



WEST / CENTRAL AREA COMMITTEE
CHAIR COUNCILLOR SIMON KIGHTLEY



AGENDA

To: City Councillors: Kightley (Chair), Bick (Vice-Chair), Cantrill, Hipkin, Reid, Reiner, Rosenstiel, Smith and Tucker

County Councillors: Brooks-Gordon, Nethsingha and Whitebread

Dispatched: Monday, 13 June 2011

Date: Tuesday, 21 June 2011

Time: 7.30 pm

Venue: Castle End Mission

Contact: Martin Whelan

Direct Dial: 01223 457012

- 1 **ELECTION OF CHAIR AND VICE CHAIR FOR 2011/12**
- 2 **APOLOGIES**
- 3 **MINUTES**
- 4 **MATTERS AND ACTIONS ARISING FROM THE MINUTES** (*Pages 1 - 14*)
- 5 **DECLARATIONS OF INTEREST**

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**.

- 6 **OPEN FORUM**

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

7 PARKOUR

8 20 MPH LIMIT IN CITY CENTRE *(Pages 15 - 18)*

9 ENVIRONMENTAL IMPROVEMENT PROGRAMME *(Pages 19 - 28)*

10 PLANNING APPLICATIONS

11 11/0263/FUL - PARKSIDE, CAMBRIDGE *(Pages 29 - 48)*

12 11/0439/FUL- 32 WOODLARK ROAD, CAMBRIDGE *(Pages 49 - 58)*

13 11/0627/FUL - 2 BARTON CLOSE *(Pages 59 - 78)*

14 PLANNING ENFORCEMENT - PLANNING CONTRAVENTION REPORT
(Pages 79 - 82)

INFORMATION FOR THE PUBLIC

The Open Forum section of the Agenda: 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.

To ensure that your views are heard, please note that there are Question Slips for Members of the Public to complete.

Public speaking rules relating to planning applications:

Anyone wishing to speak about one of these applications may do so provided that they have made a representation in writing within the consultation period and have notified the Area Committee Manager shown at the top of the agenda **by 12 Noon on the day before the meeting** of the Area Committee.

Filming, recording and photography at council meetings is allowed subject to certain restrictions and prior agreement from the chair of the meeting.

Requests to film, record or photograph, whether from a media organisation or a member of the public, must be made to the democratic services manager at least three working days before the meeting.

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 business 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.

At the meeting public speakers at Committee 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.

To all members of the Public

Any comments that you want to make about the way the Council is running Area Committees are very welcome. Please contact the Committee Manager listed at the top of this agenda or complete the forms supplied at the meeting.

If you would like to receive this agenda by e-mail, please contact the Committee Manager.

Additional information for public: City Council officers can also be emailed firstname.lastname@cambridge.gov.uk

Information (including contact details) of the Members of the City Council can be found from this page:

<http://www.cambridge.gov.uk/democracy>

WEST / CENTRAL AREA COMMITTEE

28 April 2011
7.30 - 10.55 pm

Council Members Present:

City Councillors for:

Castle (John Hipkin and Simon Kightley)
Market (Tim Bick, Mike Dixon and Colin Rosenstiel)
Newnham (Rod Cantrill, Sian Reid and Julie Smith)

Co-opted non-voting members:

County Councillors: Brooks – Gordon (Castle), Nethsingha (Newnham) and Whitebread (Market)

Officers Present

Head of Planning Services – Patsy Dell
Development Control Manager – Sarah Dyer
Safer Communities Manager – Lynda Kilkelly
Chief Surveyor – Philip Doggett
Committee Manager – Martin Whelan

Also Present

Executive Councillor for Climate Change and Growth – Councillor Clare Blair
Chief Executive Cambridgeshire Community Foundation – Jane Darlington

Inspector Steve Kerridge, Cambridgeshire Police
Sergeant Jane Drury, Cambridgeshire Police
Sergeant Mike Barnshaw, Cambridgeshire Police
Clinton Hale, Cambridgeshire Police

FOR THE INFORMATION OF THE COUNCIL

11/20/WAC Apologies

Apologies for absence were received from Councillor Zmura.

11/21/WAC Minutes

The minutes of the meeting held on 24 February 2011 were approved as a true and accurate record, subject to a minor correction in 11/18/WAC to replace “may” with “are” in the question from County Councillor Brooks-Gordon.

11/22/WAC Matters and Actions arising from the Minutes

11/8/WAC - 20 MPH limit

It was agreed to defer an update until the Safer Neighbourhoods item (11/25/WAC).

11/16/WAC - Friends of Midsummer Common – Shed

The Executive Councillor for Arts and Recreation confirmed that the issue had been resolved and that the shed was now in place.

Black Poplar Tree

It was confirmed that officers had confirmed the details regarding the tree to Mr Taylor.

11/17/WAC - Community Safety Issues

Inspector Kerridge advised that based on the Cardiff Model, at present 2 premises were rated “red” and a further 3 premises were rated “amber”. It was stressed that the position was fluid and subject to change at any time.

Inspector Kerridge confirmed that the Police had not requested use of the Violent Crime Reduction Act 2006, and that it had not been used anywhere nationally. It was noted that the legislative position was likely to change in the near future.

11/23/WAC Declarations of Interest

Councillor Rosenstiel declared a personal interest in item 11/29/WAC (Auckland Road) as being of Jewish heritage.

11/24/WAC Open Forum

1) Dick Baxter (Friends of Midsummer Common) - Will the Executive Councillor for Arts and Recreation (Cllr Cantrill) confirm that it is Council policy to stop the unlawful driving and parking of motorised vehicles on Midsummer Common, to make the entrance by Victoria Bridge secure, and to prosecute offenders?

a) The Executive Councillor for Arts and Recreation acknowledged the issue and explained the changes to the layout of the entrance already implemented, which had the intention of reducing the prevalence of the gates being left open.

The Executive Councillor also explained that dialogue was ongoing with key holders and that they would be reminded of their legal obligations if problems persisted. It was noted that if the problems with the Fort St George persisted the brewery would be involved.

2) Roger Chatterton - Has there been any progress regarding the S106 queries I have raised previously? I was asking about the possibility of more consultation with residents and residents groups re allocation and spending of locally raised S106 monies. Also, greater transparency as to amounts of S106 funds raised by the City overall, and how these funds have been spent. I did suggest that maybe an "S106 account" could be created, showing all credit over the financial year, plus all monies spent from the S106 funds?

Mr Chatterton also sought clarification on specific details regarding the S106 spend in relation to the CRC/Berkley Homes site.

a) The Leader (Cllr Reid) welcomed the question and supported the case for greater transparency. It was noted that it was the aspiration for a significant increase in the number of S106 decisions to be taken by Area Committees.

The Leader (Cllr Reid) explained that it was the intention to publish the S106 account data during 2011/12.

In respect of the Berkley Homes site, the Leader (Cllr Reid) explained that the Head of Planning was currently liaising with residents groups and associations regarding the issue.

11/25/WAC Safer Neighbourhoods

11/8/WAC - 20 MPH Limits

The Committee received an update from Clinton Hale, Manager of the Safety Camera Unit, Cambridgeshire Police regarding the enforcement of the 20 MPH limit in the city centre. It was explained that in absence of countywide police enforcement policy the local police divisional commander has stated that 20mph speed limits will be enforced in the same way as other limits.

Mr Hale explained that 20 MPH limits were normally managed as zones with physical changes to the road layout to “self police” the limit. It was noted that during a recent survey in Maids Causeway 35,000 drivers had been recorded not observing the new 20 MPH speed limit.

The Committee asked Mr Hale the following questions regarding the 20 MPH policy

i. Are the existing signs adequate?

- a) He confirmed that the signs conformed to the legal standards and met the criteria to enable enforcement of the limit. It was noted that at present “Speed Awareness” training was not available for breaching 20 MPH.

ii. Are the current signs prominent enough?

- a) He explained that the size of signs were regulated and needed to be a minimum of 600 mm in diameter at the entry point and smaller ‘repeater’ signs were placed thereafter. Whilst he understood concerns had been raised about their visibility, stated that the positioning and size of signs needed to comply with regulations whilst balancing the need to reduce “street clutter”.

iii. In respect of Warkworth Terrace it was noted that there was a prominent sign indicating the end of the 20 MPH limit and it was questioned whether all the signs should be equally prominent?

- a) The comment was noted.

iv. Clarification was requested on the enforcement policy for the limits?

a) It was confirmed that the 20 MPH limits would be enforced in the same way as other limits.

v. The existing arrangements in Bury St Edmunds were highlighted as good practice, with clearly marked zones indicating the areas covered by the 20 MPH limit.

a) The comment was noted. The Committee were advised that zones required visible engineering such as chicanes or block paving and signs every 100 metres, where as the requirements for a 20 MPH limit did not require traffic calming measures to be in place.

The Head of Road Safety and Parking Services highlighted the difficulty in achieving an appropriate balance between “too few” and “too many” signs. It was noted that an item would be brought to the next meeting to evaluate the existing 20 MPH scheme, which will include signage

A member of the public requested that the Police publish the most recent speed survey undertaken. It was also highlighted that a recent survey carried out by a member of the public had indicated that a significant proportion of the drivers were over 30 MPH, with a bus recorded at 38 MPH. The enforcement policy of the Police was also challenged, and it was questioned whether an increased workload for magistrates was a valid reason for not enforcing.

Public Questions

The Committee received two further questions from Keith Willox (Domus Bursar – Sidney Sussex College) and Barry Robinson (Millers Music).

1. Keith Willox (Domus Bursar – Sidney Sussex College) - Would Councillors support the introduction of an alcohol control zone in the Cumulative Impact Zone to deal with the habitual nuisance and damage that result from large packs of youths drinking outside residential accommodation and shops?

2. Barry Robinson (Millers Music) – The problems associated with Sussex Street were highlighted particularly public urination, used needles and threatening behaviour. Mr Robinson also supported the request for the imposition of a DPPO (Designated Public Places Orders) in the Sussex Street Area.

The Executive Councillor for Community Development and Health acknowledged the concerns. It was explained a DPPO allowed the Police the power to confiscate alcohol within a defined area without an offence being committed. It was further explained that the introduction of a DPPO had been considered by the City Council in 2003 and 2006 and discounted for the following reasons:

- i. The risk of displacing problems from the city centre to neighbouring residential areas. It was explained that areas could not be designated as subject to a DPPO on a precautionary basis. It was also noted that the possibility of introducing a by-law had been explored but that this had not been allowed to proceed by the Department of Communities and Local Government.
- ii. The powers associated with the order could be used without an offence being committed.
- iii. The existence of new powers and approaches which are more appropriate for Cambridge, namely the introduction of the City Centre Neighbourhood Policing Team and use of Section 30 (Anti-social behaviour Act) and Section 27 (Violent Crime Reduction Act) powers.

The changing nature of the problems since 2003 and 2006 from issues with street drinkers, to problems associated with the night time economy was acknowledged. It was also indicated that discussions were ongoing regarding the extension of the CCTV coverage in Sussex Street.

Safer Neighbourhoods Report

Inspector Kerridge introduced Sergeant Barnshaw and Sergeant Drury, and explained the changes to neighbourhood policing in the West/Central Area.

A recommendation made to target the following for prioritisation in the forthcoming period

- Continue efforts to reduce theft of cycles
- Maintain focus on reducing ASB by groups in public

Sgt Barnshaw then introduced the City Centre report. It was explained that the team had been created on 1st April 2011 and contained 8 PC's and 6 PCSO's. An overview of the activity of the new team to date was provided.

- i. **Barry Robinson highlighted the health hazard created by public urination. It was also requested that the Police utilise their powers under section 27 and section 30, as well as giving consideration to the extension of CCTV cover in the area.**
 - a) The Chair advised that dialogue was ongoing regarding improvements to the CCTV coverage in the area.
- ii. **Keith Willox challenged the assertion that there was a lack of evidence to support the introduction of a DPPO.**
 - a) The comment was noted.

It was explained that the DPPO powers had been introduced in 2001 and that more appropriate powers had been introduced since then. It was acknowledged that the problems in Sussex Street were not new, but that consideration should be given to addressing issues associated with public urination.

The changing nature of the alcohol related problems were outlined. It was noted that when the DPPO was last considered the problems were largely related to street drinking, and through the use of other powers had largely been addressed. It was further explained that the problems now largely related to the nighttime economy, and different approaches were required to tackle the issues.

Mr Richard Price spoke on behalf of Park Street Residents Association in support of a DPPO.

Priorities

The committee were advised that separate priorities could be set for two neighbourhood policing areas. Inspector Kerridge also clarified the purpose of the priorities.

During further discussion the following priorities were suggested

- Alcohol Related Anti-Social Behaviour
- Cycle Theft
- Dwelling burglary
- Speeding on Granchester Road and surrounding area
- Speeding in the city centre
- Littering on Jesus Green and other green spaces

Resolved

The committee resolved to recommend the following priorities

- i. Anti-social behaviour in the city centre (Unanimously)
- ii. Cycle theft (Unanimously)
- iii. Dwelling burglary in West (5 votes to 0)
- iv. Speeding in the City Centre/ Granchester Road (6 votes to 0)

11/26/WAC Punting - Anti-social behaviour issues relating to punting touts

The Committee received a report from the Safer Communities Manager regarding punting and anti-social behaviour issues relating to punt touts.

The Chair read out a pre-notified question on behalf of Bev Nicholson, who asked whether the Cam Conservators could acquire the power to regulate punts. The Safer Communities Manager explained that at present the Cam Conservators didn't have the power to regulate numbers, however, indirect controls are available for example, controlling the numbers of punts moored at the licensed pontoons. The existing pontoon licence holders have only been granted short-term licences up to 31 March 2012. The Conservators will discuss the terms and conditions of the existing licences over the coming months.

- i. Specific problems over the Easter Weekend were highlighted. Concerns were raised about obstruction, general nuisance and the effect on the tourist economy.

- ii. It was questioned whether Love Cambridge had any powers which could be used to tackle the issues raised. The Leader (Cllr Reid) confirmed that Love Cambridge had no powers to address the problems, but that it was an extremely useful mechanism to channel complaints from traders.
- iii. The positive improvements regarding the behaviour of punt touts associated with the Quayside were highlighted, but it was acknowledged that this had only been possible because the Council owned the land and could impose contractual obligations on operators. It was noted that the land ownership issues were incredibly complicated and not easy to resolve.
- iv. The ownership of the land surrounding Garret Hostels Bridge was questioned, and it was suggested that the County Council owned the land. The Head of Road Safety and Parking confirmed that the area was a public highway but that the County Council did not own the land.
- v. It was questioned whether the Cam Conservators could use their navigation powers to control the number of punts. The Safer Communities Manager advised that under the current licensing arrangements that this would not be possible, but would be reviewed after 31st March 2012.
- vi. It was questioned whether aggressive punt touts could be moved on or removed. The Chair highlighted the difficulties associated with prosecuting aggressive punt touts.
- vii. Concern was expressed about the displacement of problems to other areas of the city centre in response to the changes at the Quayside. Concerns were also expressed about the risk of a major accident on the river, due to the over-supply of punts on the river. The extent to which the problems had been displaced was challenged.
- viii. The committee were advised that powers did exist in the Local Government and Public Involvement in Health Act 2007 to create a by-law to regulate punt touting, but that the power had not been enacted.

