



## CAMBRIDGE CITY COUNCIL

# South Area Committee (City Councillors representing Cherry Hinton, Queen Edith's , Trumpington Wards) 6 January 2005 7.30pm – 10.10pm Minutes & Actions

**Present:** Councillors  
Eric Barrett-Payton, Rob Dryden, Russ McPherson (Cherry Hinton)  
Alan Baker, Richard Stebbings, Amanda Taylor (Queen Edith's)  
Edrich Adigun-Harris, Sheila Churchill, Philippa Slatter (Trumpington)

**Also Present:** County Councillors Christine Carter (Cherry Hinton) and Geoffrey Heathcock (Queen Edith's) Anne Kent (Trumpington)

Additional information for public: City Council officers can also be emailed [firstname.lastname@cambridge.gov.uk](mailto:firstname.lastname@cambridge.gov.uk)

The Committee Manager for Area Committee South is [gary.clift@cambridge.gov.uk](mailto:gary.clift@cambridge.gov.uk)

**Action by  
(see  
action  
sheet  
attached  
also)**

Members of the City Council have individual email addresses which are listed on the City Council website:

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Members of the County Council can be emailed:

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### **05/01 APOLOGIES FOR ABSENCE**

There were none.

### **05/02 DECLARATIONS OF INTEREST**

There were none.

### **05/03 MINUTES & MATTERS ARISING**

04/44 Monitoring Pollution - The Chair undertook to write to the questioner to see if the answer sent (as detailed in the minute) was satisfactory to him.

04/47 (7) 66 Hartington Grove – Cllr Baker requested that the third paragraph be amended to read “A letter, strongly recommending that the recommendation is overturned and the proposal

approved...”

Subject to the amendment above, The minutes were confirmed as a correct record and signed by the Chair.

## **05/04 OPEN FORUM**

### *A Citi Bus Routes*

Stagecoach updated the Committee on the changes to timetables implemented in summer 2004. Stagecoach representatives were attending all Area Committees in January and February 2005 to report back and also to receive feedback on its services. **Philip Norwell** and **Andy Campbell** represented **Stagecoach**. **Basil Jackson**, Head of Passenger Transport at Cambridgeshire County Council ([basil.jackson@cambridgeshire.gov.uk](mailto:basil.jackson@cambridgeshire.gov.uk)) and **Sybill Thirion**, Transport Policy Planner at the City Council ([Sybille.thirion@cambridge.gov.uk](mailto:Sybille.thirion@cambridge.gov.uk)) were also present to answer questions.

1) Stagecoach update – Stagecoach were satisfied that an improved service had been achieved on the main roads in Cherry Hinton, on evening and Sunday services. The company was not complacent and wished to continue to improve services. A new bus wash had been installed at Cowley Road to improve bus cleanliness. A new bus shelter was to be installed in Colville Road.

2) The County Council’s role – As the local transport authority the County Council was responsible for providing a ‘socially necessary public transport service’. This aim had to take into account value for money and equity across the County. The County Council contracted about 20% of the bus services across the County from a number of providers.

3) *The Park and Ride buses do not always stop at Porson Road – sometimes because they are already full but sometimes because the drivers are not aware of a stop there.* Mr Norwell stated that the signage for Park and Ride had been a problem. Buses should stop at intermediate stops such as Porson Road. He said that the signage was to be improved and staff had recently been reminded. However, as Park and Ride continues to increase in usage there will be a time when intermediate stops will no longer be used.

4) *Return tickets are not interchangeable between services* - Mr Jackson stated that discussions had been taking place with operators with a view to a ‘county-wide rider’. On the services which the County Council contracted ticket interchangeability was a requirement.

5) *The Whippet Service is unreliable and anyway has an impossible timetable* - Mr Jackson welcomed comments from the

public on any contracted service, although his officers monitored contractors, users could always provide specific examples of services not working, which could then be pursued.

