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Joint Development Control Committee - Cambridge Fringes
Wednesday, 16 March 2016

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JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

16 March 2016

10.30 am - 12.45 pm

Present: Councillors Bard (Chair), Blencowe (Vice-Chair), Baigent, Bird, Price, C. Smart, Holt, Ashwood, Hipkin, Kenney, Orgee, Cuffley, de Lacey, Nightingale, Van de Weyer and Wotherspoon

Officers Present:

New Neighbourhoods Development Manager: Sharon Brown
Principal Planner - New Neighbourhoods: Janine Richardson
SCDC Planning Team Leader, New Communities: Paul Mumford
SCDC Principal Planning Officer: Andrew Fillmore
Planning Officer: Christopher Mohtram
Legal Advisor: Cara de la Mere
Committee Manager: Sarah Steed

Developer Representatives:

(Bidwells) Neil Waterson

FOR THE INFORMATION OF THE COUNCIL

16/7/JDCC Apologies

Apologies were received from Councillor Shelton and Councillor Wotherspoon attended as alternate.

16/8/JDCC Declarations of Interest

Item number	Councillor	Interest
16/11/JDCC	Cllr Ashwood	Member of Trumpington Resident's Association who made comments on item 16/11/JDCC.

16/9/JDCC Minutes

The minutes of the meeting of the 17 February 2016 were agreed and signed as a correct record.

16/10/JDCC S/3102/15/FL and 15/2317/FUL - Land at Chesterton Sidings, Cowley Road Cambridge CB2 9LD

The Committee received two concurrent applications for a new 450sq m station building and associated infrastructure, including 450 space rail station car park, 1000 Cycle Park, main vehicular access road to the station and creation of access route to the Guided Busway into the site along the alignment of the former St Ives Branch Line.

The Committee noted the amendment sheet circulated prior to Committee.

Neil Waterson (Applicant's Agent) addressed the Committee in support of the application.

The Committee received a representation in objection to the application which covered the following issues:

- i. Feared that a golden opportunity for the consideration of a larger parking strategy had not been considered.
- ii. The car park should not simply be for rail passengers, this was an opportunity for a park and ride site which could transport passengers into town.
- iii. The over provision of car parking could encourage access by car at the expense of other modes of transport.
- iv. There should be shelter provision for parents to drop children off.
- v. There should be designated short stay parking area for dropping people off at the station.

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

- i. Expressed disappointment that the application had not been sent back to the Quality Panel for comments.
- ii. Asked that Officers looked at the Game of Life public art proposal and made it less static. It was also requested that the public art was incorporated into the building rather than having a separate public art area.
- iii. Requested clarity on the wording of conditions in terms of those where officers are requesting that submissions should take place within a fixed time period.
- iv. Questioned the route for cyclists and pedestrians.

- v. Asked if there was anything that could be done about the noise as construction had already started.
- vi. Questioned the opening date for the new station.
- vii. Questioned if there was the ability to extend cycle parking.
- viii. Asked if there was a short-stay / pick up point for vehicles and if it would be big enough.
- ix. Asked about procedures regarding mechanical faults with lifts.

In response to Members' questions the SCDC Planning Leader said the following:

- i. There was a condition regarding public art and this was something that Officers could continue working on with Network Rail.
- ii. Some conditions requirement the completion of an action "prior to commencement" of the development, with these conditions the applicant is in control of when they submit information but is not in control of when the Local Planning Authority discharges the condition. As such, the conditions should be worded with a timescale for the submission of information.
- iii. The ethos of the site was of a shared space, designating a single route through may be overly prescriptive and create conflict if users did not stick to the correct route. Conditions 3, 7 and 29 would deal with the through route access and signage.
- iv. Network Rail has been as clear as they could be about when works would take place. The contact regarding noise is Chris Hall who has taken quick action when noise issues have arisen. Would discuss with Network rail about sound barrier condition.
- v. Had been told that the opening date for the station was expected to be May 2017. Works which had been undertaken to date were to meet those timescales.
- vi. Confirmed that there was the ability to extend cycle parking. Cycle provision was covered by condition 36.
- vii. The location of the car park itself should facilitate short stay parking. There was an area in red area for taxi's, drop-offs and disabled parking.
- viii. Procedures will be in place for mechanical faults with lifts, the station will be a staffed station so there will be people on hand to assist.

Councillor De Lacey proposed an amendment to the Officer's recommendation that planning conditions relating to material samples, signage, traffic management and emergency procedure strategy for access to the station for mechanical fault or failure of the lifts (South Cambs conditions 3,7,29 and 34 and City Council conditions 3 and 20) were brought back to the Committee for determination.

On a show of hands this amendment was carried **(by 11 votes to 2)**.

The Committee:

Resolved (unanimously) to grant the application for planning permission in accordance with the officer recommendation subject to the planning conditions relating to material samples, signage, traffic management and emergency procedure strategy for access to the station for mechanical fault or failure of the lifts being brought back to the Committee for approval and to the amendments detailed in the amendment sheet for the reasons set out in the officer report, and subject to the conditions recommended by the officers.

16/11/JDCC 15/1829/REM - Land South of Secondary School Playing Fields and North of Addenbrookes Busway Spur Within Clay Farm Green Corridor, Clay Farm, Cambridge, Cambridgeshire

Councillor Blencowe chaired this item as only City and County Councillors could vote on this item.

The Committee received a reserved matters application pursuant to outline permission 07/0620/OUT for the construction of a skate park, trim trail, kick about area, Neighbourhood Equipped Area of Play (NEAP), landscaping and public art.

The Committee noted the Update to the Amendment sheet circulated at Committee which amended conditions 6, 7, 10 and 11 (additional text underlined, text removed ~~struck through~~)

6. Prior to commencement of any works to the development ~~full details of all works required to re-profile the Addenbrookes drainage ditch~~ full details of these works shall be ~~have been~~ submitted to and approved in writing by the local planning authority. These details shall include: sections, plans, levels, method statements (which highlight protection of existing ecological features and watercourses), planting plans and specifications, and specific management and maintenance plans. The details shall be implemented as approved.

Reason: In the interests of visual amenity, protection of ecology and the watercourse in accordance with the approved Green Corridor Landscape Strategy 2010 and Cambridge Local Plan Policies 3/7, 4/3 and 8/18.

7. Prior to commencement of development, full details for the works on the central bridge over the Addenbrookes drainage ditch must be submitted to and approved in writing by the local authority. Details shall include engineer's details, material, plans, levels and any other information needed to illustrate the bridge requirements. The works shall be implemented in accordance with the details thereafter approved.

Reason: : In the interests of visual amenity, protection of ecology and the watercourse in accordance with the approved Green Corridor Landscape Strategy 2010 and Cambridge Local Plan Policies ~~in keeping with policies 3/2 Setting of city and 3/8 Open space and Recreation Provision through new development~~ Cambridge Local Plan (2006).

10. Prior to commencement of any works to the wet woodland ~~and development~~, full details of all works required to create the wet woodland must be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: sections, plans, levels, method statements (which highlight protection of existing ecological features, watercourses etc.), planting plans and specifications, and specific management and maintenance plans. The proposals shall be implemented in accordance with the details thereafter approved

Reason: To ensure the works enhances the features of the landscape that are important for amenity and nature conservation (Cambridge Local Plan 2006 Policies 4/3 and 4/8)

11. Prior to commencement of development full details for the public art within the Active Recreation Area shall be submitted to and approved by the Local Planning Authority in accordance with the submitted document Countryside Public Art Delivery Plan Rev: 05 Issued: 15/01/2016. The public art works shall be implemented in accordance with the details thereafter approved.

Reason: To ensure the development is in accordance with the Public Art Strategy for Clay Farm 2010 (Cambridge Local Plan 2006 Policy 3/7).

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

- i. Appreciated the work to try and protect Hobson Brook but expressed concern that it may still be at risk.
- ii. Acknowledged that pond 3 was not part of the application but asked if there were any plans to fence the pond off.
- iii. The key issue was the guided bus route, this would be very busy and even more so at peak periods. Crossing points had been mentioned but no detail had been provided. Raised concerns regarding conflicts between buses, bikes and the crossings.
- iv. Questioned what play equipment was being made available for disabled children.

In response to Members' questions the New Neighbourhoods Development Manager and the Senior Planning Officer said the following:

- i. Pond 3 was controlled by Anglian Water. Safety issues would be addressed by suitable planting rather than by fencing.
- ii. Condition 9 of the Youth play strategy required that the play equipment catered for a range of children.
- iii. It had always been intended that the northern part of the green corridor had a more active function from the outline application stage. In addition, the Guided Bus Operations Manager had been consulted on the application and officers had coordinated with him to ensure that there were no conflicts between the proposals and health and safety implications associated with the operation of the Busway.

The Committee:

Resolved (unanimously - SCDC Councillors did not vote) 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 12.45 pm

CHAIR