

JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

20 August 2014
10.30 am - 2.20 pm

Present: Councillors Bard (Chair), Blencowe (Vice-Chair), Avery, Dryden, Price, Robertson, C. Smart, Ashwood, Reynolds, 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
Senior Planning Officer: Sophie Pain
Committee Manager: Toni Birkin

Other Officers Present:

Senior Planner (SCDC): Andrew Phillips
New Communities Team Leader (SCDC) Paul Mumford
Transport Strategy Officer (County Council): Mike Salter

Developer Representatives:

Robert Townsend: Townsend Landscape Architects
Kaoki Ohougi and Henry Williams: Stanton Williams
Heather Topel: University of Cambridge
Matthew Ingrej, Steve Sillery and Julia Jardine: MCAP

FOR THE INFORMATION OF THE COUNCIL

14/46/JDCC Apologies

Apologies were received from Councillors Hipkin and Kenney.

14/47/JDCC Declarations of Interest

No interests were declared.

14/48/JDCC Minutes

Minutes of the meeting of the 16th July 2014 were agreed as a correct record.

14/49/JDCC Appointment of Lead Councillors

The committee noted the appointment of the following Lead Members:

Cambridge City Council - Councillor Blencowe
South Cambridgeshire District Council - Councillor Bard
Cambridgeshire County Council – Councillor Kenney

14/50/JDCC 14/0864/REM and S/1186/14/RM - Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge

The Committee received a reserved matters application for land between Huntingdon Road and Madingley Road, North West Cambridge.

The reserved matters application related to access, appearance, landscaping, layout and scale pursuant to 13/1402/S73 and for the formation and finish of the cricket pitch, sports fields and associated pavilions, including hard and soft landscaping, footpaths, cycle paths including part of two strategic cycleways, ecological enhancements and play facilities.

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

- i. Members expressed concerns that the limited parking provision was based on the aspirational ideals that users would find non car solutions.
- ii. Members expressed concern that the Disability Consultative Panel were not consulted on this application.
- iii. Concerns expressed regarding the conflict between cyclists and pedestrians on the Ridgeway and Horse Chestnut Avenue and that the reduction in width of the Ridgeway was not acceptable.
- iv. Questions regarding the use of appropriate materials on the cycleways.
- v. Concerns expressed about the use of chicanes at the exit of the Ridgeway and the need for them.
- vi. Members were concerned that coach parking might block bays reserved for emergency maintenance vehicles.
- vii. Concerns were expressed that the Design Panel had not been invited to comment on the Pavilion due to its small size.
- viii. Concerns that appropriate biodiversity measures have been incorporated into these proposals.
- ix. Car parking appeared to be encroaching on Green Belt land.
- x. Concerns that the vocal noise from teams playing sports would lead to disturbance for nearby residents.

In response to Members' questions the Senior Planner Officer stated that:

- xi. Small parking areas in Green Belt areas, when associated with sports facilities, were permitted by national policy to encourage use of the facilities.
- xii. The Access Officer had considered and responded to the report with regard to disabled facilities.
- xiii. Cycle and footpath routes had been constrained by the need to protect existing trees on Horse Chestnut Avenue. A short term solution to potential conflict points and shared spaces would result in narrowing of the Ridgeway and improving overall visibility. In the longer term, it will be possible to segregate pedestrians and cyclists when a phased replacement of the horse chestnut tree will present the opportunity to relocate them in more convenient locations.
- xiv. The long term protection of existing and new trees would be picked up in future applications. The University had expressed a commitment to maintaining the tree lined avenue.
- xv. Technical advice had suggested that chicanes were needed at external access points for cyclists in order to slow them down for safety reasons.
- xvi. The colour of the tarmac on cycle routes would be picked up with officers at the County Council. However, the red colour is standard and is understood by users..
- xvii. Car parking provision had been considered comprehensively for the development but would be delivered in small parcels. In multi-function areas it was felt that the parking would be sufficient and different groups would use the spaces on different days and at different times of the day.
- xviii. The Pavilion had been designed to be visually simple.
- xix. The flat design of the building did not lend itself to bat lofts and up to fifty individual roosts had been provided in the area as an alternative. Officers are monitoring biodiversity provision and would identify other buildings that would be appropriate to deliver this provision in future applications.
- xx. Biodiversity, including bats, was detailed and in the outline conditions and would be monitored.
- xxi. Officers explained that the Quality Panel do not require all applications to be presented to them and as per their terms of reference, it is within the remit of Urban Design officers to provide professional advice on these types of applications.
- xxii. The sports pitches are not lit and therefore they are limited in terms of the hours of play that can be achieved. All the pitches are grass and

there are no hard surfaces. For these reasons, officers do not consider that it is reasonable to limit the hours of use for these pitches.

