

JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

20 November 2013
10.35 am - 1.55 pm

Present:

Cambridge City Council: Blencowe (Vice-Chair), Price, Reid, Smart
Tunnacliffe.

Cambridgeshire County Council: Ashwood, Dent, Hipkin and Kenney.

South Cambridgeshire District Council: Councillor Bard (Chair), Bygott
Corney, de Lacey, Nightingale and Van de Weyer.

Officers Present:

Head of Planning Services: Patsy Dell

New Neighbourhoods Development Manager: Sharon Brown

Principal Planner - New Neighbourhoods: Mark Parsons

Principal Planner - New Neighbourhoods: Mike Ovenden

Principal Planner - New Neighbourhoods: Kirsty Carmichael

Senior Planner – New Communities (Planning): Emily Harvey

Senior Planner - New Neighbourhoods: Sophie Pain

Legal Advisor: Penny Jewkes

Committee Manager: Toni Birkin

Also Present:

Ian Dyer Lead Highways Development Management Engineer

Jonathan Brookes, Principal Urban Design Officer

Developer Representatives:

University of Cambridge, Heather Topel

Wilkinson Eyre Architects, Stafford Critchlow

McInnes Usher McKnight Architects (MUMA), Stuart McKnight

Jo Clark, Countryside Properties

FOR THE INFORMATION OF THE COUNCIL

13/62/JDCC Apologies

Apologies were received from Councillors Dryden, Tucker, Reynolds and Shelton. Councillors Bygott, Dent and Tunnacliffe were in attendance as alternates.

13/63/JDCC Declarations of Interest

Councillor	Agenda Item	Interest
Bygott	13/65/JDCC and 13/66/JDCC	Personal: Member of Cambridge University
de Lacey	13/65/JDCC and 13/66/JDCC	Personal: Member of Cambridge University

13/64/JDCC Minutes

The minutes of the meeting of the 16th October 2013 were agreed as a correct record.

13/65/JDCC 13/1402/S73 and S/2036/VC Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire

The Committee received a Section 73 application for 11/1114/OUT and S/1886/11 relating to land between Huntingdon Road, Madingley Road and the M11, North West Cambridge.

The application sought approval to vary condition 69 (plans) for: Up to 3,000 dwellings; Up to 2,000 student bedspaces; 100,000 sq.m. employment floorspace, of which: up to 40,000 sq.m. commercial floorspace (Class B1(b) and sui generis research uses) and at least 60,000 sq.m. academic floorspace (Class D1); up to 5,300 sq.m. gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2,000 sq.m. net floorspace); Senior Living, up to 6,500sq.m. (Class C2); Community Centre; Indoor Sports Provision; Police; Primary Health Care; Primary School; Nurseries (Class D1); Hotel (130 rooms); Energy Centre; and associated infrastructure including roads (including adaptations to Madingley Rd and Huntingdon Rd), pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.

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

- i. English Heritage comments regarding density were noted.
- ii. Increased height in areas away from residential dwellings were considered acceptable.
- iii. Changes to open space provision were considered acceptable and it was noted that they were above the minimum requirements.
- iv. Density concerns from residents of Girton were noted.

Resolved (unanimously) to accept the officer recommendation to approve the variation of condition 69 as detailed in the officers report.

13/66/JDCC 13/1258/FUL - North West Cambridge Embankments

The Committee received an application for full planning consent for highway embankment construction; gabion retaining wall construction; drainage and land drain construction; installation of fencing; carriageway and footway reconstruction; installation of buried infrastructure, including traffic signal ducting and associated landscaping to Madingley Road west access junction, including land between Huntingdon Road, Madingley Road, and the M11.

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

- i. Congratulated Cambridge University for its commitment to finding an alternative construction method to lessen the impact on the trees.
- ii. Questioned French Drain arrangement and sought an assurance that they would include gridded tubing to prevent blocking which would increase flood risks.

The Committee had a number of concerns regarding the arrangement of the cycle crossing at the Madingley Park and Ride junction.

In response to Members' questions the Senior Planner, Principal Planner and Ian Dyer of Cambridgeshire County Council highways department said the following:

- iii. Cyclist movements through the junction would be managed in a two stage process with a staged waiting area.
- iv. The Highways Authority had considered the options and had agreed that a two stage process was needed to address conflicting needs of the Park and Ride users and cyclists.
- v. The County Council had carried out a safety audit and were satisfied with the proposals. No concerns had been raised about the capacity of the central island.

- vi. Complaints from cyclists regarding cars changing lanes following recent junction changes in other areas had been noted and members wanted comfort that lane changes would be kept to a minimum in relation to this site.
- vii. The Committee were assured that cyclist safety had not been compromised to meet the needs of the Park and Ride service.
- viii. A Condition would be added to allow further investigation into the possibility of a single stage crossing across the Park and Ride junction. If this is not possible then the condition should also investigate whether the increased capacity of the existing two stage crossing waiting area could be improved.

Resolved (unanimously) to grant the application for full planning permission (Major) in accordance with the officer recommendation, for the reasons set out in the officer report, and the inclusion of the following additional condition (9) and informative;

Notwithstanding the detail of the Park and Ride junction on plan numbers NWC1-AEC-LA-MW-XXX-DRG-LD-3102 PO2, NWC1-AEC-LA-MW-XXX-DRG-LD-3201 PO2 and NWC1-AEC-LA-MW-XXX-DRG-LD-3501 PO2 prior to development commencing a scheme for the layout of the pedestrian/cyclists crossing shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that a pedestrian and cycle island that can cope with the capacity is included for the safety of future users of the junction. (NWCAAP (2009) policy NW17 & 18).

INFORMATIVE:

- 1) In discharging condition 9 the applicants are asked to show whether a single stage pedestrian/cyclist crossing can be provided without detriment to the efficient operation of the Park and Ride site.
- 2) If a two stage cross is required, then the applicants should show if the central island can be enhanced to accommodate extra capacity for waiting cyclists or pedestrians.

Councillor Blencowe chaired 13/67/JDCC and 13/68/JDCC and only City and County Councillors voted on the items.

13/67/JDCC 13/0912/REM Land Between Long Road and Shelford Road, (Clay Farm/Showground Site), Cambridge

The Committee received a reserved matters application for the construction of a public square with landscaped gardens, parking spaces., landscaping and sculpture to the south of the proposed community centre on land between Long Road and Shelford Road, (Clay Farm/Showground Site), Cambridge, Cambridgeshire.

Jo Clark addressed the Committee on behalf of Countryside Properties and in support of the application.

In response to Members' questions the Principal Planner said the following:

- i. The Design Quality Panel had been invited to comment on the plans at an early stage. Their suggestions are reflected in the application being considered today. The submitted application had not been reviewed by the Quality Panel subsequent to the amendments being made. The independent, advisory nature of the Panel was explained.
- ii. Amendments to the application, following comments by the Quality Panel, include a review of the proposed public art sculpture, the inclusion of additional mature trees, and consideration of a local centre strategy.
- iii. A number of options were considered with regard to the appropriate level of visitor parking and it was agreed that the 34 spaces proposed provides an acceptable level that does not dominate and is well located. The design manages the possible conflicts of mixed use of the square in a positive way.
- iv. The Public Art feature would be anti-climb by design.
- v. Roads leading to the public square would be limited to 20mph.
- vi. Consultations on the public square had included: the Public Art Steering Group, the Southern Fringe Community Forum and various workshops.

Resolved (by 8 votes to 0 with 1 abstention) to approve the reserved matters application in accordance with the officer recommendation, for the reasons set out in the officer report.

13/68/JDCC 13/1118/S73 Bell School

The Committee received a S73 application to vary conditions on an existing outline permission (reference 12/1027/S73 dated 1 November 2012): conditions 3 (reserved matters), 4 (masterplan), 5 (parameter and access plan), 28 (access details), 30 (link to Greenlands) and 32 (access plan), attached to outline permission for residential development not exceeding 347 dwellings (comprising houses and apartments, including affordable and key

worker housing), 100 bed student living accommodation for the Bell Language School and public open space, with vehicular access from Babraham Road and associated roads, footpath/cycleways and drainage infrastructure.

Garth Hanlon addressed the Committee on behalf of Savills and in support of the application.

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

- i. The Committee expressed satisfaction that the previous deficit in open space had been addressed. However, concerns were raised as to how this had gone unnoticed until it reached the Committee.
- ii. The amount of social housing to be provided was welcomed.
- iii. Concerns were raised about the loss of the communal courtyard gardens indicated on the original masterplan between some of the blocks in favour of divided private gardens.
- iv. Concerns were expressed that the reserved matters scheme must have appropriate clustering of affordable housing.
- v. The loss of the Crescent was noted as regrettable.

The New Neighbourhoods Development Manager confirmed that the housing mix and distribution would be agreed at the reserved matters stage. She stated that a compromise had been needed to amend the distribution of open space while achieving a workable site drainage scheme .

Resolved (unanimously) to grant the variation of conditions on existing outline permission application in accordance with the officer recommendation, for the reasons set out in the officer report.

13/69/JDCC Pre-Application briefing on North West Cambridge

The Committee received a presentation from Wilkinson Eyre Architects and MUMA on North West Cambridge for Phase 1 – reserved matters Lot 1 and Lot 7.

Members raised comments/questions as summarised below. Answers were supplied, but as this was a pre-application presentation, none of the answers were to be regarded as binding and so are not included in the minutes.

- 1. The location of the Energy Centre appears to have moved.**
- 2. Queried the ventilation arrangements for the single fronted dwelling blocks.**

- 3. Questioned how noise from service yards to the rear of dwellings would be dealt with.**
- 4. Questioned why only one side of the supermarket had housing to screen it.**
- 5. Welcomed the underground parking planned for the supermarket.**

The meeting ended at 1.55 pm

CHAIR