The Leader (Cllr Reid) concluded the discussion. It was agreed that the Council would continue to lobby the Secretary of State regarding the power to create by-laws and that the city council would follow up:

1. Assessing the degree to which punt touting on King's Parade is detrimental to the visitor/resident experience.
2. Assessing whether the ownership of the land by Garrett Hostel Bridge, which is used for embarkation, can be identified.
3. Talking to the County Council about how they might use any powers of control they have as a highway authority.

These three items are within the remit of the Exec Cllr for CSR and they would probably best be taken forward, if action were feasible, through Strategy and Resources Scrutiny Committee.

11/27/WAC Community Development and Leisure Grants

The Committee received a report from the Chief Executive of Cambridgeshire Community Foundation regarding Community Development and Leisure Grant applications.

With regards to the "Friends of Histon Road Cemetery" application it was agreed to support the application, but requested that the Community Foundation reviewed whether it should be a shared application with the North Area Committee in future.

The Chief Executive of the Community Foundation clarified the governance arrangements surrounding the graveyard application.

Resolved: to approve as listed in the committee report the applications from

- i. Castle Community Action Group (Unanimously)
- ii. Windsor Road Residents Association (6 votes to 0)
- iii. Friends of the Ascension Graveyard (7 votes to 0)

11/28/WAC Localism and Planning

The Committee received a presentation from the Head of Planning Services and the Executive Councillor for Climate Change and Growth regarding the Localism Bill.

- i. It was questioned whether the unique nature of Cambridge with a particularly strong public interest in planning issues would make the task very difficult.**
 - a) It was explained that neighbourhood forums could be constituted to address particular local planning issues, and it would be for the community to decide the parameters.
- ii. The importance of clearly defined boundaries was highlighted.**
 - a) The challenges associated with boundaries were acknowledged, but noted that the process was designed to be bottom up and driven by the community.
- iii. The willingness (or not) of the planning authorities to change direction if required was questioned. How the proposals for greater localism could be reconciled with some of the centrist ambitions of other parts of the coalition was questioned?**
 - a) The Executive Councillor explained that neighbourhood plans would be subject to a referendum. It was also explained that the City Council was seeking to develop pilot projects.
- iv. It was questioned whether the proposals would have any effect on the un-democratic role currently undertaken by the Planning Inspectorate with regards to appeals.**
 - a) The Head of Planning Services advised that 85% of all applications were approved; of those that went to appeal the Council was successful in 75% of cases.

11/29/WAC Planning Applications

10a 11/0044/FUL- Auckland Road, Cambridge

The Committee received an application for full planning permission for the erection of a community centre and synagogue (following the demolition of the Yasume Club).

The committee received a representation from the agent (Amy Richardson) who spoke in support of the application.

Resolved (by 5 votes to 2) to approve the application for the following reasons

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: Policies SS1, T1, T9, T14, ENV6, ENV7 and WM6

Cambridge Local Plan (2006): Policies 3/1, 3/4, 3/7, 3/11, 3/12, 4/11, 5/12, 8/2, 8/6, 8/10 and 8/17

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

10b 11/0172/FUL- Former Brunswick Site, Newmarket Road, Cambridge
The item was withdrawn from the agenda prior to the committee.

10c 11/0055/FUL- 1 And 2 Wellington Court, Cambridge
The Committee received an application for full planning permission for Change of use of 2 three storey office buildings to form 6 x 1bed flats, together with the erection of a bin and bike store and insertion of a rooflight and the provision of replacement hard and soft landscaping.

Resolved (Unanimously) to approve the application for the following reasons

1.This development has been approved subject to conditions and the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: ENV7
Cambridgeshire and Peterborough Structure Plan 2003: P6/1, P9/8

Cambridge Local Plan (2006): 3/4, 3/7, 3/8, 4/13, 5/1, 5/2, 8/2, 8/6, 10/1

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

10d 11/0184/FUL- 82 Regent Street, Cambridge

The Committee received an application for full planning permission for use of 82 Regents Street as nail treatment/beauty treatment salon (sui generis) or Class A2 use in the alternative.

Resolved (Unanimously) to approve the application for the following reasons

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: ENV6 and ENV7

Cambridge Local Plan (2006): 3/4, 3/7, 4/11, 4/13, 6/6 and 8/2

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

11/30/WAC Thank you

The committee thanked Cllrs Dixon and Zmura for their work and wished them well for the future.

The meeting ended at 10.55 pm

CHAIR

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20 MPH SPEED LIMIT: CAMBRIDGE CITY CENTRE

To: West & Centre Area Committee

Date: 21st June 2011

From: Director of Highways and Access

Purpose: To seek comment on the 20 mph speed limit in the city centre area.

Views sought: The Area Committee is invited to comment on the 20 mph speed limit in the city centre.

1. BACKGROUND

- 1.1 In light of work undertaken in cities such as Portsmouth and Newcastle, the County Council's policy on 20mph speed limits was reviewed in 2009 as part of the annual review of highway policies. The review looked to develop a more proactive approach towards 20 mph speed limits.
- 1.2 The Department for Transport (DfT) guidance suggests that 20 mph speed limit restrictions have the potential for casualty reduction as well as enhancing conditions for vulnerable road users. DfT is encouraging wider use of these limits on appropriate lightly trafficked roads, particularly within residential areas. The potential for improving highway environments for pedestrians and cyclists through the use of 20 mph limits is particularly relevant.
- 1.3 The County Council's, Cabinet approved funding to trial 20 mph speed limits in five built-up areas across the county, without the need for measures to physically restrain speeds. Cabinet also approved funding for a 20 mph speed limit throughout the city centre area of Cambridge (bounded by the inner ring road to the west, south and east and by the River Cam to the north) where, at that time, only parts of the area were subject to a 20 mph limit.
- 1.4 In July 2009, the Cambridge Area Joint Committee (CAJC) supported the implementation of a 20 mph speed limit on all roads in the city centre area with the exception of Victoria Avenue.

2. IMPLEMENTATION

- 2.1 Following the normal statutory process, during which no objections were raised, a 20 mph speed limit became operational in mid August last year by way of a permanent traffic regulation order.
- 2.2 In line with feedback given at the time by the CAJC, the amount of signing provided was kept to the level required to satisfy regulation requirements.

3. MONITORING

- 3.1 Before and after speed surveys have been undertaken at various sites throughout the area. The results are summarised in **Appendix A**.
- 3.2 Injury accident data shows that in the 8 months following the introduction of the 20mph limit, an average of 2.75 accidents were reported each month which compares with a monthly average of 3.64 during the three prior years. 10 killed/serious injury accidents occurred in the three year before period but none were reported in the 8 month after period. It is stressed that any conclusions based on such a short after period would not be valid.

4. LOCALISM AND POLICY

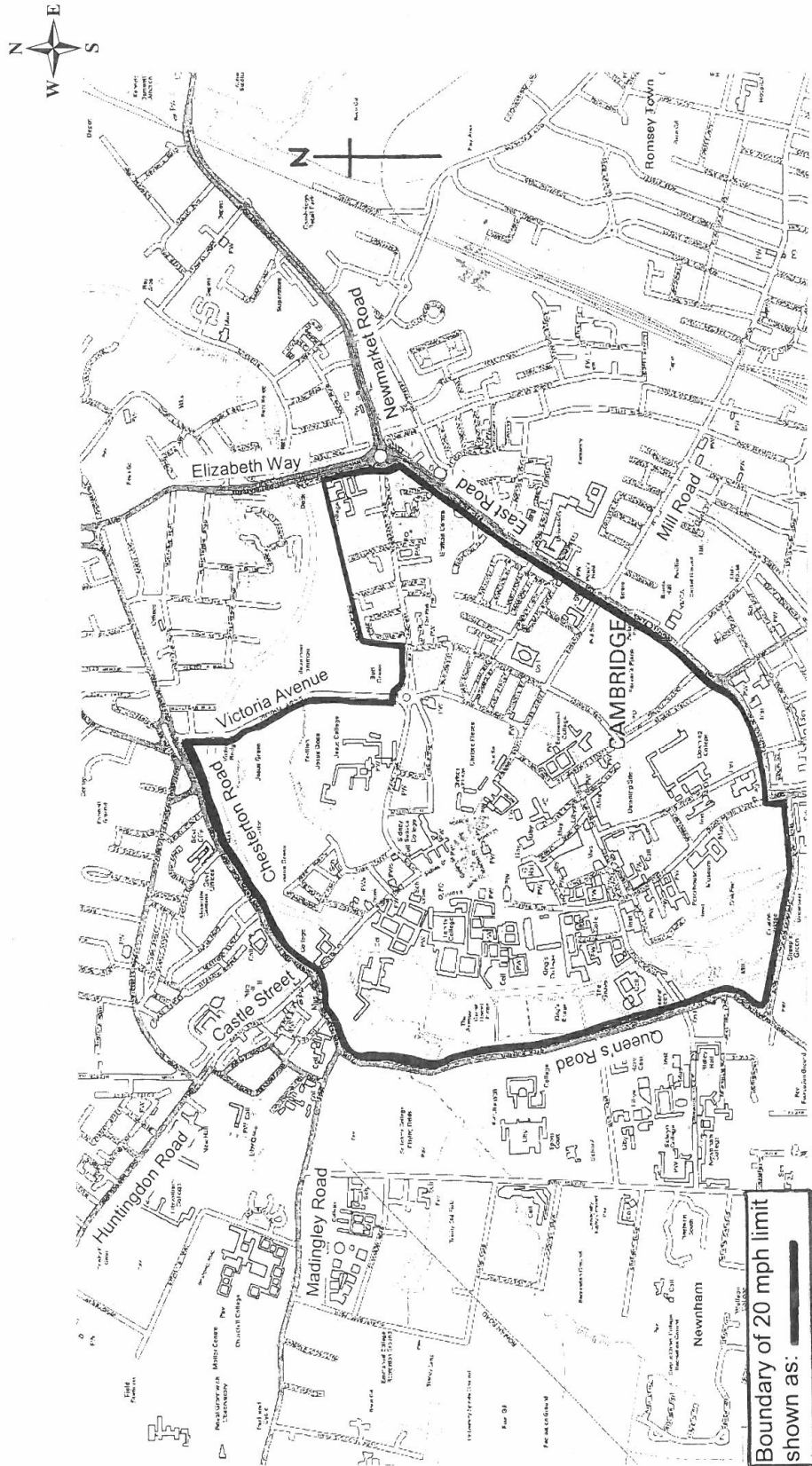
- 4.1 The original intention was to undertake perception surveys for the 20 mph limits to inform and influence future speed limit policy. However, as part of the county council's Localism agenda, the decision was taken to undertake a further review of speed limit policy in light of feedback from various communities. As a result, the decision was taken not to undertake the perception surveys.
- 4.2 Following the further review, the county council's Cabinet has approved a more flexible approach to the setting of speed limits in urban areas. The new policy, provides greater freedom for local communities to set speed limits in urban areas where the county council is unable to provide resources, subject to the local community providing the funding to cover the costs. This can include the provision of 20 mph limits other than on A and B class roads. An information leaflet explaining the new policy will be circulated to all town and parish councils across the county and to the Area Committees in Cambridge in the near future. The new policy is available here: <http://tinyurl.com/3ym7ahk>

5. NEXT STEPS

- 5.1 The CAJC will be asked to comment on the city centre 20 mph limit at its meeting on 18th July. The views of the Area Committee will be brought to the attention of the CAJC, at that time.


BEFORE / AFTER SPEED SURVEYS

Location	Direction	Speed limit (mph)	Survey period		Average speed (mph)	85%tile speed (mph)
			From	To		
Maids Causeway						
Before	Westbound	30	15/2/10	18/2/10	24.75	29.08
	Eastbound	30	15/2/10	18/2/10	23.62	29.84
After	Westbound	20	27/9/10	30/9/10	24.03	29.0
	Eastbound	20	27/9/10	30/9/10	25.34	32.44
Jesus Lane						
Before	Westbound	30	15/2/10	18/2/10	24.35	31.09
	Eastbound	30	15/2/10	18/2/10	24.28	31.05
After	Westbound	20	29/9/10	01/10/10	23.37	29.9
	Eastbound	20	29/9/10	01/10/10	23.93	30.54
Parkside						
Before	Both	30	15/2/10	18/2/10	22.02	28.12
After	Both	20	27/9/10	30/9/10	21.59	29.94
Regent Street						
Before	Southbound	30	09/2/10	12/2/10	21.33	38.55
	Northbound	30	09/2/10	12/2/10	20.5	32.67
After	Southbound	20	27/9/10	30/9/10	19.07	25.33
	Northbound	20	27/9/10	30/9/10	18.76	25.62
Downing Street						
Before	Eastbound	30	09/2/10	11/2/10	14.2	21.87
After	Eastbound	20	27/9/10	30/9/10	14.73	21.8
Trumpington Street						
Before	Northbound	30	15/2/10	18/2/10	20.5	26.48
	Southbound	30	09/2/10	12/02/10	21.25	28.75
After	Northbound	20	27/9/10	30/9/10	21.61	28.61
	Southbound		28/9/10	01/10/10	20.03	27.23
King Street						
Before	Eastbound	30	15/2/10	18/2/10	18.77	25.76
After	Eastbound	20	28/9/10	29/9/10	23.4	29.8
Park Terrace						
Before	Northbound	30	09/2/10	12/2/10	19.3	24.54
After	Northbound	20	28/9/10	01/10/10	20.12	26.31



Boundary of 20 mph limit shown as: [thick black line]

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 Cambridgeshire County Council	Project	Scale NTS
	Location	Dwg No G573/78
Environment & Community	Proposed 20 mph Speed Limit	Drawn KL



Report by: Andrew Preston, Environmental Projects Manager

To: West/Central Area Committee

21 June 2011

Wards: Castle, Newnham and Market

Environmental Improvements Programme

1. **DECISIONS TO BE MADE: -**

- **Grantchester Road Traffic Calming**

Decision: To agree the additional £7,500 budget required for this scheme and approve it for implementation subject to positive consultation and highway authority approval.

- **Park St, Union Society Wall**

Decision: To reassign the budget for this scheme to new schemes in the 2011/12 programme.

- **Mud Lane Lighting**

Decision: To reassign the budget for this scheme to new schemes in the 2011/12 programme

- **Adoption of Proposed New Schemes for 2011/12 Programme.**

Decision: To determine which of the proposed schemes should be adopted as part of the delivery programme for 2011/12.

2. **BUDGET (see over)**

3.0 APPROVED SCHEMES – PROGRESS

3.1 Manor Street / King Street Cycle Parking

We are still having great difficulties getting the external parties involved to sign the tripartite agreement. Both King Street Housing and Jesus College are required to sign the agreement before work can commence. We will continue to pursue the signing of the agreement.

3.2 Lammas Land pavilion

Arts and Recreation Officers, who are currently offering the project for an additional funding contribution from Section 106 monies, are leading this scheme. Officers propose to return to West/Central Area Committee with more detailed proposals once further funding has been secured.

3.3 Tree Planting on Midsummer Common, Jesus Green and New Square

This tree planting scheme is complete.

3.4 Fitzroy/Burleigh Street Refurbishment

The construction of this scheme is continuing and is expected to be complete by the end of July. The County Council are also carrying out a significant amount of maintenance work in conjunction with the delivery this environmental improvement project, which includes the relaying of large areas of paving surfaces, replacement of damaged areas of paving and renovation of the feature paving area outside the Grafton Centre.

3.5 Whymans Lane TRO and Bollard Replacement

This scheme is complete.

3.6 City Centre Mobility Crossings

The Tennis Court Rd and Trumpington St mobility crossings are now complete.

3.7 Prospect Row

Installation of the traffic calming on this street is due to take place during the Summer. A temporary traffic regulation order is required in order to construct the speed cushions within the carriageway.

3.8 Histon Road Shops

The majority of these bollards have been installed. The remaining bollards outside the co-op supermarket have not been installed, due to the lack of any response to the proposal, or the signing of the legal agreement required from the co-op.

3.9 Belmore Close

This scheme is now complete.

3.10 Fishers Square

Cycle racks have now been installed in the area at the top of the steps adjacent to the blank wall of the public toilets, which have been funded by the County Council.

4.0 EXISTING SCHEMES REQUIRING DECISIONS

4.1 Grantchester Road Traffic Calming

This scheme, to introduce a gateway feature between the rugby ground and sports ground accesses at the entrance to Newnham on Grantchester Road, has proven difficult to deliver. The original measures proposed were rejected by the County Council on road safety grounds and numerous issues were raised by the Road Safety Audit team following the review of a second submitted proposal.

Since then we have been working closely with County Council Highway Engineers to develop a new scheme that resolves or mitigates these issues.

The drawing in appendix 1 illustrates the new layout of the proposed gateway feature, which includes a cycle bypass.

The scheme now also incorporates an extension of the current 30mph speed limit to the south side of the sports ground access and the introduction of a new 40mph buffer speed limit for a further 150m towards Grantchester village.

The carriageway width at the traffic island has also been reduced, whilst maintaining a 4m clear route above kerb level for agricultural vehicles.

The streetlighting, which currently finishes over 30m inside the built up area, has also been extended to the sports ground access in order to illuminate the carriageway in the vicinity of the proposed gateway feature.

The new scheme still requires auditing by the County Council Road Safety Team and to receive a final approval by the County Council before further consultation takes places with local residents.

The provision of these additional features has subsequently increased the estimated cost of this scheme to £22,000.

Recommendation: *West/Central Area Committee are recommended to approve the additional £7500 cost to deliver this scheme and approve the scheme for implementation subject to a further positive consultation and approval by the County Council as Highway Authority.*

Decision: *To agree the additional £7500 budget allocated to this scheme and approve it for implementation subject to positive consultation and highway authority approval.*

4.2 Union Society Wall on Round Church Street.

This scheme to improve the appearance of this privately owned wall is proving difficult to progress. The owners of the wall have not shown interest in carrying out any work. The wall is assumed to be structural and, as it is privately owned, would require a legal agreement with the owner before any work could be carried out, for which the City Council would be liable. Due to the considerable amount of time legal agreements take to resolve and the risks associated with the proposed work, it is recommended that the funds currently allocated to this scheme be diverted elsewhere.

Recommendation: *To reassign the budget for this scheme to new schemes for the 2011/12 programme.*

Decision: *To reassign the budget for this scheme to new schemes in the 2011/12 programme.*

4.3 Mud Lane Lighting

Despite numerous attempts to provide an additional light beneath the archway at the entrance to this private road linking Parkside with Warkworth Street, we have not been successful. The County Council have continually refused to maintain any of the proposals put forward based on the fact it is not within the highway, as the lighting of an unadopted area cannot be justified.

Recommendation: *To reassign the budget for this scheme to new schemes for the 2011/12 programme.*

Decision: *To reassign the budget for this scheme to new schemes in the 2011/12 programme.*

5.0 Proposed Environmental Improvement Schemes for 2011/2012

5.1 Central Area Mobility Crossings - promoted by Cllr Bick
Construction of two of the highest priority crossings as identified by disability groups in the city centre. **Estimated cost - £10,000**

5.2 North Terrace Gates and Cutter Ferry Bridge Cattlegrids & Gates - requested by Friends of Midsummer Common.
Access improvements to Midsummer Common.
Estimated cost - £25,000

5.3 Gough Way Path Bridge – promoted by Cllr Reid
The provision of a new wider bridge over the Bin Brook for the Gough Way path, which links Gough Way with Cranmer Road. This is used by both pedestrians and cyclists and the existing narrow bridge restricts access, particularly for cyclists. This route is also proposed to be adopted by the County Council subject to the agreement of Jesus College, who own the section from the bridge to Cranmer Road.
Estimated Cost - £25,000

5.4 Canterbury Street - promoted by Cllr Kightley
A proposal to revisit this scheme after a 20mph speed limit was introduced in 2009, funded by West/Central's EIP Programme. Further investigation into the options for the calming of traffic using Canterbury Street is proposed, following the presentation of a petition by local residents to the Cambridge Area Joint Committee (AJC), which requested a full closure of Canterbury St. The AJC suggested that third party funding should be sort in order to deliver any highway measures.
Estimated cost not currently known.

5.5 Jesus Green & Midsummer Common Paths - requested by Jesus Green Association and Friends of Midsummer Common.
A phased reconstruction of the paths across both green spaces to existing widths, eliminating the existing excessive cambers and eroded surface caused by high use and minimal maintenance.
Estimated Cost - £250 per linear metre.
Worst path on Jesus Green - Junction on tree avenue to Victoria Avenue (Fort. St. George crossing) - 150m. - **£38,000**
Worst path on Midsummer Common - corner of North Terrace / Brunswick Walk to Cutter Ferry Bridge - 350m. - **£89,000**

- 5.6 Grantchester Street Zebra Crossing - promoted by Ward Cllrs**
Provision of a new pedestrian crossing outside the Co-op on Grantchester Street. Initial discussion with the County Council is yet to take place. **Estimated Cost - £20,000**

6.0 BACKGROUND PAPERS

Appendix 1 - Grantchester Road gateway feature proposed layout.

Appendix 2 - EIP Eligibility Criteria.

7.0 IMPLICATIONS

- a) **Equal Opportunities Implications:** These are taken into account on individual schemes.
- b) **Environmental Implications:** All of the projects seek to bring about an improvement in the local environment.
- c) **Community Safety:** This has been included as one of the assessment criteria agreed by Committee and is considered on each project.

8.0 INSPECTION OF PAPERS

To inspect or query the background paperwork or report, please contact,

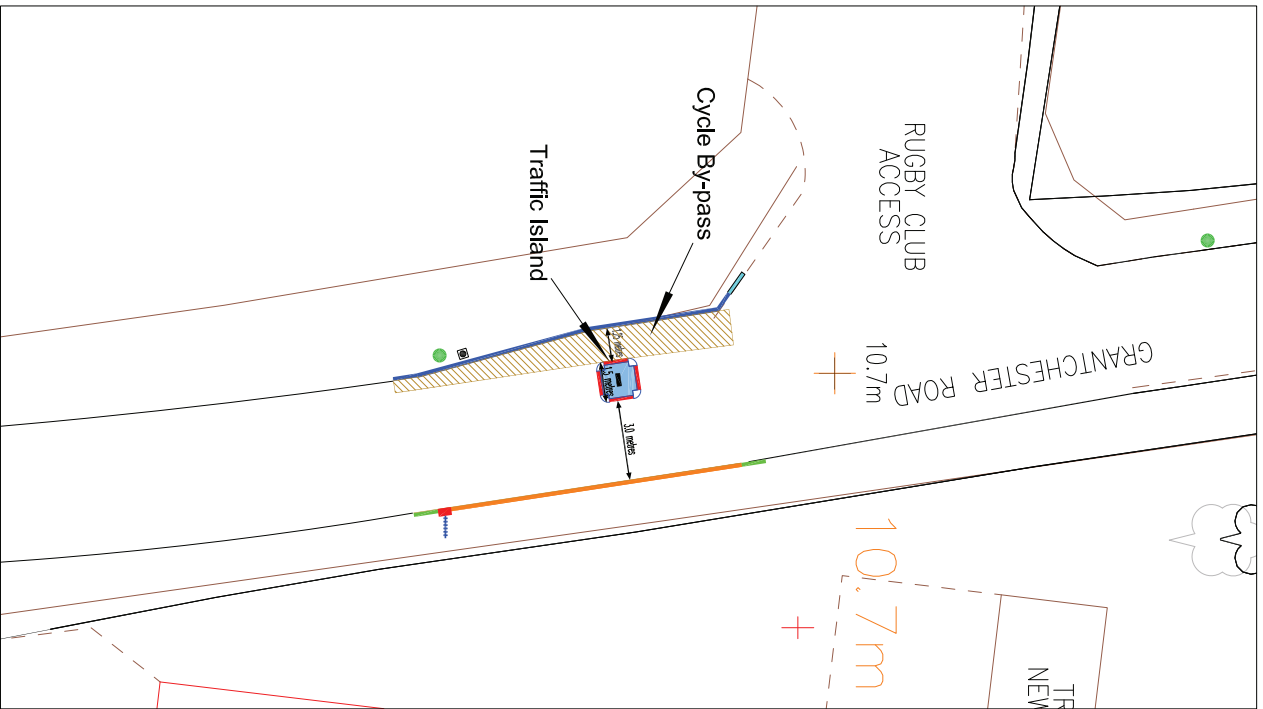
Andrew Preston

Environmental Projects Manager

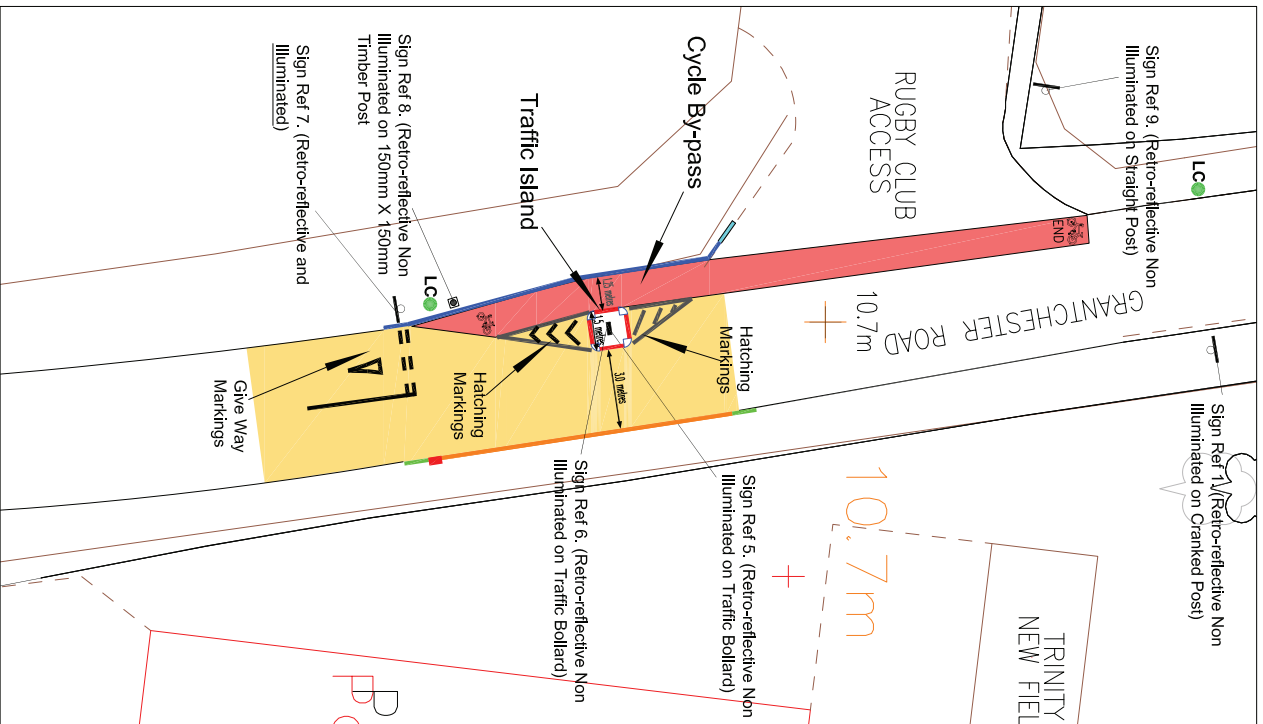
Telephone: 01223 457271

Email: andrew.preston@cambridge.gov.uk

EARTHWORKS, KERBING AND FOOTWAY WORKS



SIGNING, LINING AND SURFACE TREATMENT WORKS



Traffic Signs

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.

KEY:
 BUFF ANTI SKID MATERIAL
 RED ANTI SKID MATERIAL

ADDITIONAL SIGNING Outside Main Site (Not To Scale)

- PROPOSED TANBAC FEEDSTUFF AREA, EXISTING SURFACE TO BE LINED AND REPLACED WITH FULL DEPTH CONCRETE TO BS 5400 PART 1:1990 (CONCRETE SPECIFICATION)
- EXCAVATION OF EXISTING CARRIAGEWAY GRASS VERGE TO A DEPTH OF 250mm AND REPLACED WITH FULL DEPTH CONCRETE TO BS 5400 PART 1:1990 (CONCRETE SPECIFICATION)
- PROPOSED TAMING DOULDALE (20mm x 150mm) GRASS PAVING TO BE LINED AND REPLACED WITH FULL DEPTH CONCRETE TO BS 5400 PART 1:1990 (CONCRETE SPECIFICATION)
- PROPOSED PRE-CAST CONCRETE CHANNEL (150mm x 125mm) WITH CONC. LANE/CARRIAGEWAY
- PROPOSED PRE-CAST CONCRETE DROPPED KERB SYSTEM
- PROPOSED PRE-CAST CONCRETE COATED KERB DRAINAGE SYSTEM, HALF BATTERED CONSISTING OF TOP BLOCK (210 HIGH) AND BASE (MINI BEAM) OR SIMILAR APPROVED
- EXISTING PRE-CAST CONCRETE DROPPED KERB TO REMAIN IN PLACE
- INLINE SIDE OUTLET BOX WITH HALF BATTERED COVER AND FRAME, MARSHALLS OR SIMILAR APPROVED
- 150 MM DIAMETER SURFACE WATER DRAINAGE SYSTEM TO REMAIN IN PLACE
- PROPOSED POSITION OF NEW LAMP COLUMN 66 METRES IN HEIGHT
- EXISTING TRAFFIC BOLLARD WITH ARROWS AS SHOWN

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CAMBRIDGE CITY COUNCIL

ENVIRONMENTAL DEPARTMENT

ENVIRONMENTAL PROJECTS

Simon Payne
 Director of Environment
 CAMBRIDGE CITY COUNCIL
 PO BOX 700, Cambridge, CB1 0JH
 Tel: 01223 - 457200 or 457201

Revision	Date	By	Details

Scale	BY	Date	Project:
1:100@A1	GC	June 2011	Grantchester Road

Drawing: General Layout

Job Ref / DWG.No 020 - 139 - 01

Revision -

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DO NOT SCALE
 Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work and any adjustments to drawings, instructions to be brought to the attention of the architect and the contractor's attention.

APPENDIX 2

ELIGIBILITY CRITERIA - as agreed by Executive Councillor (Environment) on 18 March 2003 with amendments agreed 22 March 2005

The essential criteria for consideration of funding of Environmental Improvement works are:

- Schemes should have a direct, lasting and noticeable improvement to the appearance of a street or area.
- Schemes should be publicly visible and accessible.
- Schemes must have the owners consent if on private land – unless there are exceptional circumstances by which Area Committee may wish to act unilaterally and with full knowledge and responsibility for the implication of such action.
- Schemes must account for future maintenance costs.

Desirable criteria – potential schemes should be able to demonstrate some level of:

- Active involvement of local people.
- Benefit for a large number of people.
- 'Partnership' funding.
- Potential for inclusion of employment training opportunities.
- Ease and simplicity of implementation.
- Potential for meeting key policy objectives (e.g. improving community safety or contributing to equal opportunities).

Categories of scheme ineligible for funding:

- Where a readily available alternative source of funding is available.
- Revenue projects.
- Schemes that have already received Council funding (unless it can be clearly demonstrated that this would not be 'top up' funding).
- Works that the City or County Council are under an immediate obligation to carry out (e.g. repair of dangerous footways)
- Play areas (as there are other more appropriate sources of funding including S106 monies)

The following categories of work were agreed as being eligible for funding by the Area Committees:

- Works in areas of predominately council owned housing
- Works to construct lay-bys where a comprehensive scheme can be carried out which not only relieves parking problems but achieves environmental improvement.

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Application Number	11/0263/FUL	Agenda Item	
Date Received	8th April 2011	Officer	Miss Amy Lack
Target Date	3rd June 2011		
Ward	Market		
Site	Parkside Cambridge Cambridgeshire		
Proposal	Erection of a temporary bus supervisor's kiosk in Parkside, opposite Warkworth Terrace.		
Applicant	Mr Mark Kemp Box ET 1028 Castle Court Shire Hall Cambridge CB3 0AP		

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 Parkside, a public highway, runs on a south east to north west axis and serves a mix of residential and commercial buildings, many of which are listed. To the south west of the site is the large area of public open space known as Parker's Piece. The south west side of Parkside is currently being used for long distance coach services and in addition to the kiosk (which is the subject of this application) three bus stops and shelters have been installed.
- 1.2 The site falls within the City of Cambridge Conservation Area No. 1 (Central) and is adjacent to an area designated as protected open space. Many of the buildings on the north east side of Parkside are Grade II listed. The surrounding trees are protected, by virtue of their location within a Conservation Area. The site falls within the controlled parking zone (CPZ).

2.0 THE PROPOSAL

- 2.1 This application seeks consent for the retention of a temporary Bus Supervisors Kiosk. Located on a 'built out' pavement opposite Warkworth Terrace and the Police Station the kiosk

measures approximately 2 metres by 2.5 metres with an overall height of 2.5 metres. The design of the kiosk comprises a stainless steel frame with a mid-rail in the side panels, separating the lower opaque black infill from the clear polycarbonate glazing on the upper half of the panel. The curved roof is constructed in clear polycarbonate covered in a light reflective film.

- 2.2 The background to this application is documented in the previous application and in supporting statements to this application by the applicant, summarised as follows: In 2005 Cambridgeshire County Council conducted a consultation on the proposed changes to the Emmanuel Street/Drummer Street and St Andrews Street areas as part of Stage 4 of the Core Traffic Scheme. The measures proposed were to help accommodate the anticipated growth in local bus services, improve transport reliability, air quality and provide clearer footways around the Grand Arcade and Christ's Lane. One of the main proposals was the re-location of the long distance coach services out of Drummer Street. In January 2006, the County Council's Cambridge Traffic Management Area Joint Committee reviewed the feedback and decided to create three new bus stops for long distance coach services on the south west side of Parkside. Three bus shelters were installed in 2006 and the Traffic Regulation Order came into operation on 5 March 2007.
- 2.3 The accompanying Design and Access Statement to previous planning reference 06/1284/FUL explained that the kiosk is required for the on-street staff who man the bus stops from 8am until 6pm, seven days a week who are there to provide customer care and perform operational tasks. The customer care will include assisting passengers with luggage and providing advice to those who may have missed their coach or lost their luggage. On the operational side the work includes issuing drivers with details of passenger journey bookings and making alternative arrangements if buses are delayed or breakdown. The need for a bus supervisor to be present has generated the need for the kiosk which has electricity, telephone and internet connection points to provide up to date information to the supervisor. The kiosk does not sell tickets. It has been confirmed that this is still how the kiosk operates and why its retention is sought.

2.4 Despite the consideration of alternative sites for bus stops, the long distance bus operators wish to maintain stops in the central area to serve passenger demand and are unlikely to relocate services to any location more remote from the city centre. The County Council recognises the need to support long distance bus services as part of the transport options available to city users. As such, permission is sought to retain the kiosk to allow bus company staff to continue to operate from this location for the foreseeable future. The applicant has not provided a timescale or specified the period of time sought, however, they do advise that it may take at least 3 years to develop and commence implementation of any new bus management strategy.

2.5 The application has been submitted with the following supporting information:

1. Design and Access Statement; and
2. Supporting statement of need.

3.0 SITE HISTORY

Reference	Description	Outcome
06/1284/FUL	Erection of a temporary bus supervisor's kiosk (4 years) in Parkside opposite Warkworth Terrace.	A/C

3.1 The decision notice for the previous temporary permission 06/1284/FUL is attached to this report as Appendix A.

4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes
Public Meeting/Exhibition (meeting of):	No
DC Forum (meeting of):	No

5.0 POLICY

5.1 Central Government Advice

5.2 Planning Policy Statement 1: Delivering Sustainable Development (2005): Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.

5.3 Planning Policy Statement 5: Planning for the Historic Environment (2010): sets out the government's planning policies on the conservation of the historic environment. Those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are called heritage assets. The statement covers heritage assets that are designated including Site, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas and those that are not designated but which are of heritage interest and are thus a material planning consideration. The policy guidance includes an overarching policy relating to heritage assets and climate change and also sets out plan-making policies and development management policies. The plan-making policies relate to maintaining an evidence base for plan making, setting out a positive, proactive strategy for the conservation and enjoyment of the historic environment, Article 4 directions to restrict permitted development and monitoring. The development management policies address information requirements for applications for consent affecting heritage assets, policy principles guiding determination of applications, including that previously unidentified heritage assets should be identified at the pre-application stage, the presumption in favour of the conservation of designated heritage assets, affect on the setting of a heritage asset, enabling development and recording of information.

- 5.4 PPS6 Planning for Town Centres (2005):** States that the key objective for town centres is to promote their vitality and viability by planning for growth and development of existing centres, promoting and enhancing existing centres by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all. The statement seeks to enhance consumer choice to meet community needs and ensure new development is well served by a choice of means of transport.
- 5.5 Planning Policy Guidance 13: Transport (2001):** This guidance seeks three main objectives: to promote more sustainable transport choices, to promote accessibility to jobs, shopping, leisure facilities and services, by public transport, walking and cycling, and to reduce the need to travel, especially by car. Paragraph 28 advises that new development should help to create places that connect with each other in a sustainable manner and provide the right conditions to encourage walking, cycling and the use of public transport.
- 5.6 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.
- 5.7 East of England Plan 2008**

SS1: Achieving Sustainable Development

T1: Regional Transport Strategy Objectives and Outcomes
T13 Public Transport Accessibility

ENV6: The Historic Environment
ENV7: Quality in the Built Environment

5.8 Cambridge Local Plan 2006

3/1 Sustainable development
3/4 Responding to context
3/12 The design of new buildings

4/4 Trees
4/11 Conservation Areas

4/13 Pollution and amenity

8/2 Transport impact

5.9 Supplementary Planning Documents

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.

Cambridge Historic Core Conservation Area Appraisal (2006): Provides an appraisal of the Historic Core of Cambridge.

Parkers Piece Conservation Plan (2001)

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

6.1 No significant adverse effect upon the Public Highway should result from this proposal.

Architectural liaison officer

6.2 Whilst this area shows high levels of crime and anti-social behaviour there have been no reported incidents against the temporary bus shelter. It is located close to Parkside Police Station and is in a well lit, busy area. It is also subject to CCTV coverage from the camera located at the junction of Mill Road

with Gonville Place. Accordingly, there are no comments to make on this application.

Historic Environment Manager

- 6.3 The park is an important area of open space and the buildings around it (many Listed) form an important townscape and feature of the Conservation Area and the visual clutter that comes with buses is to its detriment.
- 6.4 A permanent kiosk would be wholly unacceptable in Conservation terms being too eye-catching, too flimsy in appearance and in an inappropriate location. Without a guarantee that the temporary kiosk shall be removed, it seems difficult to grant an extended period in line with guidance. If an extended period is to be allowed, it should be as short as is reasonable in these circumstances (certainly no more than another 4 years) with the *caveat* that there will be no more extensions after that.
- 6.5 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 Rosenstiel has commented on this application. He believes that there is no definitive timescale for when the temporary facility will be no longer be needed and he objects to the granting of any indefinite consent. He states that in his view this is a temporary facility that needs to be kept on temporary consents.
- 7.2 The owners/occupiers of the following addresses have made representations:
- 31, Parkside, Cambridge CB1 1JE
- 7.3 The representations can be summarised as follows:
- Originally locals were told that the consent granted in 2007 was temporary for 4 years until the railway station could accommodate the provision and the kiosk removed. The building of a new interchange has been delayed but can

reassurance be given the intension is still to move the bus facilities to the railway station?

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

8.0 ASSESSMENT

- 8.1 The previous planning application dealt with the issue of trees and From the consultation responses, representation received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of temporary development
2. Context of site, design and external spaces
3. Highway safety
4. Third party representations

Principle of temporary development

- 8.2 Planning permission was granted for a bus supervisors kiosk under planning application reference 06/1284/FUL for a temporary period of 4 years only. This expired at the end of March 2011. The condition 2 of this permission which restricted its permanence reads as follows:

The building hereby permitted shall be removed from the site and the land restored to its former condition before the end of March 2011, or upon completion of permanent replacement accommodation, whichever is the sooner.

- 8.3 This condition was considered necessary because the building construction and materials were deemed inappropriate for the location for more than a temporary period.
- 8.4 Paragraph 112 of Government Circular 11/95: The Use of Conditions in Planning Permission, states that: 'A second temporary permission should not normally be granted. A trial period should be set that is sufficiently long for it to be clear by the end of the first permission whether permanent permission or a refusal is the right answer. Usually a second temporary permission will only be justified where highway or

redevelopment proposals have been postponed, or in cases of hardship where temporary instead of personal permission has been granted for a change of use.'

- 8.5 Long distance bus services coming into and leaving the City is a public service provision that will be considered within the wider Cambridge Area Transport Strategy (CATS). This is a new transport strategy for Cambridge being brought forward by the County Council, in partnership with the City Council. It is a funding dependant strategy and as such, whilst it is being developed, the applicant argues that a second permission for the kiosk is required because at present there is no clear timescale for its implementation. As the current arrangement for long distance travel from Parkside is well established with both operators and passengers it is strongly desirable to retain this function from this location. The applicant advises that it may take at least 3 years to develop and commence implementation of any new bus management strategy. Permission is therefore sought to retain the kiosk to allow bus company staff to continue to operate effectively in a safe environment for the foreseeable future, but no definitive period for the temporary consent has been specified.
- 8.6 In my opinion, the principle of the development on a temporary basis is acceptable. It extends the period of consent for an existing structure, as such, no protective methods are required for works near to protected trees. Consultation with the Architectural liaison officer has confirmed that during the time that the kiosk has been in situ it has not been the subject of any incidents of crime or anti-social behaviour. Whilst plans to relocate the service to the Railway Station area appear to have been discounted, a new bus management strategy is being undertaken. I am satisfied that the granting permission for a second temporary permission is in accordance with guidance contained within Government Circular 11/95 justified where highway or redevelopment proposals have been postponed. The kiosk is considered 'vital' by the applicant to the success of the operation of the long distance services which run and terminate from this location. I consider this service provision, as with other public transport services, a key driver to the vitality and viability of the city centre. In principle, I consider the proposal in accordance with East of England Plan (2008) policies SS1, T1 and T13 and Cambridge Local Plan (2006) policies 3/1 and 3/4.

Context of site, design and impact upon the surrounding Conservation Area

- 8.7 The consideration of this application remains fundamentally the same as at the earlier planning application reference 06/1284/FUL, in that, the structure is unsatisfactory for permanent siting adjacent to a sensitive open space within the Central Conservation Area. Parker's Piece is an important area of open space within the City Centre and the buildings which surround it, many of which are listed on the northern side of the park where the kiosk is sited, form an important townscape and feature of the Central Conservation Area.
- 8.8 The Council would normally expect development to be appropriate in its context and permanent, in accordance with Local Plan policy 3/12 and with regard to the areas designation as a conservation area, Local Plan policy 4/11. The Conservation Officer comments on the presence of the buses and the visual clutter that comes with them to the detriment of the Conservation Area. I agree with this observation and that the purpose of temporary consents is to enable an applicant time to sort out a more acceptable permanent solution. However, for the reasons outlined above this has not happened within the 4 year period originally permitted for its temporary installation. I also acknowledge that for this kiosk to be retained as a permanent structure would be wholly inappropriate unacceptable in this location. However, whilst the kiosk is not of a form or design that would be encouraged in this location it is acknowledged that it is a temporary structure and it is reflective of this short-term nature and it has a significant function to play in providing long distance public transport in this sustainable location.
- 8.9 Mindful of the above I recommend that an extended period be allowed but this be limited. The applicant predicts that it may take at least 3 years to develop and commence implementation of any new bus management strategy. Accordingly I recommend that a further 4 years be allowed (condition 1) and an informative also be attached to advise the applicant that should a subsequent application be received which seeks to retain the kiosk for any further period of time that it is unlikely that the local planning authority will support such an application. Subject to this condition and the imposition of a condition

consistent with the previous permission which does not permit the display of printed information or posters on the kiosk (condition 2) in order to protect the character of the Conservation Area I consider the proposal acceptable for a further 4 year period and in accordance with East of England Plan 2008 policies ENV6 and ENV7 and Cambridge Local Plan 2006 policies 3/4 and 4/11.

Highway Safety

- 8.10 The location of the proposed kiosk has received no objection from the Highway Authority on highway safety grounds. There are two bollards proposed at either end of the kiosk, on the road side to prevent any vehicles colliding with the kiosk.
- 8.11 In my opinion the proposal is compliant with East of England Plan (2008) policy T1 and Cambridge Local Plan (2006) policy 8/2.

Third Party Representations

- 8.12 The third party representation received from a local resident raises concern with regard to the further extension of what was originally argued a temporary measure when considered by planning application reference 06/1284/FUL. I have addressed this concern above under the heading 'Principle of development' from paragraph 8.2.
- 8.13 The representation goes on to state that the building of a new interchange has been delayed. It also seeks reassurance that there is an intension to move the bus facilities to the railway station. It should be noted that when the previous application was considered there was not a commitment to the railway station, neither is it currently intended for the new interchange to accommodate long distance coaches.

9.0 CONCLUSION

- 9.1 Due to the benefit of operating long distance bus services close to the City Centre in this established location and the progress that is being made toward a permanent solution it is recommended that permission for a further limited period of 4 years be granted. I am mindful of the sensitive location of the site and that renewal of temporary consents is not normally

considered to be appropriate. However, it is considered that, in these circumstances the service provided from long distance service operators is valuable and while full clarity over a long-term permanent solution has yet to be achieved it is considered appropriate to retain the structure for a further limited period.

10.0 RECOMMENDATION

APPROVE FOR A TEMPORARY PERIOD OF 4 YEARS subject to the following conditions:

1. The building hereby permitted shall be removed from the site and the land restored to its former condition before the end of March 2014, or upon completion of permanent replacement accommodation, whichever is the sooner.

Reason: The building construction and materials are considered inappropriate for more than a temporary period. (Cambridge Local Plan (2006) policy 3/4).

2. No printed information or posters are to be displayed on the kiosk unless otherwise agreed in writing by the local planning authority.

Reason: To protect the conservation area (East of England Plan 2008 policy ENV6 and Cambridge Local Plan 2006 policy 4/11).

INFORMATIVE: The applicant is advised that the City Council is unlikely to support any subsequent renewal of the development hereby permitted. Before this permission expires the applicant is advised to secure planning permission for permanent accommodation which will remove the need for this temporary kiosk. The applicant is advised to discuss preliminary proposals with the Planning Department as soon as possible.

Reasons for Approval

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: Policies SS1, T1, T13, ENV6 and ENV7

Cambridge Local Plan (2006): Policies 3/1, 3/4, 4/11 and 8/1

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

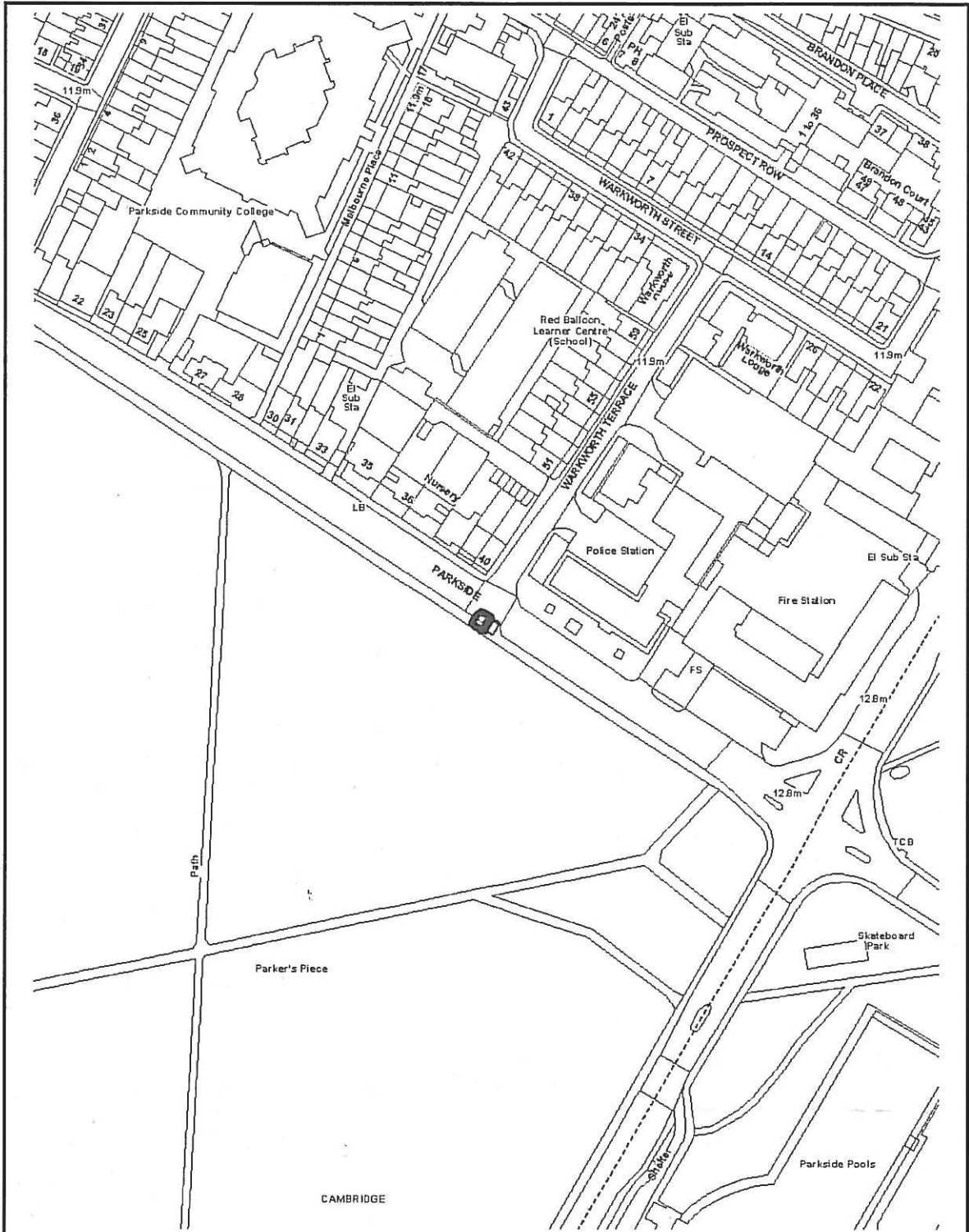
LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
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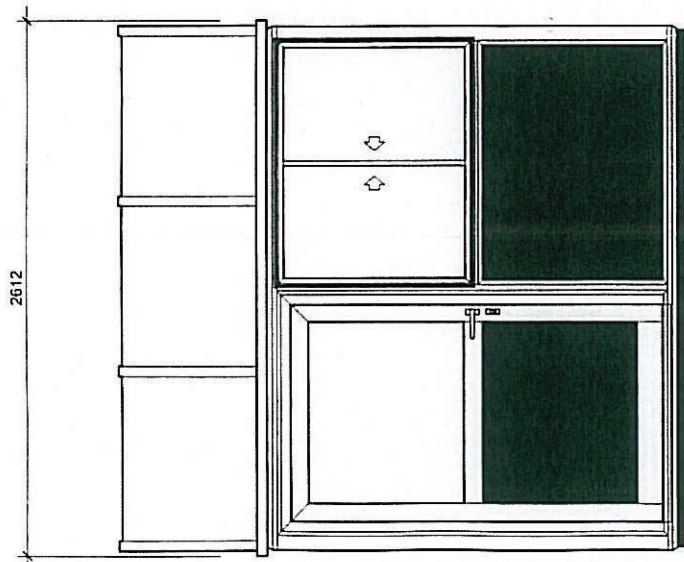
These papers may be inspected on the City Council website at: www.cambridge.gov.uk/planningpublicaccess or by visiting the Customer Service Centre at Mandela House.

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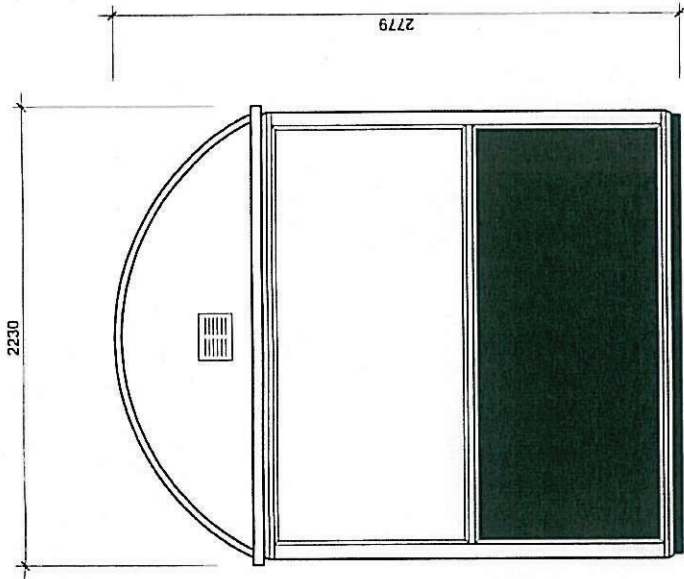


11/0263/FUL
Parkside Cambridge Cambridgeshire

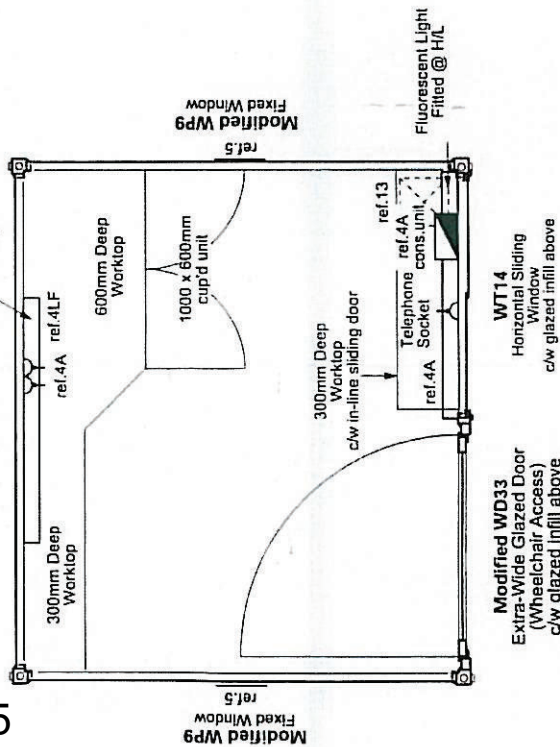
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FRONT ELEVATION



SIDE ELEVATION



PLAN VIEW

NOTES:
 Colour - Wall Panels : Non - Standard 'Black' BS 4800 (00 E 53)
 Roof: Carleton Aluminium Framed - Domed
 Framework : Natural anodised aluminium.
 Colours shown on this drawing are for illustrative purposes only.
 Base fixing bolts supplied as standard (base fix and seal by others).

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Title: 1 No. 2.4 x 2.1m (Clear Internal Dimensions) Warrior Bus Supervisors Kiosk
Cambridgeshire County Council

Drawn By: D. Squire	Scale: 1:25
Date: 23/03/07	Original Drawing Size: A3
Drawing No: BH37904	

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11 / 0263 / FU1



CAMBRIDGE
CITY COUNCIL
- 16 APR 2011
DEVELOPMENT
CONTROL



LAYOUT PLAN
Existing trees shown in vicinity of proposed bus supervisors kiosk only.

06/190
ST/CENTRAL AREA COMMITTEE
APPROVED 27/11/05

Date	Ref.	Revisions
07/11/05	A	TAXI RANK AMENDMENTS
07/11/05	B	BUILDOUT AMENDMENTS
07/11/05	C	STAFF KIOSK SIZE & LOCATION AMENDMENTS

Cambridgeshire County Council
Environment & Community Services

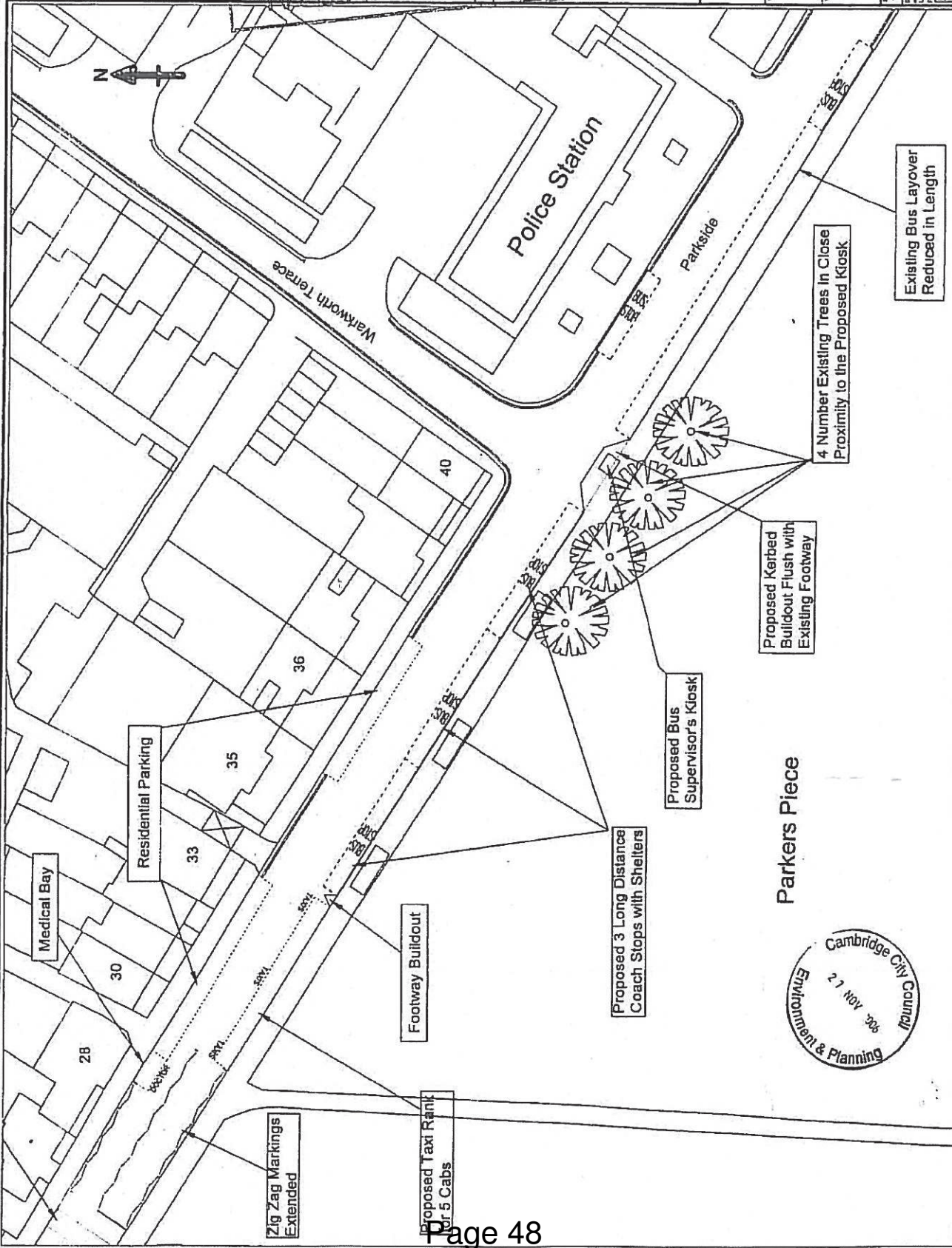
CAMBRIDGE CORE TRAFFIC SCHEME
STAGE 4

PARKSIDE BUS STOP & TAXI LAYOUT

Scale	1:500
Drawn	TB
Checked	SRM
Date	07/11/05

Drawn and checked by the author. The author is not responsible for any errors or omissions in this drawing. The user of this drawing is advised to check the accuracy of the information contained therein.

CCTSS4/021



Application Number	11/0439/FUL	Agenda Item	
Date Received	18th April 2011	Officer	Mr Tony Collins
Target Date	13th June 2011		
Ward	Castle		
Site	32 Woodlark Road Cambridge Cambridgeshire CB3 0HS		
Proposal	Erection of new cycle shelter.		
Applicant	Mr. And Mrs. Smith 32 Woodlark Road Cambridge Cambridgeshire CB3 0HS		

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 32 Woodlark Road is a semi-detached two-storey dwelling and its front and rear gardens on the south-eastern side of the road. The area is residential in character, containing mainly semi-detached two-storey dwellings. The house is finished in red brick and pebbledash render under a tiled roof.
- 1.2 The site is not within a conservation area or the Controlled Parking Zone.

2.0 THE PROPOSAL

- 2.1 The application seeks planning permission for a cycle shelter in the front garden. The proposed shelter would replace an existing shelter: a wooden structure with a felt roof sited on the front boundary of the site. This existing structure, for which an application under 10/1165/FUL was made, and refused, has a maximum height of 1.87m and is denoted on the plan as being 1.94m deep by 2.86m wide.
- 2.2 The shelter now proposed retains the same footprint as that refused under 10/1165, but the height is reduced from 1.77m to

1.31m on the site frontage, and from 1.87m to 1.57m at the rear of the shelter.

- 2.3 The application does not include the lattice fencing between the house and the attached neighbour at 30 Woodlark Road. I share with the previous case officer the view that this fence requires planning permission because it is more than 1m in height adjacent to the pavement/highway.

3.0 SITE HISTORY

10/1165/FUL	Erection of cycle shelter	Refused
-------------	---------------------------	---------

4.0 PUBLICITY

4.1	Advertisement:	No
	Adjoining Owners:	Yes
	Site Notice Displayed:	No

5.0 POLICY

5.1 Central Government Advice

Planning Policy Statement 1: Delivering Sustainable Development (2005)
Planning Policy Guidance 13: Transport (2001)
Circular 11/95 – The Use of Conditions in Planning Permissions

5.2 East of England Plan 2008

ENV7 Quality in the built environment

5.3 Cambridge Local Plan 2006

3/4 Responding to context
3/12 New buildings

5.4 Supplementary Planning Documents

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

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

6.1 No objections.

7.0 REPRESENTATIONS

7.1 None received.

7.2 It has been requested that this application be brought to Committee by Coun. Hipkin. The grounds are that the questions of whether the revised proposal addresses the earlier reasons for approval, and whether the shelter would harm the street scene merit public discussion.

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

Context of site, design and external spaces

8.2 At the time of my site visit, the shelter previously refused permission was still in place.

8.3 Most front gardens in the locality are relatively open in nature, having either low boundary walls, fencing or hedging. In this context the positioning of a cycle shelter close to the front boundary of the property and well forward of the main building line, is alien to the character of the locality. In other nearby houses which share the same difficulty of access to the rear garden being blocked by a recent side extension, the problem of cycle and waste bin storage is generally addressed by less obtrusive means, with shelters on a smaller scale, and generally to the side of the sites. The shelter sought here would be screened to some degree by trellis work to the boundary and hedging but this screens views from the south and south west only, and the hedging will take some time to mature.

8.4 I do not consider that the present proposal represents any improvement on the shelter previously refused. Indeed, because the sloping roof of the present proposal would block the view to the front of the house more comprehensively at average eye height than the previous proposal, I consider its negative impact on the character of the area to be greater. In my view, the proposed shelter, like the previously-refused version, is of a poor design, dominant and visually intrusive in the street scene, which causes clear harm to the character and appearance of the locality. It is in conflict with East of England Plan (2008) policy ENV7, and Cambridge Local Plan (2006) policies 3/4 and 3/12 and PPS1.

Residential Amenity

8.5 The cycle shelter is an open structure that is set to the front boundary of the site and it does not raise any issues in respect of amenity other than those raised above in respect of visual impact. The trellis fence which sits on the boundary lies close to the windows of 30 Woodlark Road, but given its height and open nature I do not consider that it would have a significant impact on outlook.

8.6 In my opinion the proposal adequately respects the residential amenity of its neighbours.

9.0 CONCLUSION

9.1 For the reasons set out above the proposals are considered to be unacceptable and refusal is thus recommended.

10.0 RECOMMENDATION

REFUSE for the following reason:

1. The cycle shelter proposed, by reason of its height, design, and prominent location on the site frontage, represents an unduly intrusive and visually dominant feature in the street scene, that causes demonstrable harm to the character and appearance of the locality. In so doing the development fails to respond positively to its context or to relate satisfactorily to its surroundings contrary to policy ENV7 of the East of England Plan 2008, to policies 3/4 and 3/12 of the Cambridge Local Plan 2006 and to advice provided by PPS1 Delivering Sustainable Development.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

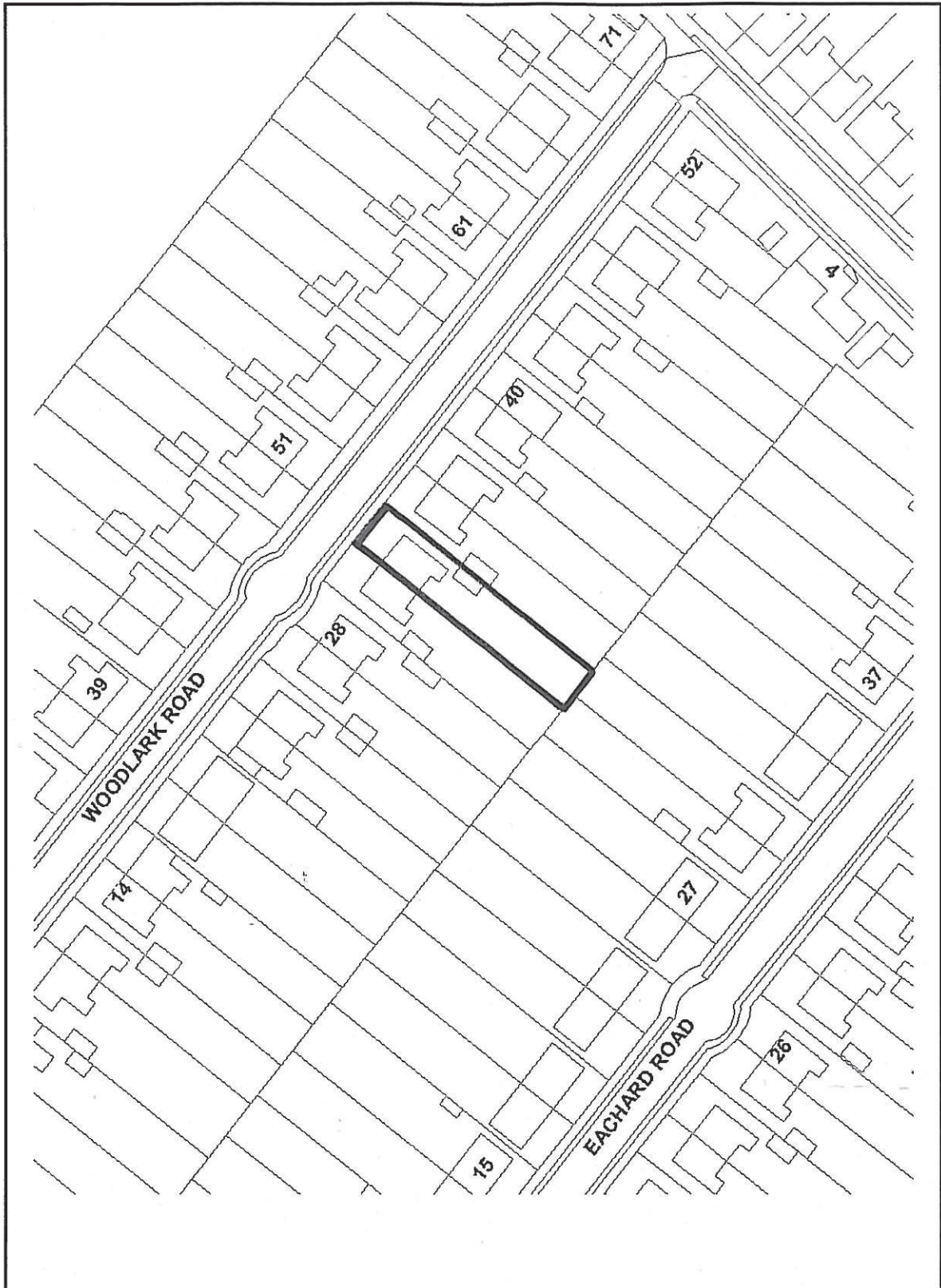
1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
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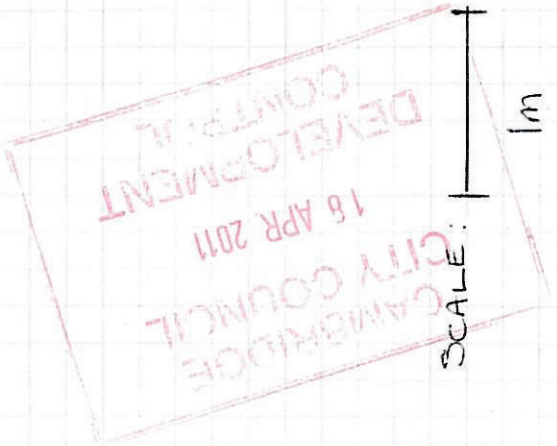
11/0439/FUL
32 Woodlark Road Cambridge Cambridgeshire CB3 0HS

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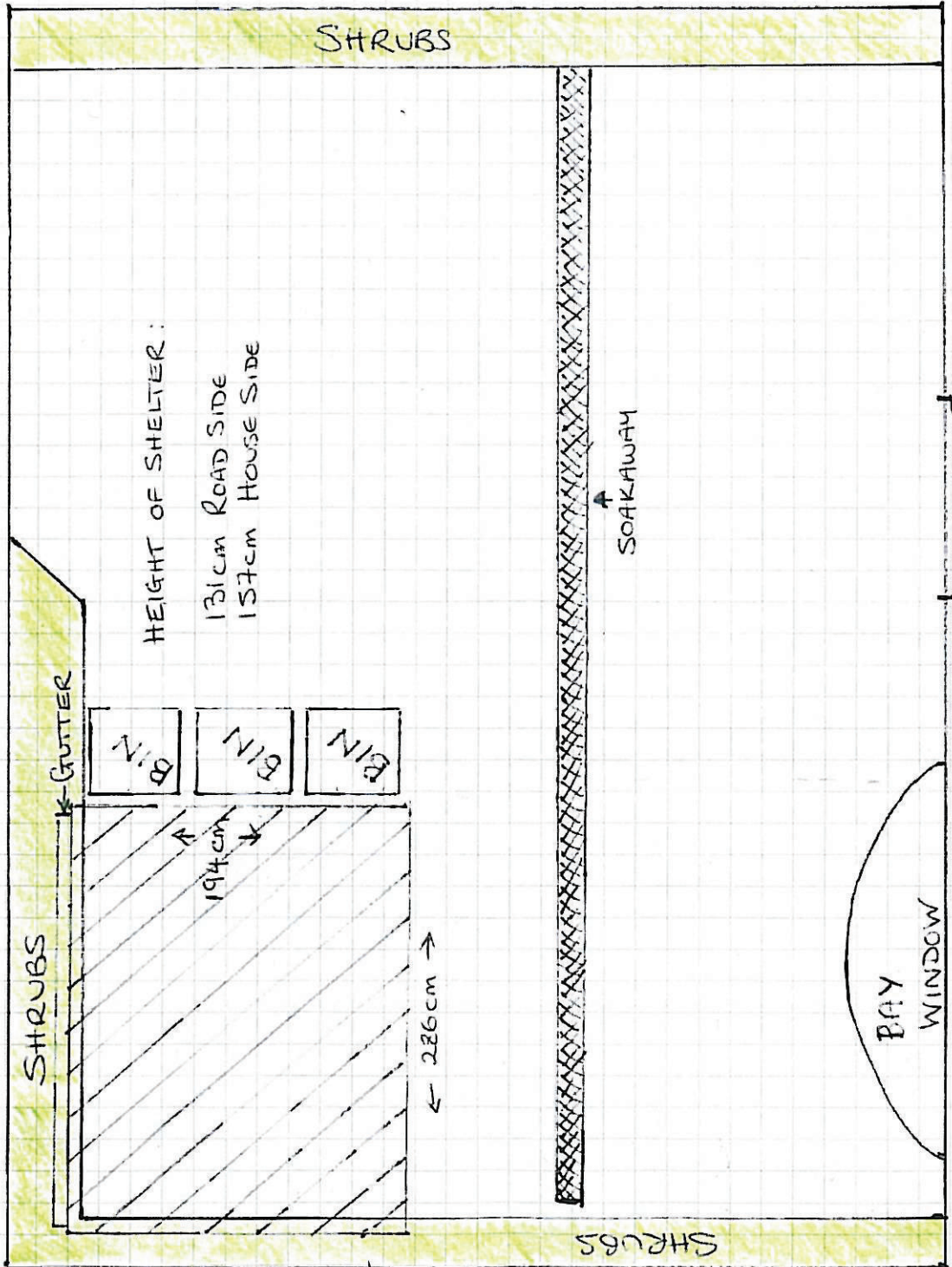
11 / 0439 / FUL



34 WOODLARK ROAD



FLOOR PLAN

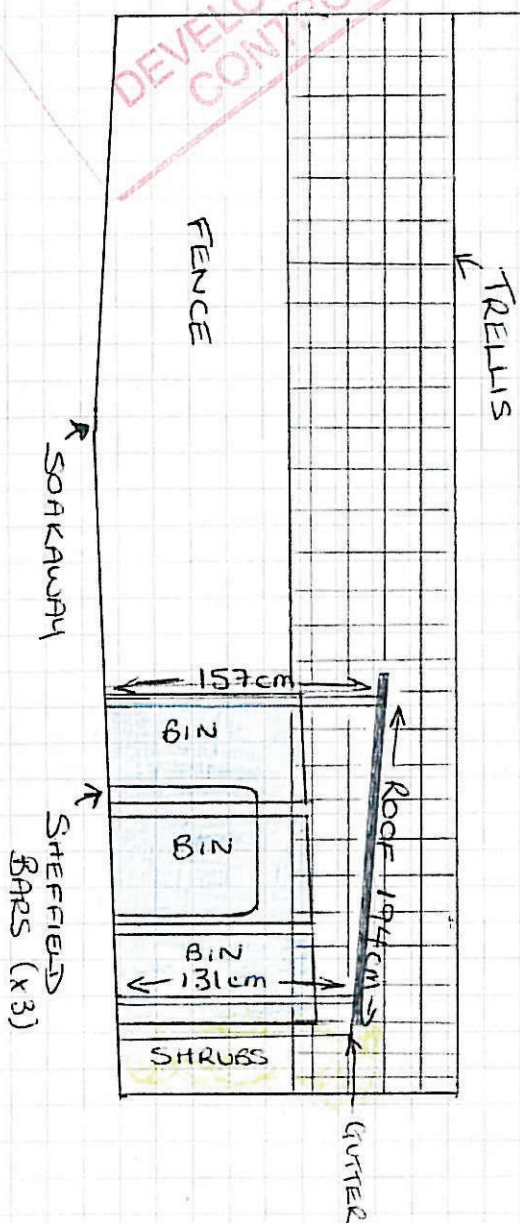


CAMBRIDGE
CITY COUNCIL
18 APR 2011

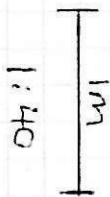
DEVELOPMENT
CONTROL

HOUSE

ELEVATION PLAN



SCALE:



11 / 0409 / FUL

Application Number	11/0627/FUL	Agenda Item	
Date Received	9th June 2011	Officer	Mr Tony Collins
Target Date	4th August 2011		
Ward	Newnham		
Site	2 Barton Close Cambridge Cambridgeshire CB3 9LQ		
Proposal	Change of use from dwelling to student accommodation.		
Applicant	Mr Christopher Lawrence Barton Road Cambridge CB3 9BB		

1.0 INTRODUCTION

- 1.1 This application follows immediately on the withdrawal of an earlier identical application. That application was withdrawn after officers advised that a recommendation of refusal was likely because of conflict with local plan policy on student accommodation proposals which involve the loss of family housing (Cambridge Local Plan (2006) policy 7/7). The present application has been brought to Committee as a result of a Member request, on the basis that the policy issues raised about the proposed change of use merit public discussion.
- 1.2 The previous application generated no response from neighbours. In that context, and in an effort to ensure a timely determination, and avoid two months delay, I have agreed to bring the application before this Committee before the expiry of the neighbour response period (neighbour notification letters were generated on 9th June 2011, so the response period will not expire until 30th June)). It is unusual to bring an application to Committee at this stage, and in these circumstances, my recommendation must be subject to the proviso that no neighbour comments are received before the expiry of the period for responses. If comments are received before that

date, or any additional consultee responses are received, the application would have to be brought back to the next West/Central Committee.

- 1.3 The College is anxious to be able to bring the building into use this autumn if permission is granted. Given that the previous application did not give rise to neighbour concerns, and that such concerns therefore seemed unlikely with respect to this application, it seemed reasonable to officers that the application not be delayed until West/ Central Committee in August. It must be emphasised, however, that any resolution to determine the application must be subject to the absence of further representations before the notified deadline.

2.0 SITE DESCRIPTION/AREA CONTEXT

- 2.1 2 Barton Close is a detached two-storey dwelling. It has front and rear gardens, and is situated on the east side of the close, opposite the central oval 'island'. The building, which is set slightly back from the street frontage, has a projecting bay on the north side of the front elevation with an integral garage on the ground floor and a habitable room above. The building, which dates from the middle of the twentieth century, is finished in red brick, with a hipped, tiled roof. It is currently empty.
- 2.2 The application site lies on the boundary between an area to the south and east, which is occupied by individual private dwellings, and the Wolfson College campus, which extends for some distance both north and west. The western and northern boundaries of the plot abut the main Wolfson site. Norton House (3 Barton Close), which is adjacent to the site on the north side, was once a private dwelling, but has been in use by the College as student accommodation for at least 20 years.
- 2.3 The site is within the City of Cambridge Conservation Area No.2 (West). The site falls outside the controlled parking zone. There are no protected trees on the site.

3.0 THE PROPOSAL

- 3.1 The application seeks permission for change of use from dwelling to student accommodation. Seven student rooms would be provided in the building, whose outward appearance would be unchanged.

3.2 The application is accompanied by a supporting statement

4.0 SITE HISTORY

Reference	Description	Outcome
11/0092/FUL	Change of use to student accommodation	Withdrawn

5.0 PUBLICITY

5.1 Advertisement:	No
Adjoining Owners:	Yes
Site Notice Displayed:	No

6.0 POLICY

6.1 Central Government Advice

6.2 **Planning Policy Statement 1: Delivering Sustainable Development (2005):** Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.

6.3 **Planning Policy Statement 5: Planning for the Historic Environment (2010):** sets out the government's planning policies on the conservation of the historic environment. Those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are called heritage assets. The statement covers heritage assets that are designated including Site, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas and those that are not designated but which are of heritage interest and are thus a material planning consideration. The policy guidance includes an overarching policy relating to heritage assets and climate change and also

sets out plan-making policies and development management policies. The plan-making policies relate to maintaining an evidence base for plan making, setting out a positive, proactive strategy for the conservation and enjoyment of the historic environment, Article 4 directions to restrict permitted development and monitoring. The development management policies address information requirements for applications for consent affecting heritage assets, policy principles guiding determination of applications, including that previously unidentified heritage assets should be identified at the pre-application stage, the presumption in favour of the conservation of designated heritage assets, affect on the setting of a heritage asset, enabling development and recording of information.

6.4 **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.

6.5 **Circular 05/2005 - Planning Obligations:** Advises that planning obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind and reasonable in all other respect.

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.

6.6 **East of England Plan 2008**

SS1: Achieving Sustainable Development
ENV6 The Historic Environment
ENV7: Quality in the Built Environment
WM6: Waste Management in Development

6.7 **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

6.8 **Cambridge Local Plan 2006**

3/1 Sustainable development

3/4 Responding to context

4/11 Conservation Areas

5/4 Loss of housing

7/7 College and University of Cambridge Staff and Student Housing

8/2 Transport impact

8/6 Cycle parking

8/10 Off-street car parking

Planning Obligation Related Policies

3/8 Open space and recreation provision through new development

3/12 The Design of New Buildings

8/3 Mitigating measures

10/1 Infrastructure improvements

6.9 **Supplementary Planning Documents**

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.

6.10 Material Considerations

Central Government Guidance

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.

City Wide Guidance

Cambridge City Council (2006) - Open Space and Recreation Strategy: Gives guidance on the provision of open space and recreation facilities through development.

Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010) Sets out how all residential developments should make provision for public open space, if not on site then by commuted payments. It incorporates elements from the Planning Obligations Strategy Supplementary Planning Document (2010) and the Open Space and Recreation Strategy (2006).

Area Guidelines

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.

West Cambridge draft Conservation Area Appraisal (2011)

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

7.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

- 7.1 With respect to the previous (identical) application, the highways engineer commented that no information is provided as to whether the residents will be subject to proctorial control; and that if the residents are permitted to keep motor vehicles within the City there is potential for parking demand from the proposal to appear on-street. If any different advice is now given, it will be reported to Committee.

Head of Environmental Services

- 7.2 With respect to the previous (identical) application, the Head of Environmental Services sought a condition on waste storage, and an informative on Housing Standards. No objection was made to the application. If any different advice is now given, it will be reported to Committee.

Historic Environment Manager

- 7.3 I have not sought formal advice from the Historic Environment Manager as an informal discussion with a member of his team confirmed my initial view that this application does not have significant implications for the character of the conservation area.
- 7.4 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.

8.0 REPRESENTATIONS

- 8.1 No representations have been received. If further representations are received before the date of the Committee meeting, they will be reported on the amendment sheet or orally at the meeting.

9.0 ASSESSMENT

- 9.1 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. Principle of development
 2. Residential amenity
 3. Refuse arrangements
 4. Car and cycle parking
 5. Planning Obligation Strategy

Principle of Development

- 9.2 The conversion of this building falls within the scope of Policy 7/7 of the Cambridge Local Plan (2006). The policy states that

the development of additional student residential accommodation within existing College sites will be permitted. The College asserts that this site is covered by the above statement, because:

- (a) the curtilage of 2 Barton Road is contiguous with the main Wolfson site, and bounded by it on two of four sides
- (b) the College has held the freehold of the site since receiving it as a gift from St John's College in 1991
- (c) the gift was made with the express intention of facilitating the development of the College on its existing site
- (d) the adjacent building, Norton House, has been in operational use as part of the main Wolfson site for a long time

9.3 These facts are not in dispute, but in my view, they are not sufficient grounds to treat the application site as lying within the existing Wolfson College site.

9.4 Policy 7/7 also states that permission for windfall and hostel sites for student accommodation for Colleges will be granted if they meet four tests:

- (a) No harm to local amenity
- (b) Proximity to the institutions they serve
- (c) Supervision is provided as appropriate to their size, location, and the nature of the proposed occupants
- (d) No loss of family residential accommodation

9.5 In my view, the use of the house as seven student rooms is not likely to cause harm to the residential amenity of neighbours. The site is in very close proximity to the Wolfson main site, and in this context, and given the number of students to be occupied, I do not consider that any supervision on the application site is required. Tests (a), (b) and (c) above are hence satisfied.

9.6 However, in my view, the application fails test (d). I accept the fact that the house has not been occupied by a family with children since 1991, and I also acknowledge that if the change of use is not permitted, it is likely that the seven Wolfson College students which it might have accommodated will occupy space in some other unit within the city and hence reduce the available housing stock. Nonetheless, this building clearly has the potential to be occupied as a family house, and

policy 7/7 seeks to avoid the loss of such accommodation to student use.

- 9.7 In my opinion, the principle of the development is unacceptable and in conflict with policy 7/7 of the Cambridge Local Plan (2006).

Residential Amenity

- 9.8 I do not consider that the occupation of this building by students, in association with the main Wolfson site, would have any implications for neighbour amenity.
- 9.9 In my opinion the proposal adequately respects the residential amenity of its neighbours and I consider that it is compliant with Cambridge Local Plan (2006) policy 3/4.

Refuse Arrangements

- 9.10 In my view, satisfactory waste storage provision for student use of the site can be ensured by condition.
- 9.11 In my opinion, subject to condition the proposal is compliant with the waste storage provisions of Cambridge Local Plan (2006) policy 3/12.

Car and Cycle Parking

- 9.12 In my view, satisfactory cycle storage provision for student use of the site can be ensured by condition.
- 9.13 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 8/6.
- 9.14 In my view, even if the student occupiers of the building are not subject to proctorial control, the additional pressure created on on-street car parking space would be limited, and, notwithstanding the comments of the highway authority, is not a reason to refuse the application.
- 9.15 In my opinion, the proposal causes no conflict with Cambridge Local Plan (2006) policy 8/10.

Planning Obligations

- 9.16 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:
- (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.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The proposed development triggers the requirement for the following community infrastructure:

Open Space

- 9.17 The Planning Obligation Strategy requires that all new residential developments, including student accommodation contribute to the provision or improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city. The proposed development requires a contribution to be made towards open space, comprising outdoor sports facilities, indoor sports facilities, and informal open space. The total contribution sought has been calculated as follows.
- 9.18 The application proposes the conversion of 1 residential unit containing 5 bedrooms to form student accommodation containing seven bedrooms. In conversions, the contributions for open space are based on the number of additional bedrooms created, each additional bedroom being assumed to contain one person. Contributions for provision for children and teenagers are not required for individual student bedrooms. The

totals required for the accommodation resulting from the proposed conversion are calculated as follows:

Outdoor sports facilities					
Existing total bedrooms	New total bedrooms	Net additional bedrooms	Assumed net additional persons	£ per person	Total £
5	7	2	2	238	476

Indoor sports facilities					
Existing total bedrooms	New total bedrooms	Net additional bedrooms	Assumed net additional persons	£ per person	Total £
5	7	2	2	269	538

Informal open space					
Existing total bedrooms	New total bedrooms	Net additional bedrooms	Assumed net additional persons	£ per person	Total £
5	7	2	2	242	484

Provision for children and teenagers					
Existing total bedrooms	New total bedrooms	Net additional bedrooms not in 1-bed units	Assumed net additional persons not in 1-bed units	£ per person	Total £
5	7	0	0	316	0

9.19 If it can be robustly demonstrated that sufficient open space and sports facilities for the two additional occupiers is provided on Wolfson College's own sites, these contributions will not be sought.

9.20 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010) and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010), or the demonstrated availability of alternative provision, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/8 and 10/1 and the Planning Obligation Strategy 2010 and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010)

Waste

9.21 The Planning Obligation Strategy (2010) requires that all new student accommodation developments contribute to the provision of waste and recycling receptacles. As the type of waste and recycling containers provided by the City Council for student accommodation are different from those for houses, the total contribution sought must be determined on a case-by-case basis. I have not yet received advice on the total required in this case. Any further advice will be reported to Committee.

9.22 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that, in respect of waste storage facilities, the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/7, 3/12 and 10/1 and the Planning Obligation Strategy 2010.

Transport

9.23 Contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated. Two additional occupiers, if students, would be expected to create 9 net additional trips per day by all modes and consequently, transport contributions are not required.

Monitoring

9.24 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring

the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term, £300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

- 9.25 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

10.0 CONCLUSION

- 10.1 I do not consider that there are any grounds to refuse this application other than its conflict with the provisions of policy 7/7 of the Cambridge Local Plan (2006). I do not consider that the site, which occupies a distinct curtilage of its own, can be considered part of the main Wolfson site, notwithstanding the fact that the College has held the freehold since 1991. Nor do I consider that the recent occupation history disqualifies the building from being considered as family residential accommodation.
- 10.2 I have had regard to the Ministerial Statement 'Planning for Growth' (2011), and I note that the default answer to proposals for sustainable development should be 'yes'. Against a background of unsatisfied housing need, however, I do not consider a proposal for the loss of residential accommodation to be sustainable. I recognize that an increase in student numbers at Wolfson College may help to foster economic growth and employment, but I do not consider that this should outweigh the loss of an existing dwelling, which has the potential to be used as family accommodation, from the general housing stock.

11.0 RECOMMENDATION

REFUSE for the following reason/s:

1. The proposal would result in the loss of family residential accommodation, contrary to policy 7/7 of the Cambridge Local Plan 2006.

2. The proposed development does not make appropriate provision for open space or waste storage facilities, in accordance with policies 3/8, or 3/12 of the Cambridge Local Plan 2006 and policies P6/1, P9/8 and P9/9 of the Cambridgeshire and Peterborough Structure Plan 2003; and as detailed in the Planning Obligation Strategy 2010.

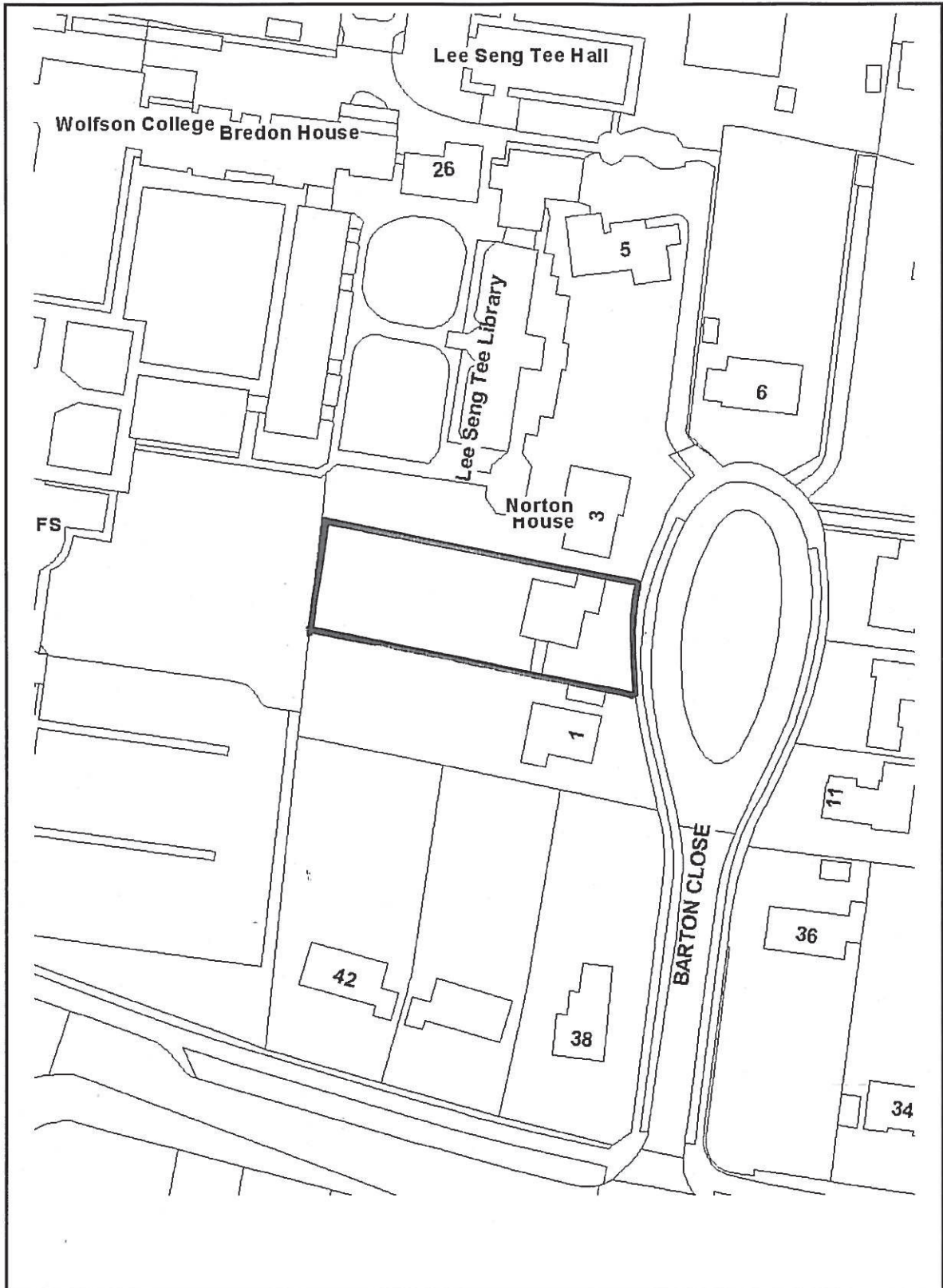
LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected on the City Council website at:
www.cambridge.gov.uk/planningpublicaccess
or by visiting the Customer Service Centre at Mandela House.

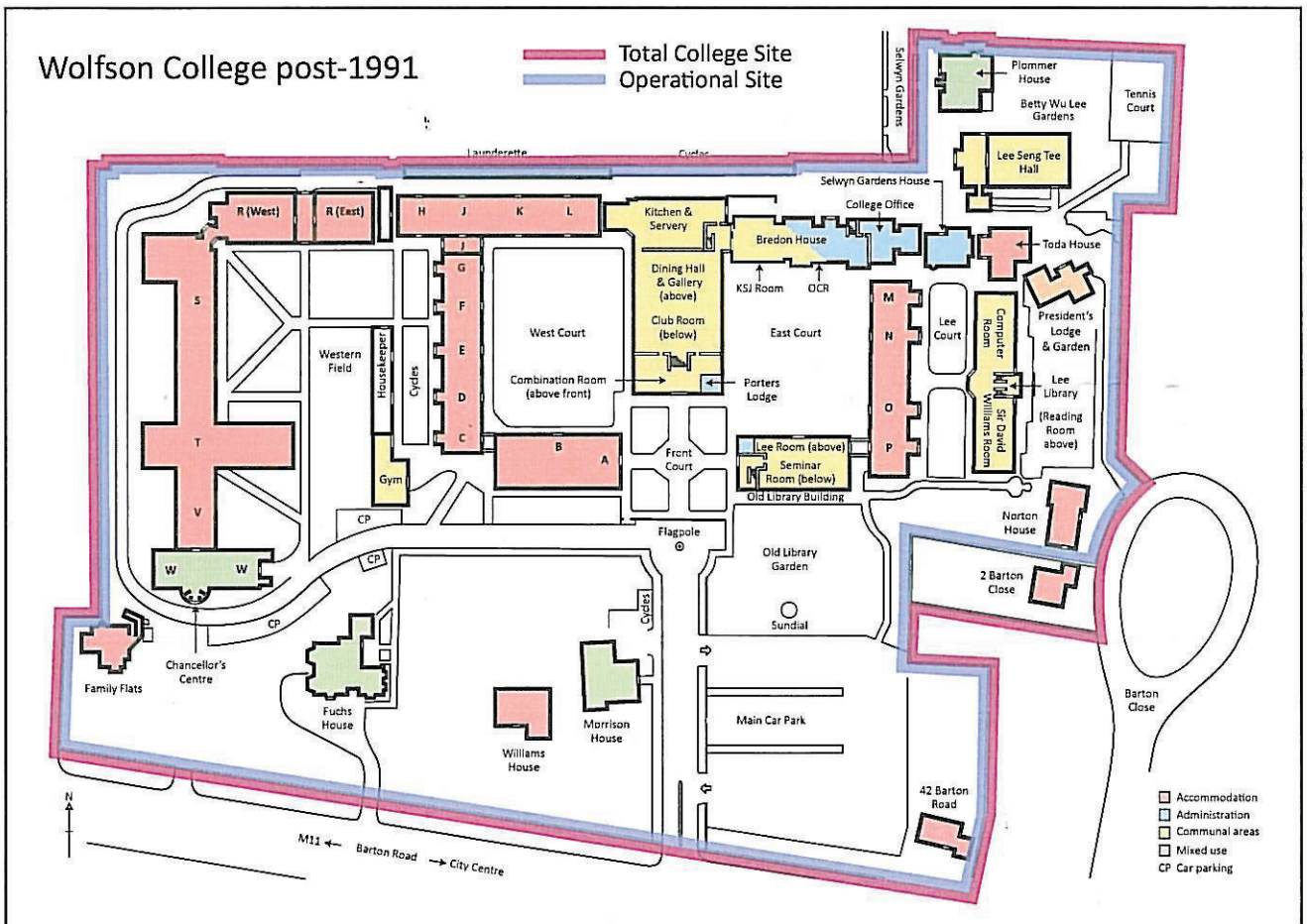
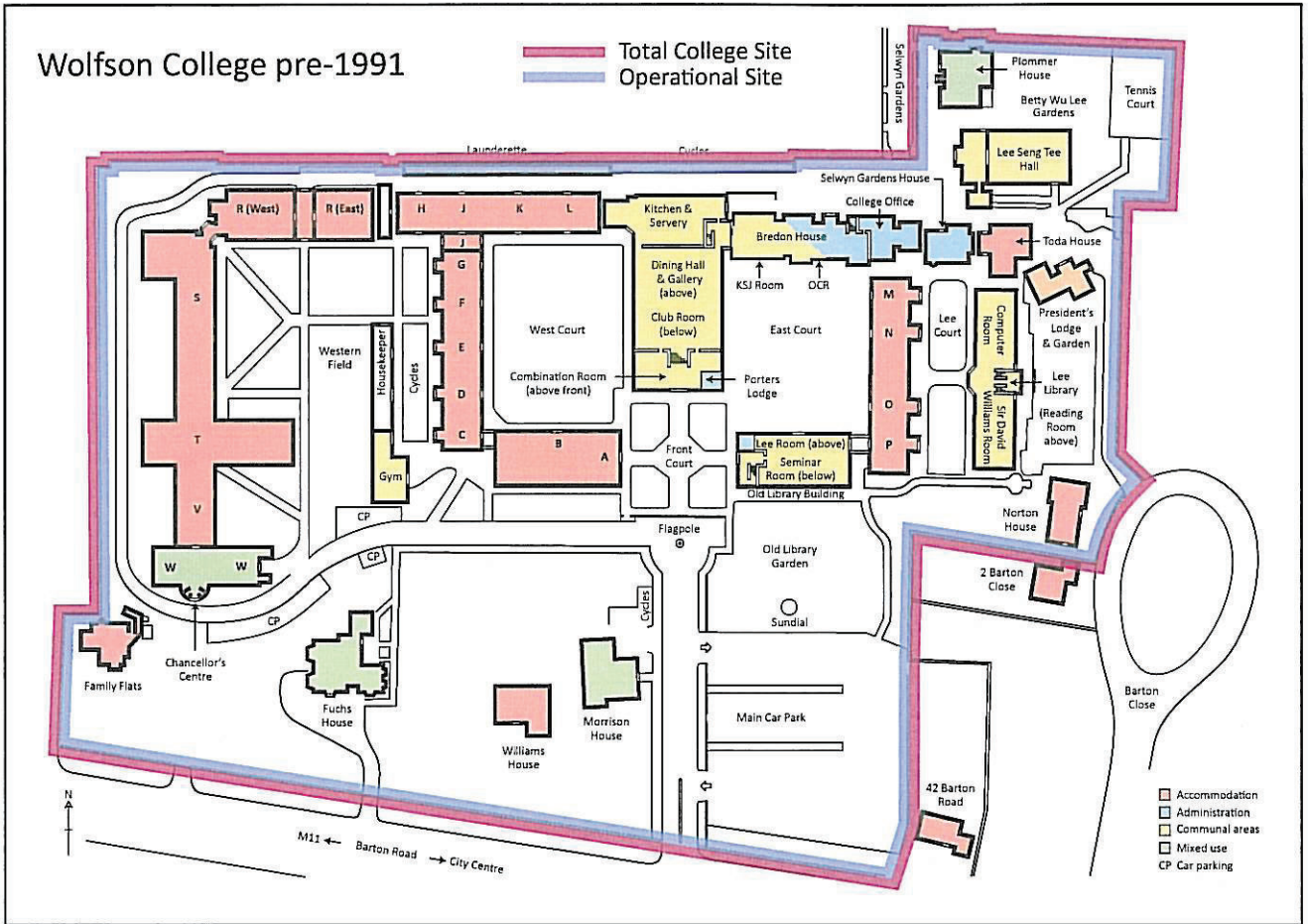
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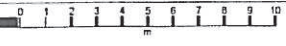
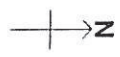
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CAMBRIDGE CITY COUNCIL

REPORT OF: Head of Planning Services

TO: West / Central Area Committee DATE: 21st June 2011

WARDS: Castle

PLANNING ENFORCEMENT - PLANNING CONTRAVENTION REPORT

1 PURPOSE

- 1.1 To consider whether a planning enforcement notice should be issued in respect of development carried out without the benefit of planning permission at the site of the former Texaco Garage, Huntingdon Road, Cambridge CB3 0DQ, namely the erection of a boundary treatment adjacent to a Highway that exceeds 1 metre in height.
- 1.2 Section 55 (1) of the Town and Country Planning Act 1991 defines development as: 'the carrying out of building, engineering, mining or other operations in, on, over or under land or the making of any material change in the use of any building or other land'.

2 BREACH

- 2.1 The erection of herras fencing and plastic sheeting which exceeds one metre in height and is adjacent to the highway at the site of the former Texaco Garage, Huntingdon Road, Cambridge CB3 0DQ which requires express planning permission from the Local Planning Authority.
- 2.2 The owner of the site is Norman Lynch, the Company Director of Cambridge Land Limited, 59 Ballagarey Road, Glen Vine, Isle of Man IM4 4ET.

3 PLANNING HISTORY

- 3.1 The site is currently used as a hand car wash, it was previously a Texaco garage which was erected under planning permission C/72/0263.
- 3.2 On 17th September 2010 application reference 10/0887/FUL for "Erection of a part three/part four storey building for student housing accommodation (94 rooms) and a retail unit at ground floor level, together with associated hard/soft

landscaping and service lay-by" was refused at committee. An appeal has been lodged with the Planning Inspectorate.

- 3.3 If the site benefits from planning permission and works have commenced to implement the permission then fencing to shield the site whilst construction takes place may be erected under Part 4 Class A of the General Permitted Development Order 1995 (as amended).

4 HISTORY OF ACTIONS BY PLANNING INVESTIGATION SERVICE

- 4.1 In April 2010 the Planning Investigation Service received a complaint regarding herras fencing that had been erected at the former Texaco site on the junction of Huntingdon Road and Victoria Road. It was alleged that the plastic sheeting attached to the herras fencing was causing an obstruction to road users and required planning permission.

On 2nd July 2010 the manager of the site was advised that the fencing and plastic sheeting required planning permission and that it would be unlikely to get permission in its current form. The site manager informed officers that the erection of the fencing and plastic was requested by the Health and Safety Executive in order to prevent water from the car wash spraying off the site which could cause a hazard at the busy junction. The manager also stated that planning permission had been granted on the site and consequently the use of the site as a hand car wash would only continue for a short period of time.

On 22nd November 2010 a letter was sent to the car wash requesting an application for planning permission for the fencing was submitted within 28 days.

- 4.2 On 18th February 2011 Requisition for Information was hand delivered to the site, it was completed and returned on 15th March 2011. The Requisition for Information provided the name and address of the freeholder of the land.
- 4.3 On 23rd March 2011 the agent responsible for submitting planning application 10/0887/FUL provided the name of the Company Director of Cambridge Land Management and agreed to forward an email to him that advising that if an application for the fencing was not forthcoming within 28 days then enforcement action would follow.
- 4.4 The carwash business began operating in 2008 and the fencing was erected at that time and therefore the Planning Department are satisfied that the breach described above occurred within the last four years.

5 POLICY, PLANNING AND OTHER MATERIAL CONSIDERATIONS

Planning Policy Guidance 18: Enforcing Planning Control states that a local planning authority may issue an enforcement notice where it appears to them that there has been a breach of planning control and it is expedient to issue the notice, having regard to the provisions of the development plan and to any other material considerations.

The development has proceeded without planning permission but in order to issue an enforcement notice there must be sound planning reasons to justify taking such action.

6 JUSTIFICATION FOR ENFORCEMENT

6.1 Planning permission application reference 10/887/FUL for "Erection of a part three/part four storey building for student housing accommodation (94 rooms) and a retail unit at ground floor level, together with associated hard/soft landscaping and service lay-by" was refused by planning committee on 15th November 2010 for the following reasons:

1. Inadequate car parking space for disabled users
2. Failure to demonstrate that the student accommodation will be occupied only by students attending Anglia Ruskin University or the University of Cambridge
3. The proposal responded poorly to existing features of historic and local character, and fails to provide an attractive built form to positively enhance the townscape
4. Failure to make appropriate provision for open space, waste storage facilities, or public art.

This refusal is now subject to an appeal to the Planning Inspectorate. An Informal Hearing was held on 5th May 2011. A decision from the Inspector is likely before the end of June 2011.

The third reason for refusal would also apply to the unauthorised operational development concerning the erection of the fence in that it fails to positively enhance the townscape and so is contrary to policy ENV7 of the East of England Plan (2008), policies 3/4 and 3/7.

6.2 Cambridge City Council has not received any further application for planning permission for the site.

6.3 All attempts to negotiate and secure the removal of the fencing and plastic sheeting around the site at have failed and therefore officers consider the serving of an Enforcement Notice is required in order to address the negative impact on the area.

6.4 If an Enforcement Notice is authorised by this committee it will be drafted and approved by Legal Services and contain the following:

6.4.1 **Steps to comply:** Reduce the height of the herras fencing surrounding the site to a height not exceeding 1 metre.

Reason: the height of the fencing exceeds the permitted limit for an enclosure.

6.4.2 **Period of compliance:** 28 days.

Reason: an Enforcement notice must state a period for compliance, this suggested provides a reasonable period of time for works to secure compliance to be undertaken.

6.4.3 Statement of reasons: It appears to the Council that the breach of planning control has occurred within the last four years.

The owner and tenants of the site have been advised of the need to obtain planning permission for the fencing and have been given adequate time to submit an application.

The local planning authority consider that the fencing does not respond to the context of the area or enhance its character and so is contrary to Policy 3/4 of the Cambridge City Local Plan 2006.

The City Council considers that it is expedient to issue an enforcement notice, having regard to the provisions of the development plan and other material considerations.

7 RECOMMENDATION

It is recommended that the Head of Legal Services be authorised to issue an enforcement notice under the provisions of S172 of the Town and Country Planning Act 1990 (as amended) for, without planning permission, the carrying out of operational development, namely the erection of a fence adjacent to a highway which is over 1 metre in height.

8 IMPLICATIONS

(a) Financial Implications	None
(b) Staffing Implications	None
(c) Equal Opportunities Implications	None
(d) Environmental Implications	None
(e) Community Safety	None

No background papers were used in the preparation of this report

Author and contact officer for this report: Deborah Jeakins extension 7163.

Report file: N:\Development Control\Planning\Enforcement\Committee reports\former Texaco report June 2011.doc

Date originated: 23rd May 2011