

CAMBRIDGE CITY COUNCIL

REPORT OF: Head of Planning

TO: South Area Committee

9/01/2012

WARDS: Queen Edith's

Hills Road Sixth Form College Sports Ground, Sedley Taylor Road, Cambridge

DISCHARGE OF PLANNING CONDITION 15 – TRAVEL PLAN.

1 INTRODUCTION

- 1.1 This report has been brought before members following the meeting of South Area Committee on 7th November 2011, where the decision was taken to grant planning permission for the demolition of the existing Sports Pavilion and construct its replacement and relocate it on the sports field with associated secure open-air storage. Planning permission was granted subject to the imposition of conditions.
- 1.2 On 7th December 2011 the applicants submitted an application to discharge, amongst other conditions, condition 15, which is for the submission of a travel plan for planning consent 11/0900/FUL. Condition 15 requires a travel plan to be submitted including methods to discourage the use of the private motor vehicle and the arrangements to encourage the use of alternative sustainable modes of transport to the site.
- 1.3 The reason for the imposition of this condition on the planning permission was to ensure that travel to and from the proposed sports pavilion is encouraged to be as sustainable as possible in recognition of the existing poor access arrangements, (that lie outside of the application site) in accordance with policies 8/3 and 8/4 of the Cambridge Local Plan 2006
- 1.4 Councillor Taylor has requested that Committee determines Condition 15, as it is pertinent to the discussion that members had at their meeting on 7th November 2011 about the application. All other conditions will be determined under delegated powers.
- 1.5 For ease of reference, the condition states;

Condition 15;

Prior to the commencement of development of the proposed sports pavilion, the applicants shall submit a Travel Plan, which shall be 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 for trips to and from the existing site and the neighbouring streets of Luard Road and Sedley Taylor Road

and the arrangements to encourage the use of alternative sustainable modes of transport to the site including public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the use of the pavilion and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: To ensure that travel to and from the proposed sports pavilion is encouraged to be as sustainable as possible in recognition of the existing poor access arrangements (Cambridge Local Plan 2006 policies 8/3 and 8/4)

2. RECOMMENDATIONS

- 2.1 The Committee agree to discharge condition 15 of planning permission 11/0900/FUL.

3. PUBLICITY

- 3.1 The application for the discharge of planning condition 15 has not been the subject of public consultation. This is normal practice for applications to discharge conditions. The application has however been available as a public file.

4. POLICY CONTEXT

- 4.1 Cambridge Local Plan 2006

8/3 – Mitigating Measures

8/4 – Walking and Cycling Accessibility

5. INTERNAL AND EXTERNAL CONSULTATIONS

- 5.1 The following sections, departments and organisations have been given the opportunity to comment on the submission:

Transport Officer – Cambridge City Council

- 5.2 Following the submission of the draft travel plan on 5th December 2011, consultation was undertaken with the City Council Transport Officer. Comments arising from this were that the language used could be stronger and more forceful in order to make it clear to users of the travel plan that the use of the private motor vehicle should be a last resort. Comments were also made that the applicant should explain further how they will encourage users to use sustainable methods of transport. Finally, it was suggested that the applicant could help to maximise the use of the available car parking, whilst also reducing traffic flow to the site by encouraging high occupancy vehicle travel (car sharing).
- 5.3 Following the submission of a revised travel plan, the Transport Officer commented that the applicant had taken on board much of the previous advice and that Hills Road students are strongly steered towards walking and cycling and that the plan promotes car sharing. The outstanding comment is that the applicant needs to go further to explain how they plan to enforce the measures for the travel plan and this is not apparent. It has been acknowledged that it is

not feasible for full time enforcement by staff, but an indication of an enforcement plan or strategy would assist.

- 5.4 An amended comment was received by the Transport Officer who refers to the final sentence in Appendix 2, which states that users who do not comply with the terms and conditions of use, a copy of which they would have signed prior to use, may prejudice future bookings.

