

## CAMBRIDGE CITY COUNCIL

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REPORT OF: Head of Planning Services

TO: Planning Committee

25/07/2012

WARDS: Trumpington

### **CB1 STATION AREA REDEVELOPMENT - NON-MATERIAL AMENDMENT – SOUTHERN ACCESS ROAD (SAR)**

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#### **1 INTRODUCTION**

- 1.1 In April 2010 outline planning permission was granted for the CB1 Station Area Redevelopment. The approved plans are a series of 'parameter plans'. An application for a non-material amendment (NMA) has been submitted which seeks small changes to the approved plans in relation to the Southern Access Road which serves the residential development to the south of Station Road.
- 1.2 This follows on from an earlier request for a non-material amendment for the same changes that was refused by Planning Committee on 28 July 2011. At that time Members considered that changes that were being brought forward were too significant to be regarded as an NMA. Although not set out in the minutes my recollection of the meeting is that some of the concerns raised by Members were based a lack of information about the way in which the adjacent site (Block I2) was to be developed.
- 1.3 The current application for the NMA has been brought forward in parallel with the full planning application for Block I2 now known as 50/60 Station Road. That application includes the site for the SAR and proposes the same realignment that is brought forward as the NMA. This allows for the SAR to be provided as part of the approved access arrangements under the Outline or as part of the implementation of 50/60 Station Road.

#### **2. RECOMMENDATIONS**

- 2.1 That the changes to parameter plans 3 to 9 and drawing no. 217382/EAD/SK1020 Rev P10 (approved access plan) as set out below be approved as Non-material amendments to the approved Parameter Plans.

#### **3. BACKGROUND**

- 3.1 The application relates to the Southern Access Road (SAR). This is a new road which serves the Phase 1a student accommodation (Blocks M1 and M2) and the Phase 2 residential development which are both under construction. The SAR will also provide rear access to office buildings which are proposed to front Station Road. A temporary road has been constructed as a construction access

which constitutes permitted development. The construction access is on the same alignment as the proposed new alignment for the SAR.

- 3.2 The Parameter Plans that were approved under the outline planning consent set the 'parameters' for the development and allowed the proposals to be the subject of an Environmental Assessment. In bringing forward the revised detailed scheme the applicants have found it necessary to make revisions to the parameter plans such that the proposed development falls outside the defined parameters. In order to move forward with their development as now proposed the applicants need to secure consent for these changes which they consider to be non-material amendments.
- 3.3 Applications for non-material amendments are usually dealt with under powers delegated to officers, although in some cases consultation with Members is necessary. In this case I am bringing the application to Planning Committee for consideration in tandem with the full planning application for 50/60 Station Road.
- 3.4 The revisions to the alignment of the SAR also necessitate the discharge of condition 48 of the outline planning permission (ref. 08/0266/OUT). There is a report relating to the discharge of this condition elsewhere on the agenda.
- 3.5 The application seeks a Non-Material Amendment to relocate the SAR closer to the station end of Station Road. The SAR will continue to be 10 metres wide (6m carriageway and 2m pavements) and 15 metres wide at the junction with Station Road. The key change is that its junction with Station Road will be located approximately 12 metres to the east. The SAR is shown on most of the approved Parameter Plans and therefore Parameter Plans 3 to 9 are to be amended. Drawing number 217382/EAD/SK1020 Rev P10 is also amended because it relates to the access roads serving the development that was part of the outline consent.
- 3.6 A plan has also been provided which shows the maximum approved footprint of Blocks I1 and I2 and the approved alignment of the SAR overlaid on the current scheme. This plan shows that the western edge of the SAR is to be relocated between 11 m and 19 m to the east.
- 3.7 Parameter plans 3 to 9 addressed the following matters:
  - PP3 Building Layout (+ maximum balcony/canopy overhang 1.5m)
  - PP4 Building and Ground Conditions (building height (maximum height of occupied floorspace + maximum plant/lift motor rooms 2 m), building height above proposed ground level, proposed ground level (+/- 0.5m tolerance), existing ground level and proposed ground floor setback)
  - PP5 Access and Circulation
  - PP6 Public Realm and Open Space
  - PP7 Residential and Non-Residential Parking.

