

Cambridge City Council

Development Control Forum

Date: Wednesday, 16 January 2019

Time: 10.00 am

Venue: Committee Room 1 & 2 - Guildhall

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

- 1 Introduction by Chair to the Forum
- 2 Apologies
- 3 Declarations of Interest
- 4 Application and Petition Details (18/1678/FUL / Station Area Redevelopment Blocks B2 And F2 Devonshire Road Cambridge Cambridgeshire
Application No: 18/1678/FUL
Site Address: Station Area Redevelopment Blocks B2 And F2 Devonshire Road Cambridge Cambridgeshire
Description: The proposed erection of two new buildings comprising 4,555sqm (GEA) of Class B1(a)/ Class B1(b) floorspace including ancillary accommodation/ facilities with associated plant, 136 cycle parking spaces, and 7 off-gauge cycle spaces for Block F2 and an Aparthotel (Class C1) comprising 125 suites, terrace, ancillary accommodation and facilities with multi-storey car park for Network Rail (total GEA 12,153sqm) comprising 206 car parking spaces and 34 cycle parking spaces for Block B2 with associated plant, hard and soft landscaping, new alignment of access from Station Road into Station Square and permanent access from Devonshire Road to the Cambridge Station Car Park restricted to emergency access to the railway and temporary access to parking during construction
Applicant: C/O Agent
Agent: Mr Anthony Child, Bidwells LLP
Address: Trumpington Road Cambridge CB2 9LD

Petition (1): CamCycle
Petition (2): South Petersfield Resident's Association
Petition (3): Great Northern Road Residents Association
Case Officer: Patricia Coyle

Text of Petition 1:

We the undersigned petition the council to convene a Development Control Forum in relation to planning application 18/1678/FUL Station Area Redevelopment Blocks B2 And F2, Devonshire Road, Cambridge, Cambridgeshire. We believe that this application does not take sufficient steps to prioritise sustainable transport as required by Local Plan Policy 80, nor improve road safety issues, either during or after construction. Furthermore, the development of this site as a multi-storey car park would contradict prior commitments to provide additional cycle parking for the station and would not fix problems of congestion and pollution along Great Northern Road. We do not object to the principle of development on this site, instead we offer recommendations to resolve our objections.

Cambridge Local Plan Policy 80 states that:

"Development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. This will be achieved by:

b. supporting public transport, walking and cycling to, from and within a development by:

1. giving priority to these modes where there is conflict with cars;

3. prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;

5. safeguarding existing and proposed routes for walking, cycling, and public transport, including the Chisholm Trail, from development that would prejudice their continued use and/or development."

This application does not meet the Local Plan requirements because it:

- fails to deliver a coherent, direct cycle route from Devonshire Road to the southern Busway cycle route, a central segment of the "Chisholm Trail", via the Cycle Point and station entrance,
- fails to prioritise sustainable transport because the design for the internal roadways gives better, more direct and higher priority access to motor vehicles for the station car park than for the cycle link from Devonshire Road end, and because there is no coherent Chisholm Trail cycle route across the Station Square,
- fails to fix the outstanding problems with highway safety in the Station Square and Great Northern Road,
- undermines efforts to reduce air pollution and congestion at this central location because the proposed multi-storey car park will attract car drivers from miles around the area and because the proposals still put 10,000 daily motor vehicle movements on Great Northern Road in front of people's homes.

We believe that it is wrong to construct a multi-storey car park at this location, and this application would be a missed opportunity to reduce congestion and pollution at this site. The station will be without this parking capacity for the period of the construction anyway, which simply demonstrates that it is unnecessary. The residents' parking schemes now in place on the east side of the railway, in conjunction with the long-established schemes on the west side, mean there are no issues with parking displacement. This application should be seen as an opportunity to reduce peak hour motor traffic and air pollution, in line with the council's goals to improve air quality and reduce congestion.

Instead of a multi-storey car park, the B2 structure should be re-designed to be an extension of the Cycle Point. The Train Operating Company Greater Anglia has a requirement in their Franchise Agreement to deliver an additional 1,000 cycle parking spaces at Cambridge by 2021; this development should be used to satisfy that commitment.