6 **ASSESSMENT**

- 6.1 The reason for the imposition of this condition is in order for the applicants to clarify how they will manage travel to and from the site given the narrow nature of the existing access to the car park, which falls outside of the application site and ownership of the applicant. Officers are aware that with sports matches, there is the tendency for teams to arrive at the sports ground within a small time frame and that they may arrive using their private motor vehicle. Given the limited amount of car parking, this condition seeks the submission of a travel plan that requires users of the pitches to use sustainable methods of transport or high occupancy of vehicles in order to reduce the number of vehicles using the substandard access road.
- 6.2 The information submitted by the applicants covers the key aspects required through the detailed condition. The applicants have submitted a travel plan, which requires students of Hills Road Sixth Form College to walk or cycle to the sports ground. With regards to visiting sports teams arriving at the site, they are subdivided into opposition teams who are playing against students of Hills Road Sixth Form College and those termed as 'community users' who are those hiring the pitches for their own matches.
- 6.3 When arrangements are made by the Sports Centre for opposition teams to visit, they will be informed that there is limited car parking at the site and this will also be clearly posted on the College's website. The use of private motor vehicles is discouraged and that the preferred method of travel for teams visiting from outside Cambridge, is by coach or minibus. There is no access to the car park for vehicles larger than a 17-seat minibus and coaches may drop off on Sedley Taylor Road within the Highway Restrictions but are not permitted to wait on the Highway during the matches and must park in a coach park or other suitable location. Details of such coach parks will be provided when the match is booked. This information also states that coaches are not to turn in the entrance of the south access road. Also as the access to the sports fields is gated, the Hills Road Sports Department Staff must agree an arrival time with the visiting team to ensure that access to the grounds and pavilion are managed and to prevent vehicles waiting on the highway and causing an inconvenience and hazard to other users.
- 6.4 The terms of use for 'community users' is identical to the above, but it is the responsibility of the hiring party to open the gate to the access road to allow users to park. The terms of hire state that there must be an arrangement for a chosen person to pick up the key from the Sports Centre on Purbeck Road, off of Hills Road at least 30 minutes before opening the gate. The gate should be opened at least 20 minutes before the advertised opening time to allow the changing facilities to be opened. Teams should be informed that they could arrive at the ground no more that 45 minutes before the commencement of the game and that failure to comply with these rules may result in congestion at the

entrance to the car park and could prejudice any future bookings by the hiring party.

- 6.5 Condition 15 sets out that the information included within the travel plan should specify the methods to discourage the use of the private motor vehicle. I consider that this has been fulfilled through instructing students to either walk or cycle to the site. Cycle parking shall be provided and upgraded to ensure that cyclists are content to leave their bikes in a secure location. The travel plan enforces these measures through the users signing of a terms and conditions document, which warns them that non-compliance may prejudice future bookings with the College. I consider that it is for the College to decide upon what action to take on their students if they do not adhere to the travel plan.
- 6.6 Condition 15 also sets out that the information included within the travel plan should specify the arrangements to encourage the use of alternative sustainable modes of transport to the site including public transport, car sharing, cycling and walking. The travel plan includes annexes for the direction of use by different users, which provides information about the nearest bus stops and where to find information about the Guided Bus. It promotes the idea of car sharing and that there should be a minimum of 3 people per car in order to maximise the effect of reducing the number of vehicle movements along the access road. Cycle spaces shall be upgraded to provide a secure area for users.
- 6.7 In my view the information submitted meets the requirements set out by Condition 15.

7 CONCLUSIONS

- 7.1 The proposed travel plan is considered acceptable as it meets the requirements of providing methods for discouraging the use of the private motor vehicle and that arrangements have been made to encourage the use of alternative sustainable modes of transport. The details are considered acceptable in order to discharge Condition 15.

8 IMPLICATIONS

- (a) **Financial Implications** – None.
- (b) **Staffing Implications** (if not covered in Consultations Section) - None
- (c) **Equal Opportunities Implications** - None
- (d) **Environmental Implications** – Discharge of Condition 15 facilitates the commencement of development.
- (e) **Community Safety** - None

BACKGROUND PAPERS: The following are the background papers that were used in the preparation of this report:

Planning Officers report to South Area Committee on 7th November 2011 and Notice of Decision for application ref. 11/0900/FUL.

To inspect these documents contact Sophie Pain on extension 7158.

The author and contact officer for queries on the report is Sophie Pain on extension 7158.

Report file:

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