The Committee:

Resolved by 11 votes to 0 with 1 abstention to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers.

14/51/JDCC 14/0866/REM and S1187/14/RM - Land between Huntingdon Road, Madingley Road and M11, North West Cambridge

The Committee received a reserved matters application for land between Huntingdon Road, Madingley Road and the M11 North West Cambridge

The reserved matters application related to access, appearance, landscaping, layout and scale pursuant to 13/1402/S73 for the freestanding utilities structures associated with Phase 1 of the North West Cambridge site.

The Senior Planner Officer detailed late amendments as follows:

Additional condition and informative to be attached to 14/0866/REM only:

Notwithstanding the detail on the approved plans: NWC-AEA-ZZ-LA-XX-DRG-LD-1202 01 and D.701 A, prior to commencement of any buildings within the foul pumping station compound, details of all buildings and equipment to be contained therein shall be submitted to, and approved by the local planning authority. The height of the buildings and equipment shall not be greater in height than the following:

Anomex bunded dosing system - 1.76m

Free Standing Monorail Gantry - 3.3m

MCC Kiosk - 2.7m

Free Standing Antenna - 6.0m

The works shall then be carried out in accordance with the approved details.

REASON: The final design of the buildings and equipment required for the operation of the foul water pumping station need to be assessed and accord with the height parameters set out in this application. (NWCAAP policy NW2).

INFORMATIVE: In relation to condition 4, should the heights of the proposed buildings and equipment exceed those stated in condition 4, then pre-application discussions should be undertaken with the local planning authority to establish the appropriate formal application(s) that will need to be submitted prior to the formal application submission.

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

- i. Members sought clarification regarding the proximity of utilities buildings to residential dwellings. This was because the equipment can be noisy and following the comments of the Environmental Health Officer, how have these been addressed?
- ii. Expressed disappointment that buildings would be encroaching onto the green belt.
- iii. Expressed concerns that the building shape and design was compatible with bat lofts but these would not be installed as the utilities company considered them unworkable.

In response to Members' questions the Senior Planning Officer confirmed the following:

- iv. Condition 3 would require a future noise assessment and action to address any issues found.
- v. The location of the pumping station had been selected to allow the water to travel by gravity rather than being pumped.
- vi. The building would be sensitive to the context of the location. Design and materials had been selected to reflect the previous agricultural use of the site.
- vii. Conditions regarding materials would allow pre installation inspection.

Resolved (by 10 votes to 2) to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers.

14/52/JDCC S/1386/14/FL: Darwin Green Two, Land Between Huntingdon Road and Histon Road Cambridge

The Committee received an application for full planning permission.

The application sought permission for the erection of a foul water pumping station, dual intake substation and gas governor as well as means of

enclosure, landscaping and access to serve the development of Darwin Green One and Two.

The Senior Planning officer (SCDC) outlined late amendments as follows:

Girton PC comments

The council abstained as there is not enough information on how this application differs from the previous application and the gas governor could be large. Consideration of this application was delayed.

Condition 7 reworded

No development shall commence until the design of the gate has been submitted to and agreed in writing with the Local Planning Authority. The proposed gate shall be installed as located on drawing number 16483/2085 F and the design shall accord with the agreed details. The gate shall be installed before either utility compound is first used and thereafter be shut when not in use.

(Reason - In the interests of long term highway safety.)

New Condition

No development shall commence until details of a sign has been submitted to and agreed in writing with the Local Planning Authority. The details shall include its position and wording to prevent the road becoming an adopted highway. The sign shall be erected in accordance with the agreed details and thereafter be maintained in perpetuity.

(Reason - In the interests of long term highway safety.)

Environment Agency Informative

Under the Flood Water Management Act 2010, since the 6th April 2012 Cambridgeshire County Council has been responsible for Ordinary Watercourses Regulation in this area. Any works to an ordinary watercourse, including culverting, may require prior written consent from the County.

Members suggested that the additional and amended conditions should be reviewed for clarity and grammatical accuracy.

Jake Nugent, the applicant's agent, addressed the Committee in support of the application.