*6) The hospital shuttle bus does not always stop when hailed. Some drivers have refused to give 'concessions'. People who live too far from the Park and Ride site to walk to it tried to catch the shuttle from the Green Man to the Park and Ride site – but the shuttle only stopped when there were passengers to get off.*

This bus is contracted directly by Addenbrookes (contact - wyn.Hughes@addenbrookes.nhs.trust). Mr Jackson undertook to liaise with the Hospital.

Subsequent to the meeting, the response of the Hospital (Wyn Hughes) is as follows:

“On the whole, the service is working well, with excellent reliability in the mornings, but the usual Long Road congestion problems in the evening – however, this normally only last for about 1.5 hours after 16:30.

Burtens Coaches have put on three dedicated bus drivers on this route, who operate the service according to the specifications. This is part of the success of the service. The problem probably arises during the driver relief periods, when Service 32 drivers cover H1 meal/rest breaks. We have had a few concerns about the relief drivers, which we have raised with Burtens.

I will reiterate the requirement for the drivers to pick up and drop off at all stops along the route, but I would appreciate immediate notification of when drivers do not issue tickets as we will need to take this up with Burtens. Even if the ticket machine is broken, the drivers carry a batch of emergency tickets, which they must use. If drivers refuse to issue tickets, then this is a disciplinary matter for Burtens to deal with – but we need to know when these instances occur.

I would like to reiterate that concessions are available on this service for individuals carrying a current travel pass.

As an update, in the week commencing 28 November, the service carried 1,916 passengers – a trend that continues to increase.”

*7) All services are badly advertised. Usually posters are up only in the buses – hardly the way to attract new passengers – Bus operators are responsible for their own standards and keeping information up to date. The latest information from Stagecoach includes information for other commercial services. Improvements to the Park and Ride notices are already in place (see point 3*

above). The City Council and County Council have an on-going role in ensuring that information about public transport is well advertised and user-friendly. This was already in place at some bus shelters.

8) *Would it be helpful if the Whippet bus, instead of going into Cambridge just ran round the village and up to the Park and Ride site, eg Park and Ride site, High Street, turn into Alpha Terrace and Scotsdown Road, back into High Street, Anstey Way, Paget Road, Foster Road, Anstey Way and back to park and Ride. It could also drop passengers from Fowlmere etc at the Park and Ride site.*

Mr Jackson said that this would increase journey time and he reiterated the need for a service that met the majority of need and was value for money.

9) *Intentions for the No.8 Service?* Mr Jackson stated that the County Council at the time of the review of the timetables (summer 04) could not provide the funding to run the No 8 service which Stagecoach agreed to provide (at a financial loss) to March 2005. Mr Jackson appreciated that it did not meet all expectations, but at the time it was either the service provided or no service. The County Council was designing a service that would meet the majority of need and hopefully a low floor vehicle. This should be available in the late spring.

10) *The service run by Burton Bus Company from Cherry Hinton is patchy.* The County Council is monitoring this service as it has not been satisfactory. Any feedback to the Passenger Transport Unit would be welcomed.

11) *Are drivers properly trained in fare pricing?*

Mr Norwell (StageCoach) advised that of 245 current drivers, 9 were on loan from other parts of the Country, this may account for some differences. However, fares were pre set on the ticket machines and complaints regarding charging the wrong fares were low.

12) *Return tickets would reduce the cost for adults with children.*

Mr Norwell stated that single tickets had not been increased as much as the Dayriders. Return tickets were available into the countryside and these ticket prices had been capped. Stagecoach were looking at the pricing to encourage those with children to travel more on the bus.

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*B – Skips/clean up of particular areas/purge on litter*

The question referred to recent clean up campaigns in Arbury and

Newtown, which were mentioned at a City Homes South meeting and how such an event could be held in Cherry Hinton. Councillor Dryden undertook to take the matter up with City Homes South and report back to the Committee.

*C - Are there any results from the questionnaire concerning the Access Road from the A1309 to Addenbrooke's Hospital and have the plans been approved because there is now some activity on the 'Trumpington Bypass' section of the proposed road?*

The Chair read out this answer provided by John Clough at the County Council: "540 responses were received to the questionnaire - 72% supported the proposal for an Access Road, 27% were against, and 1% did not express a view.