Instead of prioritising motor traffic along the Chisholm Trail, the design of the roadways should prioritise walking and cycling movements, and there should be a convenient, clear and safe cycling route north/south through the entire station complex, including between blocks B2/F2 and linking with the Cycle Point

Text of Petition 2

We the undersigned wish to petition for a Development Control Forum

to allow residents representatives to discuss with the applicant, planning officers and Councillors how the above application could be improved.

We have particular concerns regarding

1. The proposed temporary car park access on Devonshire Road as the street already takes a heavy flow of traffic. We wish to explore if the existing access could be retained by phasing the development.
2. The loss of the protected tree belt between Devonshire Road and the existing surface car park. Further what provision is the developer making to provide long term landscaping to shield the new development from existing residential houses in Devonshire Road.
3. That the proposed buildings exceed the parameters in the 2010 outline permission both in size and height and this produces an overbearing development for the area. We wish to explore ways this could be mitigated.
4. The development will occupy land best suited for a future extension of the cycle park. Expansion will undoubtedly be needed, given forecast growth in footfall through the station. Cycles are already fly-parked on Devonshire Rd because of (perceived) poor accessibility at the Cycle point, and this problem will worsen when it fills up.

Text of Petition 3

This is a petition asking Cambridge City Council to hold a Development Control Forum in relation to the following Planning Application:

Application No. 18/1678/FUL

Site Address: Blocks F2 and B2 at CB1. Current station car park at the end of Great Northern Road

The grounds for asking for a Forum on this application are as follows:

We believe the planning application does not meet the following planning policy clauses:

- Policy 35: This development, its construction and the traffic produced and services required during its use will lead to significant adverse effects and impact on health and quality of life from noise.
- Policy 36: This development, its construction and the traffic

produced and services required during its use will lead to significant adverse effects on health, the environment or amenity from pollutions and malodourous emissions to air.

- Policy 36: This development, its construction and the traffic produced and services required during its use will have an adverse effect on air quality in the Air Quality Management Area (AQMA).
- Policy 56: This development will create a street that do not respond to its primary level of use (residential) by allowing vehicular traffic to dominate.

We strongly believe there are changes that could be made to overcome our concern such as but not limited to:

- Re-route the traffic to the station square to Station Road.
- Restrict the number of parking spaces on the multi-storey car park.
- Allow deliveries to the new buildings from Devonshire Road.
- Limit the height of Block F2 to match the adjacent Block F.

Development Control Forum Members: Baigent, Blencowe, Hart, Hipkin, McQueen, Nethsingha, Page-Croft, Smart (Chair), Thornburrow and Tunnacliffe

Alternates: Gillespie, Green and Holt

Information for Petitioners' and Applicants' Representative

The aims of the Forum are to allow early discussion of the planning issues and to explore the scope for agreement and compromise between all sides.

Up to three representatives of the petitioners and up to three representatives of the applicants may attend and speak for a total period not exceeding 20 minutes.

The applicants' presentation is heard first and applicants are asked to start their presentation with a brief description of the application proposals.

For further information on the conduct of the Forum or the petition process, please see the Development Control Guidelines, a copy of this is available on the Council's website at <https://www.cambridge.gov.uk/petitions-and-development-control-forum> or contact the Council's Committee Section (01223) 457000.

Please let the Committee Manager know if you would like a briefing on the procedures at the Forum, if you have any other queries, or if you require any special facilities (for example an overhead projector).

Format of the Forum

The format of the Forum will be as follows for each application:

- Introduction by Chair and declaration of Councillor interests – **up to 5 minutes**
- Presentation of the application by the applicant/agent (up to 3 representatives) principally to address the issues raised by petitioners – **up to 30 minutes**
- Presentation of the views of the first petitioners against the application (up to 3 representatives) – **up to 15 minutes**
- Presentation of the views of the second petitioners against the application (up to 3 representatives) – **up to 15 minutes**

- Presentation of the views of the third petitioners against the application (up to 3 representatives) – **up to 15 minutes**
- Presentation by the planning officer – **up to 10 minutes**
- Member questions and issues arising – **up to 30 minutes**
- Summing up by the applicant/agent – **up to 10 minutes**
- Summing up by the first petitioners against the application – **up to 5 minutes**
- Summing up by the second petitioners against the application – **up to 5 minutes**
- Summing up by the third petitioners against the application – **up to 5 minutes**
- Final comments of the Chair

Information for the public

The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public. For details go to:

www.cambridge.gov.uk/have-your-say-at-committee-meetings

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