- PP8 Proposed Uses – Ground Floor
- PP9 Proposed Uses – Typical Upper Levels

3.8 The reasons for the realignment of the SAR remain unchanged and the applicants have confirmed that there are two reasons for the change. Firstly the approved access ramp serving the underground car park under the residential blocks is now accessed off the northern end of the SAR. This is beneficial for the environment of the Southern Access Road further south because it keeps traffic clear of the 'homezone' between the student blocks and the residential development. Access to this area can then be limited to deliveries and student drop off/pick up.

3.9 The second reason for the revision to the SAR is to allow a larger site to be developed to the west of the SAR. This area was to accommodate Block I2, the tallest new block in the CB1 development. A pair of office buildings have been brought forward for consideration under a full planning application which itself includes the realignment of the SAR. This is the subject of a separate report on the Agenda. In my view that application and my report fulfil the need for more information about the context of the realigned SAR that caused Members concerns in July 2011.

## 4 CONSULTATIONS

### Urban Design and Conservation Team

4.1 When we previously commented on the NMA for the Southern Access Road in July 2011, we concluded that whilst the loss of the axis to the west of the L Buildings was not detrimental to the overall masterplan, the resolution of the 50&60 Station Road would be even more important due to the increased prominence of No.60 terminating the view through the park. With the revised application for 50&60 submitted, we again raise no objection to the proposed NMA and have the benefit of seeing how the proposals will respond to this revision to the masterplan.

### County Council (Highways)

4.2 No objections.

### Design and Conservation Panel (Meeting of 14 March 2012)

4.3 The conclusions of the Panel meeting were as follows:

In strategic terms, the Panel considers that the new approach is a great improvement. The change in massing, the handling of the frontage at ground level along Station Road and the greater animation of the frontage to the 'anti-chamber' square to the south are welcomed. The 'kit of parts' proposed for the elevations looks promising but further refinement of the design is still needed, as is further examination of the treatment of stair cores at ground level.

VERDICT –

1. The strategy of the massing, the relationship of the stair core with Station Road, the overall strategy for the elevations and the handling of the public realm, GREEN (5), AMBER (1)

2. The 'kit of parts' for the elevations, the handling of the elevations at ground level, the design of the 'fins' and other components and the planting of the terraced area, GREEN (3), AMBER (2)

The Panel did not raise any concerns about the realignment of the SAR.

## 5 **OPTIONS**

Option 1

5.1 To allow the non-material amendment would enable the SAR to be constructed on its revised alignment.

Option 2

5.2 To refuse to allow the non-material amendment would mean that the SAR would need to be constructed in accordance with the approved alignment.

## 6 **CONCLUSIONS**

6.1 There is no statutory definition of 'non-material'. The guidance states that this is because it is so dependent on the context of the overall scheme – what may be material in one context may not be material in another. The local planning authority must be satisfied that the amendment sought is 'non-material' in order to grant an application under S96A.

6.2 We have adopted an Amendments Protocol which is used by officers in determining whether an amendment constitutes a 'minor amendment'. This states that 'A useful guide is that if the nature of the amendment is such that it is felt that further consultation/publicity would have been warranted then it is unlikely that the amendment can be treated as 'non-material'.' The Protocol does however recommend consultations be carried out with the Design and Conservation Panel and the Urban Design and Conservation team if matters of design are under consideration.

6.3 In this case it is my view that the submissions constitute a non-material amendment. The alignment of the SAR works in technical/highway safety terms in either variant. I consider that benefits can be derived from the alteration in the alignment which allow for a low trafficked environment in the home zone part of the SAR and will facilitate the development of 50/60 Station Road. I do not consider the revised alignment of the SAR as being of significance when viewed in relation to the CB1 development as a whole.

6.4 I would recommend that the non-material amendments be approved.

## \*. **IMPLICATIONS**

(a) **Financial Implications - None**

- (b) **Staffing Implications - None**
- (c) **Equal Opportunities Implications - None**
- (d) **Environmental Implications – None**
- (e) **Community Safety - None**

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

Section 96A application for non-material amendments dated 28 October 2011.

To inspect these documents contact Sarah Dyer on extension 7153

The author and contact officer for queries on the report is Sarah Dyer on extension 7153.

Report file:

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