From all the responses received 31% expressed a preference for Route A (northern route adjacent to the Guided Busway over the rail line), 8% for Route B (central route), 48% for Route C (southern route) and 13% expressed no preference.

Route approval will go to the County Council's Cabinet on 25th January 2005.

The activity is ground investigation works on the Hauxton Road to Shelford Road section which is common to all 3 route options."

## **05/05 COMMUNITY DEVELOPMENT AND LEISURE GRANTS 2004/05**

The South Area still has £3,861 remaining in its budget for community development and leisure grants which should be allocated by the end of March 2005. Applications need to be in by February 3rd 2005. It was noted that that the Executive Councillor for Community Development & Leisure had agreed another round on grant decisions for area committees in the next cycle (February/March).

### **Resolved -**

To agree the following grants:

Cambridge and District Volunteer Centre (Outreach work in Cherry Hinton/Trumpington) - £3844  
Friday Line Dancing Club (Equipment) - £300  
North Cambridge Credit Union (Awareness and membership campaign) - £3500

The Grants Officer undertook to advise the Committee on the progress of the projects for Cambridge and District Volunteer

Chris  
Freeman  
01223

**05/06 APPLICATIONS FOR PLANNING PERMISSION**

- 1** **Application no.** C/04/1040/FP  
**Site** Land adjacent to 2 Shaftsbury Road (Trumpington)  
**Proposal** Erection of one detached 3 bed dwelling house (following demolition of out buildings).  
**Applicant** Dr Halpern, 2 Shaftsbury Road  
**Public speaker** - Dr Halpern (applicant).

The Planning Officer referred to the amendment sheet which included the proposal to add an Informative:

'The applicant is advised that occupants of the dwelling hereby approved will not qualify for Residents' Parking permits, but will be eligible for visitor permits.'

The Committee noted the written representation from No. 3 Shaftsbury Road, included on the amendment sheet.

**Resolved (by 7 votes to 0)**

To approve the application as detailed in the report with the addition of the above Informative.

- 2** **Application no.** C/04/1102/FUL  
**Site** 43, Long Road (Queen Ediths)  
**Proposal** Erection of two storey front and side extension and part two storey, part single storey rear extension and use of premises as a mixed use (orthodontist surgery – Class D1 and residential Class C3).  
**Applicant** Dr Pietersen, 30 Stansted Road, Bishops Stortford, Herts

In response to questions from the Committee, the Planning Officer agreed that an Informative relating to housing standards.

'The applicant is advised that Housing Standards Team have expressed concern that one bathroom appears to be shared by the flat and the staff room in commercial use, which is unsatisfactory. The applicant is advised to contact the Housing Standards Team to discuss how this can be remedied.'

**Resolved (by 7 votes to 0)**

To approve the application as detailed in the report with the addition of the above Informative.

**3**

**Application no.** C/04/1191/FUL

**Site** Land to the rear of 1 Latham Road/Land adjacent to 5 Trumpington Road (Trumpington)

**Proposal** Erection of 1 no.3 bed house

**Applicant** Mrs Edwards, 31 Elyston Place London SW3

**Public Speakers** - Mr McNeil (objecting), Mr Walker (agent in support)

The Planning Officer referred the Committee to the amendment sheet which detailed the following:

One replacement condition and two additional informatives suggested.

**CONDITION**

Deletion of Condition 17 and replace with the following:

No operation in connection with the development hereby permitted shall commence on site until an Arboricultural Impact Assessment report has been submitted to and approved in writing by the Local Planning Authority. The report shall include Method Statements in respect of:

- a) the erection of protective fencing around the trees and hedges to be retained
- b) The laying of geotextile membranes and boarding to protect tree root zones within protective areas
- c) The construction of hard surfaces to a 'no-dig' specification prior to other construction works commencing on site
- d) The monitoring, supervision and reporting of tree protection measures

The development shall be carried out in accordance with the agreed Method Statement.

**INFORMATIVE**

The applicant is advised that in the carrying out of operations in order to satisfy condition 15 (Contractor Operations), every effort must be made to ensure that there is no parking on or adjacent to nor blocking of the cycleway/pavement during the development period, and that the stationing of any vehicles in the public highway while goods are being delivered must be kept to a minimum.

An alternative wording for this informative was discussed at Committee. In the event of permission being granted it would

read:

*The applicant is advised that in order to satisfy condition 15 (Contractor Operations), every effort must be made to ensure that there is no parking on or adjacent to, nor blocking of, the cycleway/pavement during the development period. The stationing of any vehicles in the public highway will be permitted only while goods are being and such deliveries must be kept to a minimum and be between 10.00 and 16.00hours.*

## **INFORMATIVE**

In pursuance of tree protection conditions protective fencing will need to be erected in accordance with the defined tree protection zones given in BS5873. This should comprise of

- Heras fencing butted together with 3 clamps to each joint
- Each panel supported by a 45° scaffold tube strut from the top rail into the exclusion zone
- The base of each panel supported in a concrete or rubber base pinned to the ground by a 0.7 m length of scaffold tube driven no less than 0.45m into the ground
- A 0.2 metre length of scaffold tube fixed to form a 'T' at the top of the vertical tube to prevent movement at the base
- No fixings made to any tree
- Where the proposed drive and turning head fall within the tree protection zones the fencing should be placed at 0.5 m from the edge of the new/proposed surface.

## **Resolved (by 5 votes to 1)**

To refuse the application against the officer's recommendation. The detail of the reasons to be agreed by the Chair, but based on members' concerns of policies BE2, BE32 and highway safety issues.

The subsequent agreed reasons for refusal are (recorded for the minutes on 15/3/05):

*1. The development of this narrow site in the manner proposed would result in a house which, by reason of its design and position, would relate poorly to neighbouring property and to the surroundings, and neither enhance nor preserve the character or appearance of City of Cambridge Conservation Area No.9 (Southacre). For these reasons the proposal is considered to constitute poor design, that does not recognise the constraints of the site and is, therefore, contrary to policies BE1, BE2, HO5 and*

*BE 32 of the Cambridge Local Plan (1996) and Policies P1/2, P1/3 and P 7/6 of the Cambridgeshire and Peterborough Structure Plan 2003.*

*2. The limited width of the site and the consequent difficulty in turning vehicles around is likely to result in vehicles backing out across a segregated footpath/cyclepath onto Trumpington Road, a very busy urban primary road which includes strategically important and heavily used cycle lanes and bus routes, to the detriment of highway safety. For this reason the proposal is contrary to policy TR 27 of the Cambridge Local Plan (1996).*

- 4**     **Application no.** C/04/1182/FUL  
**Site** 1 Pemberton Terrace (Trumpington)  
**Proposal** Erection of railings at front of property.  
**Applicant** Sheila Churchill

The Committee noted that the Planning Committee would determine the application on 19 January as the applicant was a City Councillor and the Council's Constitution requires it.

- 5**     **Application no.** C/04/0984/FP  
**Site** Land to the rear of 125-131 Queen Edith's Way (Queen Edith's)  
**Proposal** Erection of a bungalow (rear of 125,127,129) with access from Strangeways Road.  
**Applicant** Mr Nicholson 2A Golding Road  
**Public speaker** - Mrs Rumble (Objecting)

The Planning Officer informed the Committee of the following from the amendment sheet:

1. A Unilateral Undertaking in accordance with the City Council's Planning Obligation Strategy has now been completed.
2. The correct address of the application site is 'Land to the rear of 125, 127 and 129 Queen Edith's Way'. No part of the curtilage of 131 Queen Edith's Way is included in the application site.

**Resolved (by 7 votes to 0)**

To approve the application as detailed in the report.

The meeting ended at 10.10pm

**CHAIR**

