

PLANNING COMMITTEE MEETING – 5 June 2025

Amendment/De-brief Sheet

MAJOR PLANNING APPLICATIONS

Circulation:	First	Item:	5
Reference Number:	24/04859/FUL		
Address:	The Paddocks, 347 Cherry Hinton Road, Cambridge		
Determination Date:	6 June 2025		
To Note:	n/a		
Amendments to Text:	<u>Updates to Planning Report</u> Paragraphs 6.14 and 10.236 County Transport Team - No objections subject to conditions and mitigation being agreed through a S106 The application would increase employment density on the site and a revised contribution of £462,000 is required towards the GCP Cycling Plus schemes. The mitigation is considered to meet the CIL tests as follows: - Necessary to make the development acceptable in planning terms The nearby cycle infrastructure on Cherry Hinton Road and the A1134 is considered to be outdated and in much need of improvement. In particular, the junctions of Cherry Hinton Road with A1134 and with Radegund Road are accident cluster sites and have been highlighted for investment by these schemes. Directly related to the development The applicant details that the proposals will result in an increase in the number of pedestrian, cycle and public transport trips to the site. In the AM peak pedestrian trips increase from 26 to 36. Cycle trips increase from 42 to 148, and public transport trips increase from 19 to 32. In the PM peak pedestrian trips increase from 19 to 29. Cycle trips increase from 31 to 119, and public transport trips increase from 14 to 26. The applicant detailed the distribution of trips to this area. This details that for cyclists, Perne Road A1134 (N) (50%) and Cherry Hinton Road (W) (20%) had the highest distribution with a net		

increase of 158 and 64 trips daily respectively between extant and proposed use. This demonstrates that the mitigation sought is directly related to the trips generated by the development as 70% of the walking and cycling trips will pass through the Cherry Hinton Road / A1134 junction, and 50% will pass through the A1134 / Radegund Road junction.

Fairly and reasonably related in scale and kind to the development.

Contribution rates vary across the County, particularly between Cambridge City and outlying areas. It is reasonable to use as a reference a Cambridge City application for another Cambridge City application when determining the contribution rate. This is because the characteristics of the development will relate to each other, in terms of location and therefore existing and potential transport options.

Works to the entrance of the site within the public highway are limited and works on the site to improve walking and cycling only relate to a very small part of the journey not on the public highway.

The Voi scooter contribution of £5,000 is agreed to be deducted as this would relate to journeys to and from the site.

Phasing of the contribution is accepted.

Officers consider that the transport mitigation package required by the County Transport Team complies with the CIL tests and is required to make the development acceptable in planning terms.

Comments from the applicant's agent are awaited and will be reported verbally at the meeting.

Applicants Response to the S106 request from County

The applicants confirm that they are content to pay a contribution towards transport improvements, but because they have not been given the detail of how the £470k has been calculated, they cannot commit to paying the full amount requested.

Other mid-tech schemes, have materially lower requests – more in the region of £120k.

	The applicants have been asking the County Council to explain how the cost has been derived. Without a scope, preliminary design, or outline of what works are expected, it's hard to then justify whether the contributions are reasonably related our scheme. <u>Officer Update</u> Officers met with the applicants and the County on 3 June. At the time of writing, the financial contribution has not been agreed, however, officers are satisfied that there is a broad understanding and nearing agreement between the parties to the extent that we consider it likely the contribution amount will be settled shortly after planning committee. The recommendation is proposed to be altered accordingly. <u>Planning Conditions</u> Please see separate Appendix 2 for a full list of conditions
Pre-Committee Amendments to Recommendation:	Yes, to include broader scope for officers to agree the financial contribution amounts regarding transport as follows: Approve subject to: -The planning conditions as set out on the amendment sheet, with amendments to the conditions as drafted delegated to officers. -Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with minor amendments to the Heads of Terms <u>and the financial contribution amounts</u> delegated to officers. -A deadline for completion of the S106 agreement by 28 August 2025. If the S106 is not completed within this period, delegated authority is given to officers to refuse the application based on a lack of secured mitigation contrary to the CLP 2018 or to set any such extended period for completion of the S106 as appropriate.
Decision:	

MINOR PLANNING APPLICATIONS

Circulation: First Item: 7

Reference Number: 24/02013/FUL

Address:

Determination Date:

To Note: No Update

Amendments to
Text: -

Pre-Committee
Amendments to
Recommendation: -

Decision:
