

Planning Committee5 April 2006
9.30am – m

Present: Councillors Baker (Chair), Blencowe, Dixon, Dryden, Hipkin, Hymans, Reid, Slatter and R Smith

Also Present: Councillors Phillips and Stuart as Ward Councillors
Councillor Bailey as Executive Councillor Planning and Transport

FOR THE INFORMATION OF THE COUNCIL**06/plan/19 Apologies**

There were no apologies for absence.

06/plan/20 Declarations of Interest

Code of Conduct personal interests were declared as follows:

Councillor Interest

Baker	Patient of the Medical Practice in Hills Road to be affected by the application if approved
Reid	Member of Cambridge Cycling Campaign which was objecting to the application. Member of Cambridge Preservation Society which was objecting to the application.
Slatter	Member of Cambridge Cycling Campaign which was objecting to the application. Member of Cambridge Preservation Society which was objecting to the application.

06/plan/21 Planning Application - Station Area Redevelopment, Station Road

The planning application was determined as shown below.

The details of the decision, and reasons for refusal may be inspected in the Environment and Planning Department, including any which the committee delegated to the Head of Development Control to draw up.

These minutes should be read in conjunction with the report on the application to the committee, where the reasons for refusal are set out in full and with the amendment sheet issued at the meeting.

Application No 06/0008/OUT
Site Station Area Redevelopment, Station Road
Proposal Erection of a mixed use scheme, comprising 84054 sq.m. of Class C3 (Dwelling-houses) floorspace; 65400 sq.m. of Class B1(a) (Offices) floorspace; 4849 sq.m of Classes A1, A2, A3, A4 and/or A5 (shops, financial services, food and drink, cafes, drinking, hot food takeaway) floorspace; 7968 sq.m. of Class C1 (Hotel) floorspace; 2035 sq.m. of Class D1 (non-residential institutions) exhibition and conference centre floorspace; 3912 sq.m of Class D1 (non-residential institutions) historical resource and cultural centre floorspace; a multi-storey car park and major transport interchange facilities, including associated car and cycle parking; demolition and conversion of existing buildings; construction of new buildings; alterations to existing

buildings and structures; together with alterations and modifications to the existing highway network; construction of new roads, footpaths, public spaces, public and private open space, and ancillary and incidental development.

Recommendation Refuse

Applicant Ashwell CB1 Ltd., Botanic House 100 Hills Road Cambridge

Public Speaker(s)

Residents Associations Speakers

Frank Gawthrop	Glisson Road Residents Association
Elaine Wheatley	Highsett Residents Association
Chris Walker	Highsett Residents Association
Roger Baker	Ravenscroft Gardens Residents Association
Michael Bond	Old Chesterton Residents Association

Special Interest Group Speakers

Colin Lumley	Cambridge Urban Forum
James Woodburn	Cambridge Cycling Campaign

Individual Speakers

Peter Jeffrey

Katie Preston

Applicants' Representatives

Rod Dowle

Councillor's Blencowe's proposal that, in reason 25 paragraph 4, the reference to option for commuted payments be omitted was lost by 7 votes to 1.

DECISION **Refused** (by 9 votes to 0).

For the reasons set out in the report subject to the amendment of those reasons as indicated. (the reasons are set out in full with the amendments in bold)

- 1 The proposed transport interchange by virtue of
 - a) the juxtaposition of proposed bus stops and the existing station entrance compounded by the failure to provide a second entrance to the station;
 - b) the conflicts likely to arise between cyclists and other station users;
 - c) the interaction between servicing/delivery vehicles and public transport vehicles '**delete 'and'**'
 - d) the failure to provide a freely accessible taxi rank available to all licensed taxis
 - e) the failure to provide sufficient provision for buses**

does not achieve the primary aim of the Station Area Development Framework of making provision for a high quality transport interchange. In so doing the interchange fails to meet the needs of rail users, public transport users, taxi users, pedestrians and cyclists. The development is therefore contrary to the Cambridgeshire and Peterborough Structure Plan 2003 policies P8/2, P8/6 and P8/10, Cambridge Local Plan (1996) policies TR2, TR4, TR10, TR15 and TR17, supplementary planning guidance in the form of the Station Area Development Framework and PPG13 Transport.