In response to the report the Committee sought clarification regarding of the wording of proposed condition 4.

In response to Members' questions the Senior Planning officer (SCDC) stated that:

- i. The pumping station could cope with the three phases of Darwin Green and would have capacity to relieve pressure on other local pumping stations. However, offsite provision was to be considered a bonus and was not relevant to the application being considered by the Committee.
- ii. Noise and smells had been considered by the Environmental Health Officer and objections raised.
- iii. The pumping station would not be close to any dwellings.

The Senior Planning Officer (SCDC) undertook to provide members with further details of the offsite provision outside the meeting.

Resolved unanimously to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers.

Approved, supported rewording and additional condition as stated by case officer. Members requested conditions were grammatically corrected. It was also requested that they were informed of the wider sewage system situation.

Condition 7 reworded to read as follows:

No development shall commence until the design of the gate has been submitted to and agreed in writing with the Local Planning Authority. The proposed gate shall be installed as located on drawing number 16483/2085 F and the design shall accord with the agreed details. The gate shall be installed before either utility compound is first used and thereafter be shut when not in use.

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(Reason - In the interests of long term highway safety.)

14/53/JDCC Pre-application briefing - Land between Huntingdon Road, Madingley Road and the M11, North West Cambridge

The Committee received a presentation from the University of Cambridge, Townsend Landscape Architects and Stanton Williams regarding land between Huntingdon Road, Madingley Road and the M11 North West Cambridge. The presentation covered the following:

- i. The Market Square was a key element of phase one of the development and would be a focal point for the community.
- ii. The surrounding buildings had already been approved,
- iii. The space would relate to surroundings and link with other public spaces in the vicinity.
- iv. The design of the Square will encourage cyclists to dismount.
- v. The Square will feature trees, seating and terracing.
- vi. It will be a flexible space to encourage community events.

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. How will retailers be encouraged to move into the units in the early stages of the development?**
- 2. Will there be quiet spaces for older members of the community to gather?**
- 3. How will cyclists passing through be encouraged to take an alternative route?**
- 4. How will the street furniture be maintained and protected from rain and bird fouling?**
- 5. How will the seating be arranged to facilitate conversations and are there examples Members can visit?**

The developers undertook to provide Members with more information on the seating designs and materials by email.

14/54/JDCC Wing development, North of Newmarket Road/Cambridge East context

Post Submission Presentation

The MCAP and Cambridgeshire County Council gave a post submission, transport update briefing on the Wing Development, North of Newmarket

Road, Cambridge.

The Presentation covered the following areas:

- i. Discussions are on-going with a discount retailer for the supermarket provision.
- ii. An updated parameter plan was presented detailing recent amendments.
- iii. Methodology used in transport modelling was explained.
- iv. The key impact on the Wing development on Newmarket Road was predicted to be negligible as the road was already at full capacity.
- v. The increased travel demands were likely to be for non-car journeys.
- vi. The developer was in discussions regarding contributions towards a new cycle bridge over the river.
- vii. Junction improvements were highlighted including widening of the Jubilee Junction.
- viii. Additional bus route, including orbital routes were under consideration.

Members sought clarification regarding how an orbital bus route would link with existing communities and the ability of such a route to be self-funding in the long term.

In response to Members' questions the presenters said the following:

- ix. Discussions were on-going on how best to improve bus priorities on Newmarket Road and it was acknowledged that additional buses would feed into congested routes.
- x. Lessons would be learnt from other developments regarding the best use of junctions managed with traffic signals.
- xi. The traffic modelling had been multi modal and would take into account links to existing cycle routes.

Councillor Blencowe chaired 14/15/JDCC and only City and County Councillors voted on the item.

14/55/JDCC 14/0520/REM Parcels 12A,13 And 14 Clay Farm Development Site, Land between Long Road and Shelford Road (Clay Farm/Showground site), Cambridge

The Committee received a reserved matters application for Parcels, 12A, 13 and 14 Clay Farm Development Site, lane between Long Road and Shelford Road (Clay Farm/Showground site)

The Committee expressed satisfaction with the report and were pleased to note that the affordable housing would be of a higher energy efficiency standard than the market housing.

Members noted the issue of the clustering of affordable housing which technically was not compliant with the City Council's Affordable Housing SPD but in the circumstances of this specific application considered it was acceptable.

Resolved unanimously to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers.

The meeting ended at 2.20 pm

CHAIR