

PLANNING COMMITTEE MEETING – 1st April 2015

Amendment/De-brief Sheet

PLANNING APPLICATIONS

CIRCULATION: First

ITEM: APPLICATION REF: 14/1154/FUL

Location: West's Garage, 217 Newmarket Road

Target Date: 16.10.2014 (extension of time has been agreed)

To Note:

A.0 Transport advice

A.1 Since completion of the Committee report, further comments have been received from transport officers at the County Council. The full advice is attached to this amendment sheet.

A.2 In summary, this advice is as follows: the County Council has no objections on transport grounds, but requires the submission of Servicing Management and Travel Plans, and a contribution of £120,683 to transport mitigation measures. I consider that the requirement for a Servicing Management Plan is already covered by my proposed Condition 23. I recommend that the Travel Plan and contribution to mitigating measures as specified by the County Council are secured via a Section 106 agreement.

B.0 Third Party Representations

B.1 Riverside Area Residents Association have, since the publication of the Committee report, sent further representations to members of Committee emphasising the key points of their objection. These additional comments, to which a number of images are attached, have also been copied to the case officer.

C.0 Development Control Forum

C.1 A Development Control Forum was held on this proposal on 10th September 2014. The minutes are attached to the main agenda. The DCF was held with respect to the original application details, before the amendments of October 2014 and January 2015.

Amendments To Text: None

Pre-Committee Amendments to Recommendation:

The following additional condition is recommended:

24: Prior to occupation, the proposed on-site renewable energy technologies shall be fully installed and operational and shall thereafter be maintained and remain fully operational in accordance with a maintenance programme previously agreed by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution.
(Cambridge Local Plan 2006 policies 4/13 and 8/16).

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 14/1797/FUL

Location: Judge Business School, Trumpington Street

Target Date: 13.02.2015

To Note:

I have received comments from the County Council Transport Team in relation to the addendum to the Transport Assessment. They raise no objection to the planning application, subject to two provisions:

1: a contribution towards the Trumpington Road Mini-Roundabouts Scheme, which is an allocated scheme in the County Council's 3 year Transport Delivery Plan. The total cost of that scheme is estimated at £300k. The County are awaiting further traffic survey information to confirm the proportionate costs to be attributed to this application, but it is anticipated to be no more than £32,207. This replaces the sought contribution towards the SCATP.

2: a condition seeking a revised Travel Plan to be submitted to and agreed in writing with the Local Planning Authority.

I have not received any feedback from the Council's Public Art officer concerning the submitted Public Art Delivery Plan (PADP). In my view, the PADP gives me confidence that public art will be integrated into the scheme and it is appropriate to grant permission subject to a S106 provision to secure this.

Amendments To Text: None

Pre-Committee Amendments to Recommendation:

Additional Travel Plan condition (20) to read as follows:

20: Notwithstanding the submitted Travel Plan, prior to first occupation a revised Travel Plan shall be submitted to and approved in writing by the local planning authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable working arrangements, public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved in accordance with the details agreed in writing by the local planning authority.

In the interests of encouraging more sustainable modes of transport to and from the site (Cambridge Local Plan 2006 policy 8/3).

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 14/1805

Location: Judge Business School, Trumpington Street

Target Date: 09.01.2015

To Note: Nothing

Amendments To Text: None

Pre-Committee Amendments to Recommendation: None

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 14/1691/S73

Location: Addenbrookes CBC, Land South Of Robinson Way West of the Forvie Site, Robinson Way

Target Date: 23.01.2015

To Note:

Full County Highway Comments on the amended proposal – are attached as Appendix A.

Further Representations

1 Fendon Road
5 Fendon Road
6 Fendon Road

The comments can be summarised as follows:

- Proposed Fendon Road crossing point is not in a safe location.
- Cars enter Fendon Road too fast.
- Vegetation will obstruct drivers view of the crossing point.
- Loss of trees because of Fendon Road crossing point.
- Noise created from crossing point an issue.
- Fendon Road crossing point will be out of keeping with the grassy tree lined road.

Officer Comments

- As described in paragraph 8.17 of the report, the Fendon Road crossing point has been positioned to avoid significant reductions in vehicle capacity.
- While it is noted that the conifer boundary hedge reduces visibility for motorists existing the gyratory, this is not considered to present a hazard to highway safety.
- The crossing point is a Toucan crossing which does not emit a noise.
- In the view of officers, the crossing point will not adversely affect the character and appearance of this section of Fendon Road.

Vehicular Capacity Clarification

Paragraph 8.26 and summary point 2 – The officer report describes minimal impact on vehicle capacity at the Addenbrooke's roundabout.

The applicant has provided further clarification of the detailed capacity impact for each arm of the roundabout. (Table 1 below).

This data shows in the **AM peak** the revised layout results in some reduction in

capacity on all arms of the roundabout, with the exception of Fendon Road. However, the roundabout remains within capacity. In the **PM peak** the most significant impact occurs on the Hills Road north approach, which is 7% over capacity.

Officer Comments

This new information suggests a more significant impact on vehicle capacity for Hills Road north junction than was originally presented in the application submission.

However, localised increases in highway capacity at the junction itself (as required under the original **Condition 63**), are unlikely to bring any significant traffic benefits overall due to constraints elsewhere on the network. (Described in paragraph 8.22).

Before 2031 Strategic improvements are required to the Hills Road corridor overall, which may require significant remodeling of the Addenbrooke’s roundabout junction. This is likely to be considered through the second tranche of City Deal proposals in the medium to long term.

