



Cambridge City Council Development Control Forum

Date: Thursday, 31 October 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 (Ref / address)
Application No: 19/1159/FUL
Site Address: Park Street Car Park
Description: Demolition of existing multi-storey car park and erection of 227 bed aparthotel (Use Class C1) alongside 225 space underground public car park, public cycle store and associated works
Applicant: Marick Management Ltd & CIP LLP
Agent: ELG PLanning
Address: Gateway House 55 Coniscliffe Road Darlington Co. Durham DL3 7EH
Lead Petitioner: Resident of Park Parade
Case Officer: Ganesh Gnanamoorthy
Text of Petition: See under 5 below
- 5 Text of petition (Pages 3 - 4)

Development Control Forum Members:

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To: Cambridge City Council
PETITION FOR A DEVELOPMENT CONTROL FORUM

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

Application No: 19 /1159 /FUL

Site Address: Park Street Car Park, Park Street, Cambridge

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

Planning to consider:

1 Risk to surrounding properties of structural effects from alterations to water table due to three storey excavation, and tanking / piling. (Properties in Park Parade were affected by impact of piling during Wyng Gardens, Trinity Hall development in Thompsons Lane; which is some streets away. Portugal Street has very old drainage canalisation and multiple basements) Small basement excavation at Union Site has impacted water table.

2 Bulk and height of Building - Appears to exceed the development parameters set by the 2016 Scrutiny Committee. (Building is now 6 stories off Round Church Street; 4+1 was proposed)

3. Problems with Resident Parking in the 'Park' area - which includes Park Street and Round Church St. (Despite assurances re Varsity Hotel and Post Graduate accommodation not being eligible for resident permits; both now use their local address to incorrectly obtain Permits)

4 Severe difficulties with vehicle turning space will impact car park exit and ingress, cause congestion at Maypole end of Park Street, and add to pollution risk to school. (Deliveries will occur to Maypole Pub, Hotel, Hawks Club, and School). Current proposals for hoarding on site perimeter during construction leave NO vehicle turning space.

5 As a council-commissioned development on a council-owned site, the building seeks to meet only the the minimum sustainability standard required under planning policy and it will not be net carbon neutral, despite the council's target for carbon neutrality and its declaration of a climate emergency.

6 Jordans Yard is a risk area for attracting rough sleepers.

7 Current proposal shows 26 electric vehicle charging points in car park. This is very limited - Tesla now third best selling vehicle (August 2019). Residents have no access to e charging on their streets.

8 Overlooking and sound proofing provision adjacent to Maypole and Portugal Place inadequate. Park Street Liaison Group 5.8.2019 were informed as follows "AH confirmed the scheme steps back almost 4 metres at 1st floor level reducing the impact on the Maypole PH."

9 Public toilets are a general facility open to all, this development of 240 car parking spaces and 252 Cycle spaces requires public toilets. Current provision at Quayside inadequate. Current alternative proposals inadequate.

10 Retention of Bollards at Park Street, Lower Park Street Junction.

**11 Retention of current restriction at Cote Brasserie to all but authorised vehicles to Bridge street from Northampton Street direction.
carbon neutral, despite the council's target for carbon neutrality and its declaration of a climate emergency.**

Do you think there are changes that could be made to overcome your concerns?

Yes

If Yes, please explain:

Planning should only be granted on condition:

1 Developer must provide evidence that there will be no impact on the water table or on the structural integrity of surrounding buildings during or consequent to construction. Developer must provide monitoring open to all during the construction phase.

2 Require developer to place more plant in Basement with consequent height reduction off Round Church Street.

3 Planning should be conditional on the exclusion of both Round Church Street and Park Street addresses of the development, being eligible for Resident parking in the Park area. This to include visitor and trade parking.

4 Planning should be conditional on the re-landscaping of the end of Park Street near the Maypole. This should incorporate pavement area for vehicle intermittent use for parking and increasing turning space. During Construction hoarding needs to be planned differently leaving lorry turning space in this area.

5. The building should be redesigned to meet the BREEAM Outstanding classification to express the council's determination to take a lead towards carbon neutrality in the city on this premier site, the development of which is completely under its own control. Your own Heritage Impact Assessment states : "In recent years focus on sustainability has reduced the status of the car in our towns and cities and in Cambridge removing cars from the city centre is a key priority."

6 Jordans Yard to be provided with gates for closure out of hours, managed by restaurant / hotel.

7 Developer to ensure infrastructure available in all levels of car park for future expansion of e charging provision in line with transition to e vehicles over 20 years. Residents to have access to 4 resident parking spaces with e charging in the car park.

8 As well as angled windows suggested lower half of window should be opaque. Additional sound proofing measures such as triple glazing provided. Sample mock up to be provided. Provision should be above the level that is already considered, which is 5% above norms. Setback adjacent to Maypole should be redesigned to deliver the "almost 4 metres at 1st floor level" stated; instead of current 2.2 metres.

9 Development to provide public toilets, including disabled toilet.

10 Retention of Bollards at Park Street Lower Park Street Junction throughout construction and post construction.

11 Retention of existing restriction to all but authorised vehicles to Bridge Street at Cote Brasserie from Northampton Street direction.

Lead Petitioner:

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Phone N

email address

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