5 to read 'The disposition of proposed retail uses along the full extent of the south side of Station Road demonstrates a failure of the development to create a new sense of place and provide a focus for a predominately residential neighbourhood contrary to Cambridge Local Plan (1996) policy BE2, supplementary planning guidance in the form of the Station Area Development Framework **and PPS1 Delivering Sustainable Development.**

9 The proposed development by virtue of its height, scale and juxtaposition with existing residential development would be likely to have an overbearing impact, create overshadowing and result in loss of outlook to existing dwellings to the detriment of residential amenity. This demonstrates a failure of the proposal to take account of the

constraints of the site and its surroundings. The development is therefore contrary to Cambridge Local Plan (1996) policy BE2, supplementary planning guidance in the form of the Cambridge City Council Housing Development and Design Guide **and PPS1 Delivering Sustainable Development**.

10 The proposed development by virtue of its height, scale and the juxtaposition of proposed buildings and existing/proposed uses would be likely to have an overbearing impact, result in a poor outlook, create noise and disturbance and lead to the potential for light pollution to the detriment of the residential amenity of future occupiers of the development. This demonstrates a failure of the proposal to provide for a high quality internal and external environment for future residents and to take account of the constraints of the site and its surroundings. The development is therefore contrary to Cambridge Local Plan (1996) policies EO1 and BE2, supplementary planning guidance in the form of the Cambridge City Council Housing Development and Design Guide and PPG24 Planning and Noise **and PPS1 Delivering Sustainable Development**.

11 Final paragraph amended to read 'The development is therefore contrary to the Cambridgeshire and Peterborough Structure Plan 2003 policy **9/7**, Cambridge Local Plan (1996) policy ET2 and to supplementary planning guidance in the form of the Station Area Development Framework.

12 The proposed junction arrangement at the Brooklands Avenue/Hills Road does not provide for **the safe and** efficient use by public transport and cyclists in particular. Means of access is an integral part of the application and therefore the development is contrary to Cambridge Local Plan (1996) policy TR27.

24 In view of the proposal to demolish all of the existing buildings on the site, with the exception of the **Station Buildings**, Mill and Silo, and in the absence of a mechanism to secure a high quality sustainable solution at this outline stage the development is contrary to Cambridge Local Plan (1996) policy E05 and to supplementary planning guidance in the form of the Sustainable Development Guidelines.

25 The proposed development does not make the following infrastructure provisions to mitigate the impacts of the development and meet the needs of the residents of the development, to be secured through a Planning Obligation, and in accordance with the City Council's Planning Obligation Strategy:

1. the relocation of the existing primary healthcare use which is to be lost to facilitate the development;
2. on site provision or commuted payments for health care facilities;
3. on site community facilities given the scale of the development and the demands which the additional population are likely to impose on existing community facilities;
4. on site provision or commuted payments for off-site provision for education, including pre-school, primary school and life time learning;
5. restriction of occupation of the proposed affordable housing to those in housing need and the details of the affordable housing provision through an affordable housing scheme;
6. commuted payments for off-site provision of formal open space;
7. an appropriate scale of on-site provision of informal open space and commuted payments to provide for any shortfall in provision given the scale of the development and the demands which the additional population are likely to impose on existing informal open space in the area;
8. an appropriate scale of on-site provision of play space and **'delete 'or''** commuted

- payments to provide for any shortfall in provision given the scale of the development and the demands which the additional population are likely to impose on existing **'delete 'informal open space'' 'insert 'play space''** in the area;
9. on site provision or commuted payments for off-site provision for improvements to transport infrastructure and the public realm; and
 10. on-site provision of public art

The development is therefore **contrary to** Cambridgeshire and Peterborough Structure Plan 2003 policies P5/4, P6/1, P8/2, P8/3, P9/8 and P9/9, Cambridge Local Plan (1996) policies. EO8, RL3, RL4, RL29, HO8, CS1, CS3, CS9, TR2 and TR3 and supplementary planning guidance in the form of the Planning Obligation Strategy 2004, Southern Corridor Area Transport Plan 2002, Provision of Public Art as Part of New Development Schemes 2002, Guidance for the Interpretation and Implementation of the Open Space Standards 2004 and the Station Area Development Framework

And the following additional reason for refusal

26 In the absence of full information regarding surface water drainage and flood defence works the application fails to demonstrate that the development will not result in on site flooding and/or increase the likelihood of flooding of existing property. The development is therefore contrary to Cambridgeshire and Peterborough 2003 Structure Plan policies P6/3 and PP6/4, Cambridge Local Plan (1996) policy E03 and to PPG25 Development and Flood Risk.