In summary, although the revised data suggests a greater impact on vehicle capacity for Hills Road north and the hospital than was originally presented, the benefits to pedestrian connectivity are still considered to outweigh the harm.

Table 1

Arm	DoS (%) – existing layout – 2031 flows	DoS (%) – proposed layout – 2031 flows
Hills Road South	59	67
Hospital	38	53
Hills Road North	54	66
Fendon Road	77	54

AM peak hour degrees of saturation

Arm	DoS (%) – existing layout – 2031 flows	DoS (%) – proposed layout – 2031 flows
Hills Road South	67	76
Hospital	54	80
Hills Road North	82	107
Fendon Road	60	62

PM peak hour degrees of saturation

Tree Issues

Paragraph 8.41 – The amended scheme now removes the central wishbone pathway across the Addenbrookes roundabout. There are no tree removals therefore proposed within the central island.

One tree will be removed on Fendon Road. It is a category C hornbeam and should not constrain development. The Council’s Arboriculture Officer has confirmed that the amended scheme is acceptable in terms of impact on retained trees. Tree

protection is required during the works. New **condition 67** is recommended below.

Legal Update – paragraphs 2.8, 8.11

The Council’s solicitor has considered the wording of the proposed **Condition 63** further. A S106 Deed has been agreed as the most suitable mechanism of securing contributions for a future scheme to the Fendon Road roundabout. As such the wording of **Condition 63** has been amended as per the recommendation section below.

Amendments To Text:

Paragraph 1.7 – cyclists and pedestrians are able to use the **uncontrolled** crossing. (Not signalised).

Paragraph 8.23 – Three new advance cycle stop boxes are proposed, not four. (There are already three on the existing roundabout).

Paragraph 8.34 – spelling – wheelchair **users**.

Paragraph 8.41 – spelling – significant improvement to pedestrian **safety**...

Pre-Committee Amendments to Recommendation:

Amended recommendation:

Approve subject to the completion of the associated S106 Agreement by 3 April and subject to the following conditions. *(All conditions listed in report).*

Amended Condition 63

No occupation of any floorspace for clinical research and treatment (D1 and/or clinical in-patient treatment), or biomedical and biotech research and development (B1b) or higher education building under use classes B1 and D1 or sui generis medical research institute uses shall take place until the offsite highways works at Hills Road/Fendon Road/Robinson Way shall have been fully laid out and implemented in accordance the approved schemes/plans in the Highway Design Report prepared by Lanmor Consulting dated March 2015, reference 140546/DS/KTP/01 Rev C.

Reason: In order to safeguard highway safety and network capacity (Cambridge Local Plan 2006 policies 3/7, 8/2 and 8/11).

New condition 67

Details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval, and implemented in accordance with that approval before any

equipment, machinery or materials are brought onto the site for the purpose of the Addenbrooke's roundabout upgrade development required under condition 63 of this permission. The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 4/4)

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 14/1938/S73

Location: 1 Milton Road

Target Date: 09.03.2015

To Note: Nothing

Amendments To Text: None

Pre-Committee Amendments to Recommendation: None

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 15/0009/FUL

Location: Slipway, Garret Hostel Lane

Target Date: 09.03.2015

To Note: Nothing

Amendments To Text: None

Pre-Committee Amendments to Recommendation: None

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 15/0010/LBC

Location: Slipway, Garret Hostel Lane

Target Date: 03.03.2015

To Note: Nothing

Amendments To Text: None

Pre-Committee Amendments to Recommendation: None

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 14/1947/FUL

Location: Land rear of 2 Saxon Road

Target Date: 30.01.2015

To Note: Nothing

Amendments To Text: None

Pre-Committee Amendments to Recommendation: None

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 15/0097/FUL

Location: Land adjacent To 1 Campbell Street

Target Date: 17.03.2015

To Note: Nothing

Amendments To Text: None

Pre-Committee Amendments to Recommendation: None

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 15/0033/FUL

Location: 4 Rustat Road

Target Date: 06.03.2015

To Note: Nothing

Amendments To Text: None

Pre-Committee Amendments to Recommendation: None

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 14/2028/FUL

Location: St Stephens Church And Church Hall, 24 Brooks Road

Target Date: 16.02.2015

To Note: On 30th March, additional representations were received from the occupier of 26 Brooks Road. This document is available on the City Council website, but because it is more than 21,000 words long it has not been attached to the amendment sheet. The issues raised are as follows:

- Threat to structural integrity of 26 Brooks Road
- Threat to health of children at 26 Brooks Road
- Noise and vibration
- Description of application incorrect because it is a new substation
- Notification not distributed to enough neighbours
- No adequate drawings provided
- Inconsistencies in drawings
- Other possible sites for substation not explored
- Current validity of TPOs on the site to other possible locations not explored

- This proposed location solely to do with cost and convenience for applicant
- Threat of pollution (to air, and also from oil leaks, noise, vibration, light and EMF (electric and magnetic fields) and ELF (extremely low-frequency fields))
- Visually dominant
- Danger to underground services
- Substation too close to storm water tanks
- Soil contamination from weed control chemicals
- Fire risk (fire and rescue service not consulted). No evacuation plan submitted.
- Risk of explosion or arcing to power cable on fence serving shed and cabin
- Flood risk
- UKPN guidelines ignored
- Long-term health risk from EMF – no Health Impact Assessment submitted
- Impact on wi-fi and radio signals
- Security danger from people climbing on substation
- Loss of earnings if concerned parents do not wish to use this site for childminding any longer
- Negative impact on house value

Amendments To Text: None

Pre-Committee Amendments to Recommendation: None

DECISION:
