables included in paragraphs 25.2 and 25.4 of the Officer's report.

David Fletcher (Applicant's Agent) addressed the Committee in support of the application.

The Principal Planner, Strategic Sites Manager and Principal Development Management Engineer said the following in response to Members' questions:

- i. There would be mechanical heat recovery in the non-dual aspect apartments which faced Airport Way, this would also be required to mitigate the impact of noise from the airport.
- ii. Only apple and pear trees had been able to be introduced onto the site whilst it was still an active airport - once the airport was no longer operative more fruiting trees could be introduced through the Landscaping Management Plan.
- iii. As many streets as possible were to be adopted by the County Council, however because of the place making design of the development this meant that some small areas would not be adopted as they would not meet the County Council's specification requirements (i.e.: a requirement to serve more than five dwellings).
- iv. Car club spaces were secured as part of the outline planning permission. A couple of the car club spaces would be located in the local centre.
- v. As this was the lower density part of the site, there were no concerns about garden sizes as they were all a reasonable size.
- vi. The wider play strategy would ensure that the site provided areas of play for different ages. A BMX bumper track and trim trail were approved as part of the infrastructure application for the site.
- vii. The twenty-one single aspect homes were contained within the apartment buildings and were a mix of market and affordable homes.
- viii. All plots had EV charging provision. There would be some EV charging provision in the off-street parking spaces. There would be split provision of EV charging at the local centre (i.e.: quick and slow chargers).
- ix. The wider Sustainability Strategy promoted air source heat pumps rather than solar panels. Expected PV panels to be offered to homeowners as an 'add on' if they wanted to purchase them. Self-build properties were hoped to come forward in the next phase of development. It was anticipated that these properties may have solar panels and these may be incorporated within the roof. There was a sustainability condition attached to the outline planning permission which the developer would need to discharge.
- x. A cycle link between Cherry Hinton and the secondary school in Teversham would be protected as would a route between the

development and the city to ensure connectivity between the development and other areas.

- xi. Lights would need to be installed along the cycleway.
- xii. There would be on-street visitor car parking spaces provided across the site but they would not be designated to a particular house.
- xiii. Would consider the inclusion of benches within the pocket parks as part of the landscape condition. Most of the green spaces were going to be adopted and maintained by the City Council.
- xiv. The main bus route was expected to go along the main primary streets (Cherry Hinton Road and Airport Way) through the development and then along secondary streets. This was complemented by cycle routes. There would be 'floating bus stops' to ensure there was no conflict between cyclists and pedestrians. All bus stops were within 400m of a dwelling.

The Committee:

Unanimously resolved to grant the application for planning permission in respect of reserved matters application 22/05018/REM, in accordance with the Officer recommendation set out in paragraph 25.1(i) and (ii), for the reasons set out in the Officer's report subject to:

- i. The planning conditions set out in the Officer's report.
- ii. The amendment to condition 17 regarding the removal of permitted development rights with reference to specific plots.
- ii. Informatives included on the planning permission in respect of:
 - a. accessible letterboxes for flats
 - b. information about car clubs in Welcome Packs.

Unanimously resolved to approve / refuse the partial discharge of the outline planning conditions associated with references S/1231/18/OL and 18/0481/OUT as varied by references 22/01966/S73 and 22/01967/S73 as set out in paragraph 25.2 of the Officer's report subject to the addition and approval of condition 20 of the outline permission regarding overheating.

Unanimously resolved to grant the application for planning permission in respect of reserved matters application 22/05037/REM, in accordance with the Officer recommendation set out in paragraph 25.3(iii) and (iv), for the reasons set out in the Officer's report subject to:

- i. The planning conditions set out in the Officer's report.

ii. The amendment to condition 17 regarding the removal of permitted development rights with reference to specific plots.

iii. Informatives included on the planning permission in respect of:

- a. accessible letterboxes for flats
- b. information about car clubs in Welcome Packs.

Unanimously resolved to approve / refuse the partial discharge of the outline planning conditions associated with references S/1231/18/OL and 18/0481/OUT as varied by references 22/01966/S73 and 22/01967/S73 as set out in paragraph 25.4 of the Officer's report subject to the addition and approval of condition 20 of the outline permission regarding overheating.

The meeting ended at 4.15 pm

CHAIR

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