



To: West/ Central Area Committee
Report by: Head of Streets and Open Space

29/10/2014

Wards affected: Market

AN UPDATE REPORT ON THE TEMPORARY USE OF PART OF PARKERS PIECE TO FACILTATE THE DEMOLITON AND REBUILD OF THE UNIVERSITY ARMS HOTEL

1. Executive summary

1.1 The University Arms Hotel is to undergo a £30m redevelopment including partial demolition, extension and refurbishment of the existing buildings. Planning consent was approved, with no votes against, on the 6th November 2013.

1.2 This planning permission (13/1087/FUL) includes the use of the footpath on Regent Street, a 10m extension across the corner of the Hotel to the entrance from Regent Terrace onto Parker's Piece, and scaffolding on Park Terrace to allow safe demolition and rebuild.

1.3 The demolition, extension and refurbishment will have a visual and practical impact on the surrounding neighbourhood during the works, especially on Parker's Piece. There will be disruption to footpaths and cycle-ways on Parker's Piece and the construction work is likely to make the adjoining area less attractive from an amenity perspective during the works.

1.4 The developer has asked to use a small part of Parker's Piece (2% of its total area) as a site compound for circa 2 years. This is partly to address health and safety issues but also to speed up the redevelopment period and therefore reduce the disruption period. This is a large project and will be disruptive to the surrounding area due to noise, traffic disruption (pedestrian, vehicular, cycle) on Parker's Piece, Park Terrace and Regent Street as well as the visual appearance. Projects of this nature in any city centre are challenging.

1.5 Provision of a well located site compound should reduce the construction period and hence disruption, by circa 18 months. Officers have met the developer and the contractor to consider alternatives. The original

planning application did not specifically consider the site compound and so the public were not consulted about this. This has prompted many responses to the request for comments (on the use of small area of Parker's Piece) that relate more directly to the planning consent and the demolition and rebuild of the Hotel.

1.6 On the 26th September 2014, the Council published a notice about the temporary use of a small area of Parker's Piece for the developer's preferred compound and sought comments to this proposal. There was also a public meeting to show the proposed compound, and the extent of the land to be used.

1.7 As is usual in such cases, Officers propose appropriate terms subject to approval for the use of its land. Terms have provisionally been agreed to let the site compound for a six figure sum¹ for a circa 2 year period. The contractor will be required to provide details of how they will enclose/screen the compound during the works, how this will be maintained, how they will re-provide any facilities removed as a result (e.g. cycle parking, bins) and full reinstatement at the end of the works. There will be penalty clauses for any over run.

1.8 It is accepted that the use of the Parker's Piece will be disruptive and impact the amenity value of that area of Parker's Piece during the works. This is likely to be the case anyway due to the nature of construction works. The terms proposed in this report seek to address this by reducing the construction period to as short a time as possible by the provision of the site compound. The area involved will not interfere with any of the usual planned activities that take place on Parker's Piece but obviously informal space will be temporarily lost. The Council has secured a commercial rent for the use of the land during this period.

1.9 The report considers and responds to the comments received on the use of a small part of Parker's Piece to facilitate a safe and efficient demolition, extension and refurbishment of the University Arms Hotel.

2. Recommendations

The West Central Area Committee is asked to:--

- a) Note the contents of this report and that there are no decisions required at this time.
- b) Note the intention to extend the period for comments until the 7th November 2014.

¹ Negotiations are concluded and these are subject to terms and conditions. The developer has not yet indicated at the time of drafting if they wish for this fee to be disclosed.

3. Background

3.1 Parker's Piece² is one of the best known open spaces in Cambridge. Located in the centre of the city it is bordered by Park Terrace, Regent Terrace, Parkside and Gonville Place.

3.2 The University Arms Hotel is a substantial Edwardian building that sits on the corner of Regent Street, Park Terrace and Parker's Piece. It has been extended and altered significantly, most notably in the form of a 1960's extension fronting Regent Street.

3.3 The developer has subject to condition, approval³ for the partial demolition, extension and refurbishment to provide an additional 71 bedrooms, together with new vehicular access and egress on Regent Street, a service bay and other highway works on Park Terrace and a rooftop plant.

3.4 In June 2014, a prospective contractor (McLaren) made contact with the City Council to discuss the demolition and rebuilding of the Hotel. This tentative approach was to consider the use a small part of Parker's Piece (2% of the total area). No further contact was made until their contract award in early September.

3.5 Officers' have throughout September and October 2014 discussed with McLaren (the approved contractor) the use of other sites, which had previously been identified as alternatives to aid the build by creating safe compounds and work areas.

3.5.1 These alternatives included:-

- a) Cambridge Examination Board, Car Park on Park Terrace – This is in private ownership and permission was declined by the land owner;
- b) Park Terrace – Permission was declined by the Highway Authority and there is a condition in the planning approval that would not permit this to happen;
- c) Regent Terrace – Permission was declined by the Highway Authority and there is a condition in the planning approval that would not permit this to happen;
- d) Adam & Eve Street Car Park – This was discounted as it was deemed to cause considerable disruption to residential and retail use, and cause increased traffic on East Road and surrounds; This option would not facilitate delivery by articulated lorry.
- e) An area of Parkers Piece;

² Its origin is derived from an Edward Parker, a cook, who held the original lease to the land, which at the time was used as grazing land

³ 13/1087/FUL – 6th November 2013

f) Build within existing Hotel footprint.

3.5.2 All of these options have now been discounted apart from two and these are summarised as follows:-

- a) The hotel can be rebuilt within its own footprint, but this extends the build time by circa 18 months and therefore increases the length of time there is impact on the park and surrounds.
- b) The use a small part of Parker's Piece which will reduce the build time and ensure that there is minimal disruption to local traffic, pedestrians and cyclists, and with adaptations to the layout of the paths, avoiding path closures. A map of the area to be used is attached at Appendix - A.

3.5.3 When considering the two options the following consequences were considered if we do not give consent for the use of a small part of Parker's Piece:-

- a) A significantly increased programme period for the main build activities, resulting in prolonged disruption, traffic congestion and an extended visual impact to this sensitive city centre area.
- b) The need for hoardings, scaffolding and safe working areas will still be required, regardless of gaining permission of Parker's Piece. This will still impact on the cycling / pedestrian pinch points and surrounding perimeter areas.
- c) Hoarding lines / traffic management will frequently alter, rather than a static solution with the use of Parker's Piece. This is not ideal when maintaining a safe environment for the construction workers and residents of Cambridge.
- d) Maintaining current traffic and public transportation routes will be difficult to achieve, especially during the demolition and main construction phases.
- e) Current planning permission requires all the loading and unloading to be taken off the public highway, without Parker's Piece this will be almost impossible to achieve.

3.6 The Council remained undecided on whether or not to grant permission, and decided to seek public comment on the proposals.

3.7 Having considered the two options, a public notice was advertised in the Cambridge Evening News on the 26th September and the 3rd of October 2014 inviting comments by the 17th of October and it was the intention to consider all comments received before making a recommendation.

3.7.1 The notice stated that Cambridge City Council pursuant to Section 123(2A) of the Local Government Act 1972 intended to grant a 2 year licence for the occupation of open space land at Parker's Piece Cambridge CB2 for the purpose of a works compound to enable and facilitate the

refurbishment, renovation and rebuilding of the University Arms Hotel, Regent Street, Cambridge, CB2 1AD.

3.8 A presentation of the proposed refurbishment of the University Arms Hotel and its impact on Parker's Piece was held from 7.30 to 10.00 am and from 17.00 pm to 21.00 pm on Thursday 9th October 2014 at the University Arms Hotel. This was an opportunity to discuss concerns and ask questions directly with the developer's contractor and Officers of the Council.

3.9 The City Council's website hosted information including scale drawings, a copy of the public notice, a presentation on the proposed development, and a plan showing of the extent of the parcel of land to be used on Parker's Piece.

3.10 The Cambridge News ran an article before the Council's release, on the 9th of September, which attracted 26 comments on their bulletin board. The feedback from this bulletin board is summarised as:-

- The proposal should reduce disruption;
- There is a minor inconvenience in using the park;
- There is a benefit of a better hotel;
- The space will be given back;
- It is like any other land locked development so why use Parkers Piece?
- Concerns expressed at the closure of the cycle path;
- Alternative foot and cycle paths should be provided;
- The contractor should be charged a commercial rent;
- The work will be completed faster using Parkers Piece;
- The need for reassurance on re-instatement;
- The compound needs to go somewhere;
- These are very well used footpaths;
- Any received fee should be for park improvements.

3.10.1 It should be noted that many of the postings identified to Officers an uncertainty about the area and size of land to be used.

3.11 Feedback to the public notice was received from 63 respondents and there were 22 visitors to the presentation. The webpage on the Council's website was visited 541 times by 364 unique users. This webpage was further complimented with a scale drawing following feedback from the presentation evening.

3.12 The presentation evening provided the opportunity for discussion, with 5 individuals attending for over 1 hour, to ask questions and seek further information. All attendees were shown the presentation slides and Officers from the City Council and staff from McLaren were present.

3.12.1 The presentation covered all options and included those that had been considered and later discounted.

3.12.2 No formal comments were received at the presentation, however a summary from notes made, identified the topics as:-

- The impact on cyclists and pedestrians using the footpaths;
- Loss of amenity;
- The visual intrusion the demolition and rebuild will cause;
- The bottleneck/ pinch point at the Pizza Hut entrance to the Park;
- Access of lorries and vehicles making deliveries and the timing of these movements;
- Visitors unsure of the scale of the land to be used;
- The need to secure a commercial rent;
- The need to secure re-instatement and improvements.

3.13 A separate meeting was arranged between representatives of the Cambridge Cycling Campaign and McLaren, to cover topics raised at the presentation. Those topics included:-

- The narrowing of the entrance at Pizza Hut and the need to create a safe distance for cyclists and pedestrians from the demolition and rebuild;
- The start time for deliveries;
- The use of vehicles with turn left audible warning and detection indicators;
- Cycle parking for construction workers.

3.14 The first formal comment received was on the 9th October and there was a steady return up to the closing date on the 17th October. A total of 60 respondents made comment. All respondents had a reply, and all specific points covered. A copy of all comments received is set out in Appendix B.

3.15 The following is a summary of the comments received with an Officer reply:-

- a) It will ruin our daily walk into town.
 - a. There will inevitably be disruption and visual intrusion with or without the use of Parker's Piece. By consenting to use Parker's Piece we can influence the hoarding and screening the compound and therefore reduce the developments visual impact. The planning permission includes the use of the footpath on Regent Street, a 10m extension across the egress from Parker's Piece, and scaffolding on Park Terrace to allow safe demolition.

- b) The closure of the diagonal foot and cycle paths and the resulting impact & the proposals will heighten tensions between pedestrians and cyclists.

- a. There will be no closures of the diagonal footpaths, with or without the permission to use a small part of Parker's Piece. If permission is granted to use Parker's Piece it would be agreed to divert the path that runs in front of the University Arms Hotel to ensure that cycle and footpath users remain able to easily pass the site compound. If permission for the use of Parker's Piece is not granted, the diversion would be onto the diagonal footpaths, therefore increasing numbers. Officers have concerns that pedestrians and cyclists will create desire lines across the grass in front of the University Arms creating wear scars that will become muddy in wet periods. The City Council would not be able to recover the costs of repair from the developer.
- c) A substitute foot and cycle path should be created.
 - a. If permission to use a small part of Parker's Piece is granted the path that runs in front of the University Arms Hotel will be diverted to ensure the cycle and footpath users remain able to easily pass the site compound.
- d) The use of Parker's Piece must be temporary; & what provisions are there for reinstatement?
 - a. The terms of business will be explicit if we give consent and will state this is a temporary licence and will be conditional that the land is returned in a similar condition. We will hold a bond to ensure this condition is fulfilled. This bond will be equivalent to the costs of rectification.
- e) This is Common land.
 - a. Parkers Piece is not registered Common but does have statutory protection by virtue of planning policy. Officers' recognise the importance that local people give to Parker's Piece and we believe a compound will best protect users of the space through the creation of safe, identifiable and consistent routes around the development.
- f) The use of Parker's Piece will only assist the developers & other developments can build from their own footprint.
 - a. The hotel can be rebuild within its own footprint but this extends the build time by circa 18 months and therefore increases length of time there is impact on the park, or we can use a small part of Parker's Piece to reduce the build time and ensure that there is minimal disruption to local traffic, pedestrians and cyclists. Paragraph 3.5.3 also explains the rationale.

- g) This decision to use a small part of Parker's Piece will set a precedent.
 - a. Officers understand the concerns expressed about precedent, however, on every occasion where there is proposed use of open space, these requests would have to follow the same process and each request would be considered on an individual basis.
 - b. Land at Coe Fen has previously been used to facilitate the building of a library at Peterhouse.

- h) There are alternative sites nearby.
 - a. Officers' from the City and County Councils have discussed the use of other sites with the developer which could be used to minimise the disruption to the City. All of these options have now been discounted apart from two, one to rebuild on site and two, to allow the temporary use of a small part of Parker's Piece. Paragraph 3.5.1 details the sites considered.

- i) Is there evidence to support the claim that not being able to use Parker's Piece will delay the build time by circa 18 months?
 - a. McLaren have submitted a build schedule which supports their position.

- j) There will be a lot of inconvenience around the area and also dangerous for locals & two years is too long for loss of amenity.
 - a. It is accepted that the use of the Parker's Piece will be disruptive and impact on the amenity value of that area of Parker's Piece during the works. This is likely to be the case anyway due to the nature of construction works. The terms proposed in this report seek to address this by reducing the construction period to as short a time as possible by the provision of the site compound. The area involved will not interfere with any of the usual planned activities that take place on Parker's Piece but obviously informal space will temporarily be lost.

- k) There are no gains or benefits for residents arising from the development.
 - a. The licence to use part of Parker's Piece will be on a commercial basis and this has been negotiated in a parallel process to the consent to use Parkers Piece, by the City Council's Property Section. The fee payable and agreed is a 6 figure sum.
 - b. The terms proposed in this report seek to address the issue of gain and benefit by reducing the construction period to as short a time as possible by the provision of the site compound

- l) The proposal received negligible publicity and concerned residents have not yet had time to evaluate adequately the proposal.
 - a. Officers' have reviewed all comments received and several concerns about the duration and accessibility of the consultation. After consideration of this feedback and after discussion with the Executive Councillor for City Centre and Public Places, it is recommended that the consultation period is extended until the 7th November 2014. This extension is intended to allow further feedback to be considered as a result of the presentation and update to West/Central Area Committee.

- m) The contractor wants an easy option to save money.
 - a. Officers' from the City and County Councils have discussed the use of other sites with the developer which could be used to minimise the disruption to the City. These discussions have been based around ensuring the health, safety and welfare of both the staff on the development and members of the public. These discussions have not been based on finance and indeed the negotiations relating to the commercial fee have been managed by parallel processes by Property Services of the City Council.

- n) There are relatively few open spaces in the centre of Cambridge and these should be treasured and not treated as spare bits of land & Parkers Piece is intensively used in the summer months.
 - a. Officers accepted that the use of the Parker's Piece will be disruptive with a loss and impact on the amenity value of that area of Parker's Piece during the works. However, the area of land used is 2% of the total area, and is on an area of Parker's Piece less well used because of its proximity to the Hotel and its narrow land profile. This already limits the range of activities that takes place there.

- o) Where will the money go, the money should be spent on park improvements?
 - a. Officers have not to date considered the use of the monies received. It is intended this will be a decision made by the Executive Councillor for City Centre and Public Places.

- p) Does the use of Parker's Piece as a site compound require Planning permission?
 - a. The proposal to use Parkers Piece as a construction compound for the development on a temporary basis would not need formal permission.
 - b. This would have permitted development rights under the Town and Country Planning Act (General Permitted Development

Order) 1995 (as amended) Part 4 Class A and subject to the following conditions:

A. Permitted development

The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land.

A.1 Development not permitted

Development is not permitted by Class A if—

- (a) the operations referred to are mining operations, or
- (b) planning permission is required for those operations but is not granted or deemed to be granted.

A.2 Conditions

Development is permitted by Class A subject to the conditions that, when the operations have been carried out—

- (a) any building, structure, works, plant or machinery permitted by Class A shall be removed, and
- (b) any adjoining land on which development permitted by Class A has been carried out shall, as soon as reasonably practicable, be reinstated to its condition before that development was carried out.

3.16 The following specific questions were raised

3.16.1 The full legal constraints on such a licence being granted are not revealed e.g. restrictive covenants or Acts of Parliament; this is especially significant given the protected status of Parkers Piece e.g. Barnwell Inclosure Act 1807.

- a. “The Barnwell Inclosure Act, 1807 led to the Barnwell Inclosure Award of 1811. This did not affect Parker’s Piece. There are no restrictive covenants or other legal constraints, apart from provisions of the Local Government Act, 1972, mentioned below.
- b. “Parker’s Piece is not common land but has some protection as public open space. The Local Government Act, 1972, sets this out. Section 123 says that the Council may not dispose of land forming part of an open space unless they first advertise their intention for two consecutive weeks in a local newspaper. It must then consider any objections to the proposed disposal. This is the process we are following and we will give careful consideration to all objections we receive before making a final decision.

- 3.16.2 NCI Cricket club raised concerns about the impact on Cricket.
- a. The use of the car park to the eastern side of the pavilion would remain useable. It is the intention to create a new gated entrance from the highway to facilitate its use;
 - b. Officers will raise with McLaren the boundary hoarding in relation to colour. It is timely that these issues are raised as this detail has not been considered and therefore we can consider this request if we grant permission.
 - c. The issue of balls from the cricket entering the site compound, Officers' will make McLaren aware so that this can be given consideration.

3.16.3 Cambridge Cycling Campaign accepts that some effort has gone into planning an alternative route for pedestrians and cyclists however object to the granting of the licence on the following grounds:-

- a. Insufficient information about the detailing – widths, surfacing, positioning of fencing, bollards etc – particularly at the point where the paths and Regent Terrace meet Regent Street which is already prone to congestion.
- b. Inadequate provision for pedestrians along the stretch of Regent Street in front of the Hotel, particularly during the demolition phase
- c. Lack of information about access by construction vehicles to the site and apparently little awareness of the construction industry's own commitment to logistics and cyclist safety.
- d. Failure to specify on-site provision of appropriate cycle parking for employees.

3.16.4 Friends of the Earth raised amongst other concerns in their submission the need for provision for protecting the environment and the need for there to be a specific Project Environment Manager'

3.17 Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) has to be submitted and approved in writing by the local planning authority.

3.17.1 The DCEMP includes consideration which addresses many of the concerns raised by Cambridge Cycling Campaign, Friends of the Earth and other respondents. Details of the requirement of the DCEMP are set out in Appendix C.

3.18 It is the intention that any Licence agreement for the use of a small part of Parkers Piece will be conditional subject to the discharge of Planning Conditions 15 & 24.

3.19 Officers with in Streets and Open Spaces and namely the Cycling and Walking Officer will ensure that all comments received will be considered by

Planning Officers when assessing the Demolition and Construction Environmental Management Plan (DCEMP) for approval.

3.20 Comments received to date have given Officers' excellent insight into the concerns and ramifications of giving consent for use of a small part of Parkers Piece for a site compound. Officers' have reviewed the process used to garner comment and accept that a prolonged period will allow further comment and their responses to be used when making recommendations on the use of Parkers Piece. It is therefore recommended that the period for comments is extended to the 7th November 2014.

4. Implications

(a) **Financial Implications**

There will be a commercial fee associated with the Licence to use Parkers Piece

(b) **Staffing Implications** (if not covered in Consultations Section)

There is a staffing requirement to prepare the licence including legal fees, as well as Officer time from Streets and Open Spaces to monitor works, including the reinstatement. These costs are met from the fee collected, associated with the Licence.

(c) **Equal Opportunities Implications**

An equalities impact assessment was completed and highlighted access issues for those with disabilities. These issues have been addressed in the main body of this report relating to access to/ from and around Parker's Piece with those of limited mobility as a consequence of the proposed redevelopment of the University Arms Hotel.

(d) **Environmental Implications**

The climate change rating to the recommendation and proposals is:-

+L: to indicate that the proposal has a low positive impact, in that the use of Parkers Piece will reduce the build time of the redevelopment and therefore the length of time of disruption.

(e) **Procurement**

There no procurement implications associated with this report.

(f) **Consultation and communication**

It is recommended that the current period for comment on the proposal to use a small part of Parker's Piece be extended to the 7th November 2014. This extension of time will allow respondents the

opportunity to respond to points covered in this report and allow the opportunity to take on board comments received during and after West/ Central Area Committee.

(g) **Community Safety**

Officers' and representatives' of the developer have place paramount importance on the health, safety and welfare of those affected by the use of Parkers Piece as a site compound.

The use of Parkers Piece will reduce the build time and ensure that there is minimal disruption to local traffic, pedestrians and cyclists, and with adaptations to the layout of the paths, avoiding path closures.

It is the intention to create safe routes around the site to aid cyclists and pedestrians. These paths will remain in situ to ensure familiarity and therefore allow established routes for those making daily commutes. These paths will also benefit from being lit.

5. Background papers

These background papers were used in the preparation of this report:

- Parkers Piece – Conservation Plan 2001
- McLaren Presentation slides
- Site Maps
- Planning Committee Report 13/1087/FUL – 6th November 2013

6. Appendices

Appendix A – A map of the land to be used

Appendix B – Details of comments received with replies.

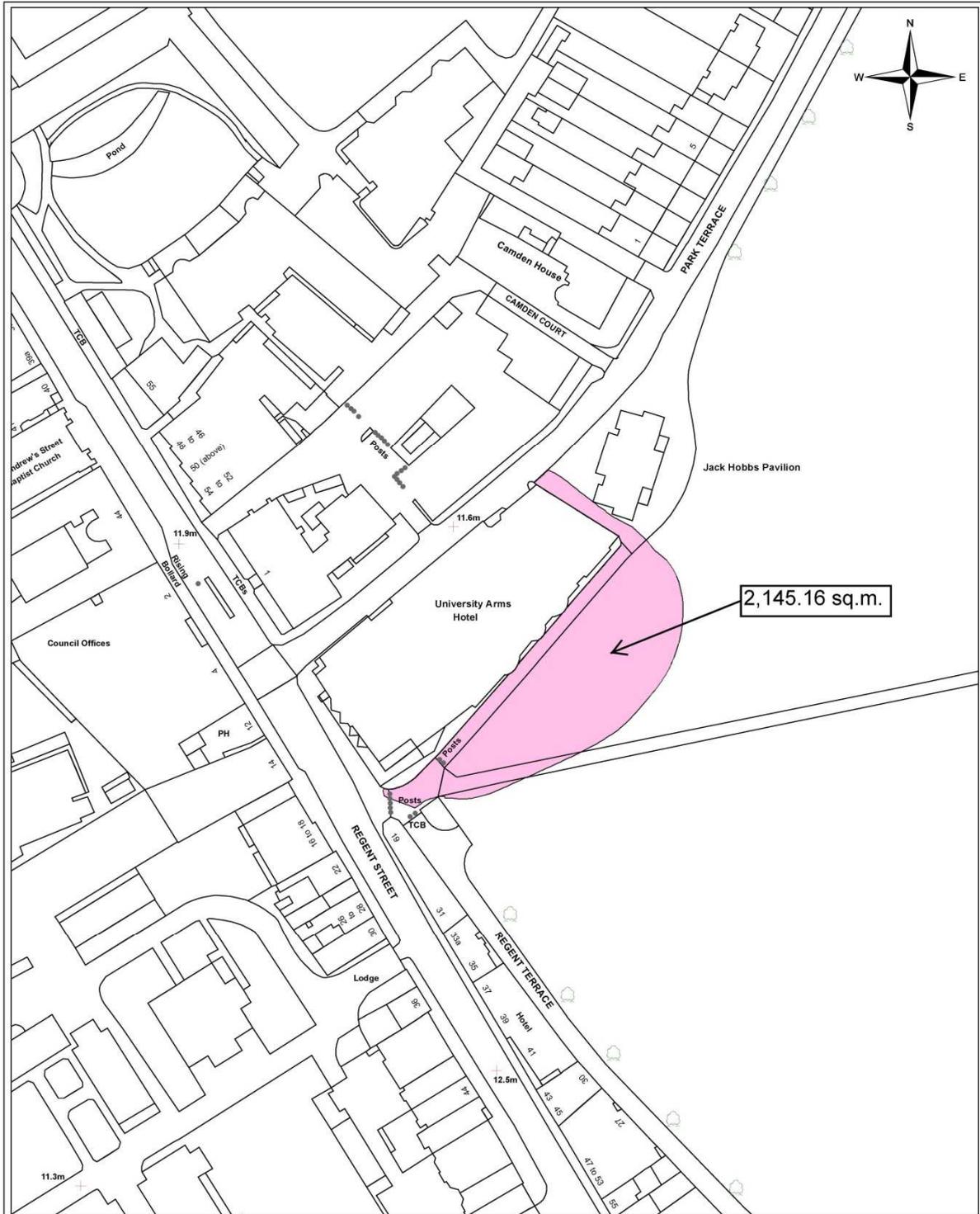
Appendix C - Details of the requirement of the DCEMP

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Alistair Wilson
Author's Phone Number: 01223 - 458514
Author's Email: alistair.wilson@cambridge.gov.uk

Appendix A – A map of the land to be used



Information Systems Team

Parker's Piece
Perimeter Hoarding by McLaren Construction Ltd
on City owned land

Date:	13/10/14
Produced by:	Steve Udall
Section/Department:	Informations Systems Team
Scale:	1:1,250 @ A4

© Crown copyright and database right 2014. Ordnance Survey Licence number 100019730.

Layer: J:\WORKING\
 Template: J:\Projects\ArcGIS_Templates\list_portrait_a4
 Plan ref: N:\PROPERTY\GIS\GENERAL\PDFs\uah_2

Appendix B –Comments received.

UNIVERSITY ARMS CORRESPONDENCE – REDACTED COMMENTS ONLY	
1	<p>I have been to the Guildhall to view the two images relating to the licence of land on Parker's Piece for the University Arms renovation. It wasn't clear from those images how it is proposed the works site will be accessed by vehicles. Is it intended that vehicles will exit and enter the works site directly from Regent's Street or will there be an entry or exit point on Park Terrace?</p> <p>Many thanks for your help with this,</p>
2	<p>Re: Licence for construction site of 2000 sq.m. of Parkers Piece for two years</p> <p>I gather from various people that the council are presently discussing a planning condition for the redevelopment of the University Arms on Parkers Piece, which would allow the developer to use Parker's Piece as a construction yard for at least two years.</p> <p>I think this would be such a shame as it may well go on beyond 2 years and it is one of the very few green spaces left around this area which does not have construction sites on it.</p> <p>PLEASE don't let this happen I think this will ruin our daily walk into town from Mill Road to the town centre.</p>
3	<p>I have no objection to the grass area being used as a builder's yard, but I strongly object to the closure for two years of the diagonal crossing of Parkers Piece for pedestrians and cyclists.</p> <p>What alternative route is the public expected to use?</p>
4	<p>As Parkers Piece is a main thorough fare on foot and by bike into the city centre, it would seem sensible to draw the site boundary in a little so that it edges the green and the path is still available, rather than removing the path. Alternatively, a 'substitute' path could be created immediately next to the site.</p>
5	<p>Hi Just got wind of the consultation re Parker's Piece / University Arms refurbishment.1) In principle, provided that it is clear that this is a TEMPORARY measure, of two years' MAXIMUM, I do not have any major objections. However,2) This is and MUST REMAIN common land. Under NO condition may this common land be encroached upon or poached : TEMPORARY use as a works compound may therefore ONLY be granted if and only if this is clearly accepted and acknowledged, and if the turf is then restored to perfect condition (ie that the ground is NOT contaminated; that every piece of rubble, tool, or bit of rubbish has been removed, that the turf has been relaid, etc)3) I am concerned by the apparent lack of bicycle access from Parker's Piece to Regent Street: this MUST be addressed as a pre-condition to the temporary permit.</p> <p>If those conditions are met and upheld, I have no objections.</p>
6	<p>The impact of the proposal to use an area of Parkers Piece to assist the developer of the University Arms causes great concern especially as they have refused to use their own available car park.</p> <p>As a matter of principle I would oppose the use of public green spaces for such purposes whether or not payment is being offered.</p> <p>I do hope you are able to reverse or at least substantially reduce the effect of this proposal.</p> <p>I Look forward to hearing from you.</p>
7	<p>I have seen the plan showing the proposal to use part of Parkers Piece for the developer's access and storage etc for a period of two years. It appears that the walking / cycling route across Parkers Piece giving access to St Andrew's Street will be obstructed and possibly cut off completely. I wish to object to this. I understand that the developers will need some space around the</p>

	<p>building but I do not see why that has to include the public path and cycle route. There is road access for their vehicles behind the Hotel. Developers in London manage to redevelop major buildings within much smaller footprint than this and with minimal inconvenience to pedestrians and traffic. They have a responsibility to keep routes open. I don't see why this redevelopment requires so much space for so long - or why its necessary to inconvenience the public at all. Alternative routes for cyclists and pedestrians are quite a lot longer - but in any case, I think the interest of the Cambridge public should be paramount. I'm sure alternative options can be found with some ingenuity and imagination.</p> <p>Please limit the extent of the developer's area and please ensure that the path / cycle route remains open.</p>
8	<p>As you will be aware a number of people and organisations have expressed their concerns at what is proposed by way of the construction work undertaken at the Univ Arms Hotel. My question at this stage is simply who will grant or not grant the licence to requisition a large area of Parkers' Piece for the construction work.</p>
9	<p>Like many others, or so I gather, I'm far from convinced by the proposed arrangements for contractors while work is being undertaken on the hotel. I regularly use the cycle path past the building, along with my two boys aged ten and six, and I have to say I worry about the soundness of the arrangements being suggested, especially at the path's junction with Regent Street.</p> <p>If the hotel wants to upgrade itself, then fine, but surely it should not be doing so at the expense of the convenience and safety of its fellow Cambridge residents and of visitors to the city. (That particular junction with Regent Street is regularly thronged by young tourists/language students.)</p> <p>As much to the point, this seems to set a very poor precedent for other future redevelopments.</p>
10	<p>I have just heard from Councillor Hipkin about the plans to section off part of Parker's Piece and to narrow the space between Pizza Hut and the Hotel. I wanted to add my voice to those expressing concern as I use these paths on a daily basis to cycle and walk. It is already an extremely busy area, and an often perilous pinch-point of cars, bikes and pedestrians. I can only imagine it beoming chaotic and potentially dangerous if the space is reduced, and ask that another area is found for the contractors that would have less impact on such a busy public space.</p>
11	<p>I am writing with reference to the application by a construction company to requisition part of Parker's Piece for 2 years to enable them to carry out work on adjacent hotel.</p> <p>I strongly object to the granting of a licence to such a company not least of all because there is private land nearby that could be or have been used to fulfil their requirements, although I'm sure they would seek to persuade you that not all of their requirements could be so satisfied. Parker's Piece is an important piece of public space and 2 years is a long time. Public space is precious and it should not be sacrificed for the sake of a building project. The interests of private companies and/or private landlords should not take precedence over the protection of public amenity and of course for 2 years all those day trippers that come to Cambridge will see a public mess. I appreciate that the hotel being renovatd/alterd will afford more bedrooms to attract less day trippers and more tourists to spend money in the local economy but the Council is in danger of killing the goose that lays the golden egg if it doesn't properly protect the things that make Cambridge beautiful.</p> <p>Another factor that must surely go against the granting of such a licence is the</p>

	narrowing of the footpath that will take place for some months. This will affect not only pedestrians but the many cyclists using Parker's Piece to get into the city centre. Surely, the Council will not allow the convenience of a construction company to take precedence over the convenience and safety of pedestrians and cyclists at such a busy and important junction/ crossing point in the city.
12	I write to object to this proposal. Parker's Piece is common land and a vital and vibrant asset for Cambridge residents and visitors. It is a busy cycle route that I use most mornings in my journey to the station, and any narrowing of the lanes will increase dangers and be a major inconvenience. There is no justification for a commercial enterprise to despoil this land temporarily let alone for years. I find this suggestion outrageous. The developers will have to find alternative (brown site) facilities.
13	John Hipkin has alerted me to the plans to utilise some of Parker's Piece in order to carry out redevelopment work on the University Arms Hotel and I share his concerns that there will be a negative impact on the cycle path that comes off Regent Street near the Pizza Hut restaurant. Any loss of open space for two years is to be regretted but pinching an already tight pinch point for pedestrian and cycle traffic surely runs counter to the council's policy of encouraging its citizens to engage in those two forms of transport.
14	I understand that the University Arms hotel is about to undergo reconstruction and that the proposal is for some of Parker's Piece to be fenced off. As a resident of Cambridge I would oppose this on the grounds that it is a public facility and there would be a lot of inconvenience around that area and also dangerous for local residents and people using Parker's Piece. We have little public ground as it is in Cambridge surely they can use elsewhere.
15	Please do not allow the developers to take over parts of Parkers piece that will restrict its use as a cycle and pedestrian route. If there is an alternative, the it should be used. The public should not be disadvantaged in order to minimise the inconvenience and maximise the profit of the developer.
16	I fully concur with the points re cyclists and reduction in amenity space as mentioned in John Hipkin's email but I would also add that the contractor should have allowed for using private land or parts of the existing building for his administrative accommodation. If this was a contract in London this is all he would be allowed to use. It is quite wrong that the public of Cambridge should be deprived of their amenity and probably put to greater risk of accident due to this building contract.
17	The application by the hotel to commandeer a significant area of public property at Parker's Piece for two years has come to my attention. I write to express my objection to it, on the grounds that (a) as a matter of principle a private developer ought not to be permitted to spread over public land without very good reason, which in this case does not seem to exist, since other land appears to be available for the builders' compound during the hotel's proposed alterations, and (b) as a matter of actual damage to public interest and safety the proposed compound will further restrict the busy and already congested cycle connection between Regent Street and the diagonal path across Parker's Piece.
18	As a regular cyclist who uses the crossing at the Univ.Arms and the road and/or path leading from it, I object to the proposed restrictions on these areas - they are already crowded at most times of the day and would become even more so were the proposals to be approved. Further, I object to the principle of allowing a private company to commandeer public land for its own purposes when there are alternative sites available.

19	<p>I understand that you are the person dealing with comments concerning putting a fenced off construction site on Parker's Piece to be used during the renovation of the University Arms Hotel. I would like to make a representation on this matter. If you are not the correct person, I'd be grateful if you could be so kind as to pass my message on.</p> <p>I very much welcome the work on the Hotel (bits of it are an eyesore) but I am extremely concerned that common public land will be used by a private developer in order to facilitate this work, especially for such a long period of time (two years!) I strongly believe the developer needs to make arrangements to use private land rather than public land for this purpose. Two years is WAY TOO LONG to commandeer a public asset, especially one so central and important to Cambridge. A fenced off section used for such a long period of time will simply become a storage/dumping area for the construction site and it seems to me that a different location should be privately acquired for this purpose.</p> <p>Additionally, I am very concerned about the potential reduction in footpath and cycle space in such a busy area. This isn't just a "convenience" issue for cyclists and pedestrians. It is potentially a safety issue.</p> <p>Thank you for allowing me to express my concern about this proposal.</p>
20	<p>Thank you for your reply. Based on this, I'd like to make one more comment. I appreciate that other sites have been considered and am glad there are still a couple of options remaining. With respect to the hotel rebuilding within its own footprint, an extra 18 months seems rather excessive and possibly an over estimation by the developer in order to convince the city to approve the extended encroachment on to Parker's Piece.</p>
21	<p>Just to register my opinion that the UA should not be granted part of Parkers Piece for site and construction works:</p> <ol style="list-style-type: none"> 1. Two years is far too long for loss of our amenity; 2. UA should rent private space like anyone else would have to. IF we yield to UA's demands, then they should be charged a substantially enhanced rate for the space equal to Economic Rent + Opportunity Cost for the loss of our amenity + 'convenience' charge for the co-location. <p>Please confirm receipt of this email, plus the position of the City Council in regard to point 2.</p>
22	<p>Please register my opposition to the granting of a two year licence to the McLaren Construction Group plc to allow the use of 2,000 square metres of Parkers Piece for site offices and lorry deliveries.</p> <p>My reasons for opposing this application are:-</p> <ol style="list-style-type: none"> 1. There are at least two other solutions available to the contractor. While not as convenient for the contractor, they are perfectly practical as evidenced elsewhere in the City of Cambridge and, in particular, central London. 2. The proposal will reduce by around 30% the width of the access way to Parkers Piece from Regent Street. This will result in a significant increase in the danger to pedestrians and cyclists using Regent Street and Parkers Piece 3. No evidence has been produced to show what the impact would be from the sever reduction in the width of the passageway. 4. Parkers Piece is an incredibly valuable part of Cambridge and is common land that should not be exploited for commercial gain. 5. There are no benefits for the residents of Cambridge arising from the redevelopment of the hotel. Consequently, inconvenience to the residents should be minimised. 6. The Contractor's Project Manager was unable at the "exhibition" on Thursday, 9th, to show any information that was not included in the "sales

	<p>brochure" that is on the City website. There were no detail drawings of the "squeeze" between the proposed boundary of the area sought and Pizza Hut (nor of the pavement restriction that will be created along the frontage of the hotel).</p> <p>While this might be lamentable, it cannot be a satisfactory basis for agreeing to the requested licence.</p> <p>7. Condition 15 to permission 13/1087FUL requires that</p> <p>15. Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority.</p> <p>8. The proposal recieved near negligibile publicity and concerned residents have not yet had time to evaluate adequately the proposal.</p>
23	<p>I was most concerned to hear of the University Arms Hotel proposal to fence off sections of Parker's Piece to accommodate construction work. I feel that this is an unacceptable use of public land. What benefit does this construction work bring to local residents? Already the planned renovations have resulted in local people losing their jobs; now we must also lose the use of our land. In addition, I feel that the proposal will also cause heightened tensions between pedestrians and cyclists in what is already an area of high traffic. Again, I fail to see why the residents of Cambridge should have to pay the price for private profit.</p> <p>Allowing this proposal to go ahead will, I believe, set a dangerous precedent and sends the message that the council does not care about the impact of development on local people. This is a real issue facing the city as it undergoes a tremendous level of growth and construction, and I urge the council to bear this in mind when considering the decision.</p>
24	<p>I wish to object to the above matter, in that the pedestrian and cycle paths would be seriously restricted by the constructors taking over of a large slice of Parkers Piece. I personally would be affected, as I frequently make use of those paths, mainly as a cyclist.</p>
25	<p>I have read in the press about the University Arms proposal to use public land as part of the building site for the UA rebuild and write to oppose this.</p> <p>The contractor can without a shadow of doubt carry out the rebuild on the footprint of the existing building - this is done all the time on constricted sites - just look at the Jesus College site on Hills Road.</p> <p>It might cost the UA more but that should be in their business plan.</p> <p>It sounds so me that the contractor just wants the easy option and is trying it on to save himself money at our expense.</p> <p>If there is no alternative I suggest rental, such as lane rental on motorway contracts at a healthy charge which will assist the Council's coffers and incentivise the contractor.</p> <p>I am a consulting engineer and have designed and built buildings for 40 years.</p>
26	<p>I have heard that there are plans to remove a significant section of Parker's Piece from public use for a lengthy period in relation to work on the University Arms.</p> <p>Naturally I am not in possession of all the facts on this issue, but I thought I would let you know that it sounds worrying in two respects. Firstly, that private development should be allowed to use public space - for extensions to our own house my neighbours might have to tolerate lorries coming and going more than usual, but I wouldn't be able to commandeer the footpath outside the house. Secondly, that it could disrupt cycle and pedestrian flow. I come through the city centre every day on my bike going to work, and the intersection of St Andrew's Street and Parker's Piece next to the hotel always</p>

	seems very busy; it is not a wide space and it has to accommodate pedestrians as well as bikes.
27	<p>Apologies for the partially completed email inadvertently "sent" earlier. My completed email is as follows.</p> <p>Please register my opposition to the granting of a two year licence to the McLaren Construction Group plc to allow the use of 2,000 square metres of Parkers Piece for site offices and lorry deliveries.</p> <p>My reasons for opposing this application are:-</p> <ol style="list-style-type: none"> 1. There are at least two other solutions available to the contractor. While not as convenient for the contractor, they are perfectly practical as evidenced elsewhere in the City of Cambridge and, in particular, central London. 2. The proposal will reduce by around 30% the width of the access way to Parkers Piece from Regent Street. This will result in a significant increase in the danger to pedestrians and cyclists using Regent Street and Parkers Piece. 3. No evidence has been produced to show what the impact would be from the sever reduction in the width of the passageway. 4. Parkers Piece is an incredibly valuable part of Cambridge and is common land that should not be exploited for commercial gain. 5. There are no benefits for the residents of Cambridge arising from the redevelopment of the hotel. Consequently, inconvenience to the residents should be minimised. 6. The Contractor's Project Manager was unable at the "exhibition" on Thursday, 9th, to show any information that was not included in the "sales brochure" that is on the City website. There were no detail drawings of the "squeeze" between the proposed boundary of the area sought and Pizza Hut (nor of the pavement restriction that will be created along the frontage of the hotel). <p>Not only is this might be unacceptable, it cannot be a satisfactory basis for agreeing to the requested licence.</p> <ol style="list-style-type: none"> 7. However, what was clear is that the lorries would enter the area between the reduced foot and cycle traffic way and the hotel site. This traffic then crosses the pavement, further interfering with the passage of pedestrians and cyclists and creating a massive safety hazard. 8. Condition 15 to permission 13/1087FUL requires that Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. Two of those present last Thursday undertook to either send me a copy of the DCEMP or a link to where I can access it. Neither has been done. In its absence, how can concerned residents fully understand what is proposed? 9. The proposal recieved near negligibile publicity and concerned residents have not yet had time to evaluate adequately the proposal.
28	<p>I am very concerned about the proposals for closing significant areas of Parker's Piece footpaths and cycleways for the private benefit of the University Arms Hotel.</p> <p>This is a very heavily used approach to Cambridge City Centre which already has to be negotiated with care by the large number of cyclists and pedestrians. Reduction of then path widths is extremely inconsiderate and probably dangerous. I use this route - which is on the cycleway - most days. If this is for the private benefit of the hotel why cannot they pay to rent the car park opposite in Park Terrace, for example? Are they willing to pay for the service they are demanding or are they looking for a cheap deal from the Council at our expense? Have the public been consulted? If they want to increase their profits they should find other ways. rather than encroaching on</p>

	publicly-owned land for a very long time. Please tell me how you respond to these points.
29	<p>I understand you are handling the proposal to allow part of Parker's Piece to be used for two years as a construction site for the rebuilding of part of the University Arms Hotel.</p> <p>I strongly object to this idea for the following reasons.</p> <ol style="list-style-type: none"> 1. There are relatively few public open spaces in the centre of Cambridge, as so much of the centre is taken up by the colleges whose grounds are not in general open to the public. Those that there are should be treasured and not treated as a spare bit of land to be encroached upon whenever convenient. Parker's Piece is already used for a lot of activities, some might say too many, but they are all open to the public. This proposal is completely different. There is absolutely no public benefit from having a construction site on the Piece, and the council should not be trying to raise funds (if this is what is proposed) by renting out bits of a public open space for such an activity. 2. This corner of the Piece, and the relevant part of Regent Street, is particularly heavily used by pedestrians and cyclists (I use it myself most days) and at times is already over-congested. Any restriction on the pavement or cycle way will make it positively dangerous. <p>I very much hope the Council will not allow this request.</p>
30	<p>I'm writing in relation to the proposal to allow the use of an area of Parker's Piece as a construction yard during the redevelopment of the University Arms. I didn't find out about this in time to inspect the plans at the Guildhall but I've had a look through the documentation at https://www.cambridge.gov.uk/parks/parkers-piece.</p> <p>I've discussed this with a number of others including Lulu Agate of Cambridge Friends of the Earth, Allan Brigham and Anna Lindsey. We have a number of concerns. Before the licence is granted we would like your assurance that you are happy with a number of aspects of the scheme:-</p> <ul style="list-style-type: none"> - waste disposal - methodology, volume, will a traffic impact assessment be required? - that noise and other pollution from the site will be minimised. - that the area on Parker's Piece will be restored to its pre-works compound condition - and better - including ensuring that the earth is not contaminated, that every bit of rubble, every tool, every piece of rubbish has been cleared, and that the turf has been relaid. <p>Do you feel any of the above issues require more documentation from the contractor?</p> <p>In addition we would like to know what the financial arrangement is - i.e. what are the contractors paying for the proposed use of part of Parker's Piece? In addition we would like to know where the money will go. Will it go towards i. Improvements to Parkers Piece? ii. Improvements to Open Spaces across the city? iii. Into general Council funds?</p> <p>It would be good to hear back from you about these issues but my primary motivation for writing is that I hope you and your colleagues will be able to carry these concerns forward in negotiations with the developer.</p> <p>Please don't hesitate to get in touch should you wish to discuss further.</p>
31	<p>I am writing to you in connection with the proposal by the developers at the University Arms Hotel to requisition sizeable area of Parker's Piece for two years as a working site for the re-development of the hotel. Before any such licence is granted, I would ask that a thorough search is done of all alternative sites on private land, including that belonging to the hotel. Parker's Piece is a public asset and as such should not be used as an overflow site by developers. I am also concerned about the constriction of the footpath along</p>

	Regent Street and the impact the construction work might have on one of the busiest roads for buses, cars, cyclists, and the hoards of pedestrians walking into the city centre from the railway station. An alternative that does not create this public disruption must be found.
32	<p>Thanks for such a speedy reply.</p> <p>Reassuring to know our concerns will be addressed through the DCEMP.</p> <p>Just to be clear - the licence fee is already agreed and it is a six figure sum.</p> <p>Are you able to disclose the exact amount?</p> <p>Alternatively are you able to provide details of how the amount of the fee was calculated/negotiated?</p> <p>Obviously there will have been a need to balance the profitability of the project for client and developer with the interests of nearby businesses, local residents and users of Parkers Piece. I'm interested to know how this translates in monetary terms.</p>
33	<p>I object to the requisitioning of part of Parker's Piece for the University Arms Hotel's extension and reconstruction work.</p> <p>Parker's Piece is a valuable, green, municipal park in the middle of the city which, particularly in summer, is already overcrowded. It was not intended to become a building site which would be invasive and ugly. With a recovery time included, the area would be out of use for at least six months longer than the requested period.</p> <p>Please withhold permission for this application.</p> <p>Thank you for reading this.</p>
34	<p>I wish to record my objection to the application by the developers of the University Arms Hotel to requisition a large section of Parker's Piece as a fenced off construction site.</p> <p>My reasons are:</p> <ol style="list-style-type: none"> 1) The use of common land by a private developer 2) for such an extended period of time (2 years) 3) depriving the public of a much valued asset 4) with the inconvenience and hazardous safety consequences of considerably narrowing a busy city centre cycle/pedestrian path 5) especially as private land was available to the developers for the purposes they require. <p>I do hope the Council will refuse this application.</p>
35	<p>I have been given your name as the person to write to about the University Arms "borrowing" a sizeable chunk of Parker's Piece for two years. As I understand it, there are other ways around the rebuilding that do not need to take a slice of public land. And as you no doubt know, that particular bit of land is choc-a-bloc with pedestrians and cyclists as it is, and any restrictions brought about by the University Arms being allowed to annex some of it would just be depressing, debilitating to the free movement of people in the city, and generally another sign of the encroachment of private interest upon that of the public.</p> <p>Please explore all other alternatives before you grant this.</p>
36	<p>I am concerned about the suggestion that part of Parker's Piece might be fenced off for two years as a construction site for the University Arms. This seems to me to set a bad precedent, especially since the proposed development will be of no obvious benefit to Cambridge residents.</p> <p>I also hear that the Regent St pavement is to be included. As an OAP, I find roadworks increasingly difficult to navigate on foot. That is a busy stretch of road, and crossing and recrossing it to avoid the problem sounds hazardous.</p>
37	<p>I have strong reservations about using Parkers Piece as part of a building site for all sorts of reasons that I expect others have articulated already re visual</p>

	<p>impact, loss of public space for two years, impact on pathways and cycle access to Regent St crossing, and precedent.</p> <p>The size of the License fee might be a mitigating factor – I haven't been able to see what it is. Do you have the figures ?</p> <p>The recent license for a builder to use part of the Council owned track leading to vinery Rd allotments probably failed to cover the admin time spent repairing it. It was a lost opportunity towards raising funds for the allotments. Hope the license fee for the University Arms if agreed is large and will go towards parks Ad open spaces.</p> <p>Many thanks</p> <p>It looks like it is either a decision based in principal (yes or no to using public space for commercial activities), or a compromise based on how much the Council is getting in return, and how this money is spent.</p> <p>I guess my concern is that the fee may not be high enough – it needs to be a proportion of the savings made by the developer. It seems important for people to know what percentage this is, and what the figure is. In this time of cuts it would hopefully be high ?</p> <p>Can you forward the detail ? After disappointing experience at Vinery Rd allotments some clarification of 'commercial basis' would be helpful.</p>
38	<p>As a resident of the the city centre I object to the amount of disruption that the current proposals will cause. The pavements and cyle paths are already hazardously over crowded at peak times. Also Parkers Piece is an amenity that we should all be allow to enjoy all the time</p>
39	<p>I am writing to object about the University Arms Hotel's plans to requisition a large section of Parker's Piece to be used as a construction site as part of the Hotel's plan to extend its accommodation facilities. Such a move would effectively narrow the space used by cyclists and pedestrians for whom the crossing across Parkers's Piece is a safe and welcome convenience. The less space there is for those who use two wheels or two legs the higher the risk of disruption and tension.</p> <p>The combination of ancient buildings and green spaces makes Cambridge the beautiful place that it is. And to have a construction site desecrating the heart of the city for two years would mar this image we have of our city.</p> <p>I therefore sincerely hope that the Council will think very very carefully about making any concessions to the University Arms Hotel's request which would benefit a few and yet cause avoidable disruption to many who live and work in a city they love.</p>
40	<p>I have become aware of the plans by The University Arms Hotel to carry out major building work and that their current plans would significantly impinge on a major cycle route, as well as take up for a prolonged period common land on Parkers Piece. I am very much concerned that on this route in particular, it will cause a serious safety issue. I regularly cycle along this route mornings and evening and weekends and it is very busy, at times congested for several hours at a stretch, as far as I can make out. To increase a further bottleneck will be a recipe for disaster, as far as I can see.</p> <p>First, I would like to put into question whether due process has been followed in consulting the public and residents about these plans.</p> <p>Second, regardless of the first point, I would like to object to these plans most strongly as they will most likely cause a serious safety issue associated with the effect it will have on traffic, affecting the most vulnerable (pedestrians and cyclist) most of all.</p> <p>Third, I would like to object on a matter of principle in view of how common land would be (mis-)used to benefit a private enterprise, at the expense of many.</p>

41	<p>I am concerned over the proposed use of an area of Parker's Piece for building contractors.</p> <p>I have the following observations:</p> <ol style="list-style-type: none"> 1. The narrowing of the entrance to the piece by Pizza Hut will likely make this a pinch-point suffering jams of pedestrians and bicycles trying to use this route. This may be dangerous as people spill out onto the main road. 2. Because Park Terrace is not two-way for cyclists, then it is not available as an alternative route off the piece onto Regent Street which it could otherwise be. A contra-cycle lane could be introduced from Hobbs Pavillion up to Regent Street. This may not be possible as the contractor intends to place hoardings in this part of the road. 3. If the council is minded to approve the licence then a very large sum should be payable as compensation for the loss of amenity. This should be linked to the likely saving of 18months construction time and loss of profits due to delay from selling or operating the new enlarged hotel. 4. This compensation sum should be placed into a ringfenced pot of money to be spent only on green spaces in the city. 5. As well as the compensation sum, the contractor should make good the whole affected area at their expense. 6. Access roads such as Park Terrace, Parkside etc carrying heavy lorries may suffer serious damage and these should be monitored and repaired at the contractor's expense. 7. Heavy traffic should be banned from using minor routes such as Mill Road and from through HCV banned routes such as Maid's Causeway. 8. Access for contractor's heavy vehicles should not be solely via Parkside, Parker Street and Emmanuel Street as is presently proposed as this will inflict yet more heavy traffic on the long suffering residents who presently still have to endure the 24/7 long distance coach station. I suggest that Regent Street in the Northerly direction is used for a large proportion of this traffic. 9. I have concerns over the (presumed) loss of the cycle lane (Southbound) in Regent Street and the effect on cycle and pedestrian safety because of the contractor's front hoardings narrowing (or removing?) the pavement and site traffic traversing the pavement. <p>Please keep me informed of developments concerning these plans.</p>
42	<p>I hope you are well. I've recently been made aware of the hotel plans, which would involve fencing off a large section of Parker's Piece for a considerable period of time. I'm writing to object most strongly to these proposals; Parker's Piece is an iconic open space which greatly enhances the City centre, not to mention being of great historical importance and hugely popular with residents, students and visitors alike. This is common land which should stay untouched, even for a temporary period of time.</p> <p>I understand the alterations are likely to involve disrupting the Piece for two years. This is not a short period and the mere idea should be dismissed out of hand. That area is immensely busy with pedestrians and cyclists alike, and any disruption would, in my view, greatly enhance the possibility of a serious accident or fatality either at the Regent Street crossing point or nearby.</p> <p>I hope my views are considered before a decision is reached on the application, and look forward to hearing from you soon regarding this.</p>
43	<p>Thanks for your response, that's most helpful. The hotel are obviously planning on making some considerable alterations in view of the time it's going to take. Do you have any idea of the amount of space on Parker's Piece likely to be affected? I just think 2 years is a long time and whilst appreciating the land will be duly repaired after completion, the disruption and potential risks all round are things that should be considered closely before a decision is</p>

	<p>reached. I look forward to hearing from you again in due course, thank you in advance for keeping me updated.</p>
44	<p>I would be grateful if you passed on the attached objection letter to the appropriate body at the Council.</p> <p>Attachment: 16 October 2014</p> <p>We write in connection with the major reconstruction work planned by the University Arms Hotel in Regent Street to extend its accommodation. It has come to our attention that the construction company undertaking the work has applied to the City Council to requisition a large section of Parker's Piece as a fenced off construction site for a period of two years. We write to express our concerns at this proposal.</p> <p>We object strongly on the grounds that common land should not be handed over to private developers, not even temporarily. It is our understanding that there are nearby alternative sites on private land that could be secured.</p> <p>We understand that there will also be a considerable narrowing of the Regent Street footpath for a four month period and the gap between the Pizza Hut and the proposed site will be narrowed by a third. Since this is one of the busiest cycle routes in the city and at a major highway crossing point there are fears that cyclists and pedestrians will be inconvenienced and their safety put at greater risk.</p> <p>We hope the Council will consider our objections and decline the application</p>
45	<p>We came to the presentation that the University Arms Hotel put briefly on public view, regarding their proposed extension to the hotel.</p> <p>This presentation took place on Thursday 9th October at the University Arms Hotel.</p> <p>We found the proposals that the University Arms presented to be very concerning.</p> <p>Without going into the detail of the discussion that we had with Mr James Batterbee there are some distinct areas of grave concern.</p> <p>The first of these being the pinch point for cyclists and pedestrians from Parkers Piece on to Regent Street.</p> <p>What we were told on Thursday 9th October has not been illuminated or enhanced by now being able to see the refurbishment map for the project.</p> <p>The map being such a mess of swirly, curved and straight lines crossing and intersecting one another that they provide a graphic demonstration of the risk to the safety of pedestrians and cyclists that would ensue as a result of these proposals being allowed to go ahead.</p> <p>The proposal for pedestrians to be directed to cross the path of incoming and outgoing cyclists is enough on its own to cause this proposal to be rejected, but there is also a blind corner (at the site of the Pizza Hut) which will make it extremely dangerous for both cyclists and pedestrians.</p> <p>The second area of concern is that the pavement along the Regent St frontage of the hotel will be put out of action for the duration of the demolition and build. This is also potentially dangerous and just unacceptable.</p> <p>The third being the contradictions between what we were told. We were told by James Batterbee that there would be no articulated lorry deliveries after 6.50 am.</p> <p>And yet the site is to be run on a 'just in time' delivery policy.</p> <p>Whatever lorries are to use the frontage of the hotel for their 'just in time' deliveries this will hugely inconvenience the large numbers of the public who make their way along Regent Street towards Parkers Piece over the summer</p>

	<p>months. As well as putting those large numbers of people using Parkers Piece, over the summer months, at risk.</p> <p>(it was interesting that although the presentation purported to be a reassuring exercise to the people of Cambridge neither James Batterbee, nor the other person there at the venue on behalf of the contractor, had any idea of how many pedestrians and significantly, in spite of the counter installed by the cycling campaign, how many cyclists use the route!)</p> <p>All of the above being in the context of this proposed new build, and all of the disruption being for a duration of 2 years.</p> <p>Parkers Piece is used all the year round, but especially over the summer months it is in constant and sometimes very intensive use. And over the summer a lot of those people using the whole area are not Cambridge residents. They come from all over the world; many of them being totally unfamiliar with Cambridge, or with the cycling culture of Cambridge, and having no idea how to safely negotiate the very many cyclists.</p> <p>Not only do these proposals completely underestimate the volume and nature of the 'traffic', they demonstrate a complete lack of understanding of the danger to public safety caused by them.</p> <p>The other area of major concern is that Parkers Piece is a major area of very publicly used, and publicly owned land in the heart of our city. And yet these proposals are purely for commercial gain, with huge disruption and danger to the public.</p> <p>We can see no conceivable public gain or benefit from all of this. Our much loved public space should not be thus exploited purely for commercial gain. These proposals should be rejected outright.</p>
46	<p>See below a communication from Cllr Hipkin in respect of Parker's Piece. The way he explains the issue, it looks as if the work at the University Arms will have a significant negative impact on that side of Parker's Piece, especially the gap through from Regent Street. It will be inconvenient for many people, including myself, who cycle and walk along that way to work at times. Could you clarify exactly what the impact will be? It would also be good to hear that the owners of the University Arms are paying a substantial amount of compensation to the Council for the loss of a public amenity, restricted access through a busy pedestrian and cycle conduit and general inconvenience to the public.</p>
47	<p>I have looked at the proposal and strongly object to the granting of a licence as an abuse of public open space for an excessive period and a very bad precedent. Were the hotel land-locked as Lion Yard was they would have to manage the project within their own boundary as everyone else has to do. We are building an extension at St Andrew's Hall here in Chesterton and our builders are managing within our tightly constrained boundary without encroaching on the public highway and whilst the Hall continues to be in regular use. This proposal is a lazy and arrogant approach to use public open space because it just happens to be there rather than doing what they would have to do on any other site in the city and work within their own boundaries of what is a very large site in itself.</p> <p>I can see nothing in the documentation that justifies making an exception for this project much less imposing inconvenience on the public for two years with the loss of one of the most heavily used corners of Parkers Piece apart from the fact that no developer can look at an open space without thinking of what he can put on it (an insight I owe to the late Robert James).</p>
48	<p>I hope you will not approve the application for private companies to use Parker's Piece to put their lorries and equipment on for up to two years. Parker's Piece is a historic part of Cambridge, and is public land, so it should</p>

	<p>not be used for private companies' purposes. I use the turn off St Andrew's Street quite frequently in both directions, and again, so do many other people, and it should not be reduced in width.</p> <p>Please ask the company to use somewhere else for their purposes.</p> <p>Thank you.</p>
	<p>I note that you state in your email that, without the use of Parkers Piece, the building project would take an additional 18 months, repeating a claim from the developer.</p> <p>The McLaren project manager made this statement to me when I visited the exhibition. I challenged him and he failed to produce any evidence whatsoever to support the claim.</p> <p>It is of course nonsense to present that claim as though it is an absolute. It is an easy claim to make and one that should be tested rigorously - not just accepted.</p> <p>The Empire State Building in New York was built in one year and forty five days - during the 1930s. There are many contemporary projects that show that project durations are a function of will and organisation and not absolute truths!</p> <p>Again, the non-availability of the Cambridge Assessment car park again is almost certainly not an absolute but a commercial decision.</p> <p>There are many examples of major buildings (much larger than the proposed hotel) that have been and are being built without a contiguous off-site contractor's compound.</p> <p>I hope that your decision, or recommendation to the decision maker(s), will reflect the facts (as I see them) that some claims presented as facts are actually commercial choices</p>
49	<p>I understand there is a proposal that Parker's Piece will be requisitioned for the refurbishment of the University Arms Hotel. My main concern is the bicycle/pedestrian access to Regent Street from Parker's Piece.</p> <p>It is already tight, and dangerous for younger/smaller pedestrians and parents with buggies particularly, when bicycles are attempting to reach the road.</p> <p>There would be no question that the council would sanction the limiting of thoroughways on Park Terrace and Regent Street on account of a private development for a period of 2 years. Why then would it be deemed appropriate to suggest that pedestrians and cyclists on a busy commuter route into the centre be restricted for such an extended period? At 7pm last night, already 3,217 cycles had used this route into town.</p> <p>I also agree that this is common land and there should be no precedent.</p> <p>Thank you for your consideration,</p>
50	<p>Re the issuing of a licence for proposed use of an area of Parker's Piece for building contractors.</p> <p>I am the freehold owner of XX Parkside. I am very concerned about the encroachment onto Parkers Piece for a considerable duration, with the inevitable fall-out of noise and disruption to residents. The contractor's heavy vehicles will inflict yet more heavy traffic on the long suffering residents who presently still have to endure the 24/7 long distance coach station. The Council should stipulate (if it grants the licence) that Regent Street in the Northerly direction is used for a large proportion of this traffic. I am also worried at the effect that constant heavy traffic will have on the foundations of my property.</p> <p>I am also worried about the effect on the foot and cycle traffic.</p> <p>Hundreds, if not thousands of people, use Parkers Piece in their daily business. The narrowing of the entrance by Pizza Hut will likely make this a pinch-point with consequent jams of pedestrians and bicycles trying to use this</p>

	<p>route. People will spill out onto the main road. Park Terrace is not two-way for cyclist and is thus unavailable as an alternative route off the piece onto Regent Street. A contra-cycle lane could be introduced from Hobbs Pavillion up to Regent Street, but the contractor intends to place hoardings in this part of the road.</p> <p>If the council is minded to approve the licence then a very large sum should be payable as compensation for the loss of amenity, disturbance etc. This should be linked to the likely saving of 18 months construction time and loss of profits due to delay from selling or operating the new enlarged hotel. This sum should be spent on Parkers'</p> <p>Piece or alternatively other green spaces in Cambridge. Needless to say, inserted into the contract (if the scheme is approved) should be clauses that the contractor should make good the whole affected area at their expense, including Parkside.</p> <p>I ask the Council please to give serious thought about the residents who scarcely seem to be considered in schemes involving Parkside. People tend to think that the houses are commercial or business premises. This is not the case. The Upper Flat of XX Parkside is occupied by an XX who has been a resident for XX years and tells me that she has to put up with the constant noise at night of buses, taxis etc. - often disturbing her nights. Now, to add to this, is the noise etc. that will emanate from this building site, with lorries etc. that will use Parkside and probably start arriving in the early hours of the morning.</p>
51	<p>I have just learned of the proposed use of part of Parker's Piece by the developers who will be working on the University Arms Hotel. I take the view that common land in Cambridge should not be available for the use of private contractors. That corner of Parker's Piece is one of the busiest thoroughfares for bicycles and pedestrians - none of whom should be deterred from their chosen mode of access to the city centre and colleges.</p> <p>Though I welcome the proposed improvements to the hotel, I don't feel it should be at the inconvenience of so many Cambridge residents, particularly for such a long period of time.</p>
52	<p>Thanks for your response, that's most helpful. The hotel are obviously planning on making some considerable alterations in view of the time it's going to take. Do you have any idea of the amount of space on Parker's Piece likely to be affected? I just think 2 years is a long time and whilst appreciating the land will be duly repaired after completion, the disruption and potential risks all round are things that should be considered closely before a decision is reached.</p> <p>I look forward to hearing from you again in due course, thank you in advance for keeping me updated.</p>
53	<p>As a regular user on both foot and cycle though the "pinch point" at Regent Street, I urge you to observe titanic caution in making arrangements for pedestrian and cycle traffic through this area during construction works. It is already an extremely dangerous junction, very poorly marked and controlled, and subject to dangerous behaviours from cyclists, lorries, taxis, buses, and pedestrians -- particularly at peak times during commuting hours and on weekend nights. Increasing the complexity and confusion will result in more injuries and I wouldn't be surprised if we were to see a fatality there. This construction project might well offer an opportunity to reconsider better path layout, traffic feed, and vehicle restrictions in the area?</p> <p>Thanks for the attention you are giving this. It is nice to know that money is changing hands as the hotel pays for its use of public land, but it would be</p>

	even better if we could get an improved junction out of this crazy tangle of constituencies and flows.
54	<p>The construction site for the redevelopment of the University Arms Hotel needs to go somewhere, and blocking Regent St or Park Terrace would seem to be the only alternative (and neither would be viable). That area of Parker's Piece is relatively little used, other than for transit. However, the developer should compensate the city council for loss of amenity, with steadily increasing costs for the developer if the construction goes beyond the planned duration, and consider the impact on the use of the neighbouring properties, especially the Thai restaurant and their outside dining.</p> <p>The schematic shows access from Regent St at the crossing point - a new temporary hard surface will be laid down. This should be guaranteed not to be blocked at any time by construction materials or construction workers.</p> <p>The temporary hard surface goes over the existing bike parking. As bike parking on Parker's Piece and Regent St is already oversubscribed, there needs to be adequate replacement bike parking. The 20 replacement spaces marked in orange may not be sufficient, as bikes are currently also locked on the wooden railings near the bike parking and not only in the official spaces.</p> <p>The temporary cycle park on p8 of the Maclaren presentation looks larger than that on the schematic map.</p> <p>Restoration of the grass, trees, paths, and bike parking needs to be assured after the construction is complete.</p>
55	<p>The compound, if established, will undoubtedly impact of the use of the Piece and in particular the heavily used cycle path. Two years + of disruption is a great deal with no clear contribution to the common good. I would also like to draw attention to the fact that for two full months of the year (for a period of at least three years) the Cambridge on Ice and associated projects will be using up considerable areas of the Piece and, for that two months, further reducing the useable space.</p> <p>I recognise that the developer of the University Arms Hotel will have logistical difficulties and that a site compound may be essential for the whole duration of the works. However there are some questions which do not seem to be dealt with in the developers presentations/documents.</p> <p>There is no indication in the documents of any effort to seek an alternative to this one infringing on public space. Are there alternatives (eg BT s car park off Park Terrace) and were they explored?</p> <p>Is the whole enclosure necessary for the whole duration of the work?</p> <p>What provision is made for the possible overrun of the two years.</p> <p>What compensation is the council receiving for the proposed license and how will it be used.</p> <p>If permission is not granted what alternatives will the developer seek?</p> <p>I would like to feel these matters are considered in the examination of the proposal. I would also like to see some statement about the value of the space to the people of Cambridge as a simple open space which should under normal circumstances take priority over third party commercial ambitions.</p>
56	<p>I'm just emailing you to comment on this in the hope that the Council may decide against giving permission. The hotel should rebuild within its own space even if that takes longer, rather than be allowed to overflow on to a public space which is much used by people in safe routes across town.(Even a small area of land can turn into a long term thin end of a wedge!)</p>
57	<p>We wish to comment on the proposed temporary license for the University Arms Hotel to use part of Parker's Piece during their redevelopment of the building. We reserve the right to make further comments on this proposed license in the future.</p>

We would like to know how, were this license not granted, this development would take place given that planning permission has already been granted. We understand that the Council has to operate within the current legislation however we regard the granting of planning permission for this development without first thoroughly considering the manner in which the work would be done, including the possibility of access being granted for Parker's Piece to be used, a clear case of putting the cart before the horse. What other options are there available to University Arms Hotel and how thoroughly have they been explored if at all? Y

We would like to know how much the license fee for this permission is likely to be? Also have any decisions been made about where this income would be spent?

Of particular concern to our group are the provisions which will be made to protect the environment of the site, which includes but is not limited to:

1. The approval of a Demolition and Construction Environmental Management Plan which would itself include but not be limited to:

- Detailed programme of works;
- Demolition and construction activities and duration;
- Demolition Enabling works with any relevant surveys being undertaken;
- Demolition and Site preparation;
- Construction works with phases clearly outlined;
- Materials and resource use specifically: Excavated materials which must be tested against Waste Acceptance Criteria to determine the classification of the material in accordance with the Hazardous-Waste Regulation and List of Waste Regulations where possible and any inert materials must be reused on-site or elsewhere;
- Contaminated Materials must be managed in accordance with relevant legislation;
- Environmental Management Plan must include Restrictions and Targets for work to minimise environmental impacts including but not limited to:
 - Disruption and Disturbance to local residents which should be kept to minimum where possible;
 - Details of means by which appropriate environmental monitoring, record-keeping and reporting would be managed to ensure targets are being met;
 - Procedures to deal with any necessary 'abnormal' works that may result in deviation from the agreed procedures and targets;
 - Provision for regular environmental audits and reviews at key stages in the construction programme.

2. Clear Management structure and description of responsibilities and authorities of a specific Project Environmental Manager (PEM) be included, whose primary responsibilities would be:

- Dealing with Cambridge City Council and other agencies on environmental matters;
- Having regular meetings to review progress and agree necessary options;
- Holding details of phasing of works, information on construction works – by trade contractors and procedures for construction activities;
- Framework for compliance with all relevant legislation;
- Emergency procedures that would be implemented on site;
- Prohibited restricted operations;
- Control limits of target criteria for environmental issues where

	<p>practicable;</p> <ul style="list-style-type: none"> • Requirement for monitoring all record-keeping; • Mechanisms for third parties to complain and procedures for responding to complaints; • Details of plants to be used; • Details of proposed routes for HGVs and travelling to and from site; • Details of all construction work involving interference with a public highway including temporary highway or footpath closures, realignments and diversions. <p>3. Management of Contractors and subcontractors;</p> <p>4. Waste management and minimisation specifically packaging, plastic pallets etc, Secondary waste including spillages etc, Water pollution including dirty water run-off;</p> <p>5. Site Waste management plan for other waste issues;</p> <p>6. Traffic and Access management;</p> <p>7. Control of noise vibration and dust;</p> <p>8. Protection of Ecological Resources;</p> <p>9. Protection of Trees;</p> <p>10. Protection of Archaeology.</p> <p>I apologise for the lack of consistency in my list and bullet points or lack thereof. If I spend any more time on this it will not reach you today.</p>
58	<p>Thank you for the quick reply. I believe it would have been helpful to include some of that detail within the consultation documents, as it was not clear that there was any alternative to this proposal.</p> <p>What is the evidence that the refurbishment would be extended by 18 months if the footprint were not extended as proposed? Has this been independently assessed? Pending that, I believe that officers should consider not approving this.</p> <p>One other thing I believe that was missing from the documents was an estimate of the usual use of this area of Parker's Piece.</p> <p>The website had no details on how to provide feedback on this consultation. It was only in one of the PDFs that your email was given, which may have limited the amount of feedback. Also given the limited dissemination of this consultation (it was only tweeted yesterday and I did not receive an email alert, despite being signed up to receive these), you might extend the period of the consultation and re-advertise it.</p>
59	<p>Cambridge Cycling Campaign works for betterB safer and more cycling in and around Cambridge and has over 1B1DD members. We are concerned about this temporary licence as it would affect several very important routes for cyclists in the city centre. These routesB linking the city centre to the Grafton CentreB Anglia Ruskin UniversityB the Mill Road area and the railway stationB are very heavily used. Our objections to this proposal are strictly concerned with cycle and pedestrian safety.</p> <p>Cambridge Cycling Campaign has inspected the documents at https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/university-arms-hotel-refurbishment-presentation.pdf (document 1) and https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/university-arms-hotel-refurbishment-map.pdf (document C) and wishes to object to the above licence on the following grounds:</p> <p>1) We consider document 1 almost irrelevant as it gives very little detail and does not include any measurements. Document C unfortunately was not available at the consultation on 9 October. While it does give more detail of the temporary path from Hobbs Pavilion to Pizza Hut there are still many aspects that need clarifying. There is insufficient comparison of the current</p>

widths of pathways for both pedestrians and cyclists and the widths of what is proposed. From the diagram in document C it appears that pedestrians wishing to get onto Parker's Piece at Pizza Hut will be forced into the path of bicycles owing to the reduced width at the junction area itself. If our reading is correct this would cause unacceptable pedestrian/cycle conflict for two years.

The area where the cycle path meets Regent Street is already very prone to congestion and conflict between pedestrians and cyclists. Any reduction in the space will make this worse. We do not think the plans in document C address this adequately. Nor do they provide sufficient detail of the reconfiguration of bollards fencing and cycle parking at the end of Regent Terrace.

We have now been given a large 1:CDD map of the current design from which widths can be measured but much remains unclear and it has emerged that some issues relating to the Regent Street crossing are still under discussion between the developers and County Council traffic officers. The current document is not a comprehensive one suitable for decision making at this stage.

C) There is also no detail as to how the temporary tarmac paths which cross the existing path will be bonded to the path. We have anecdotal experience of many accidents at angled joins in tarmac surfaces especially where they are not totally flush. Neither documents 1 or C give an intended material for the path that comes from Hobbs Pavilion to where it joins the existing path. Is this also tarmac? Until and unless more detail is provided we must object to this proposal.

3) Given that the area where Regent Terrace meets the paths across Parker's Piece is already busy and prone to congestion we request that parking is banned at all times from the whole length of Regent Terrace. We would also suggest that permitted parking is suspended on Regent Street in the immediate vicinity of the works.

E) Document C mentions that during the demolition phase the eastern footway on Regent Street will be totally closed to pedestrians. How will this be enforced? Will traffic officers be present at all times to force pedestrians to use the crossings onto the western footway? Otherwise many pedestrians will just step into and continue along the road possibly causing a severe hazard to themselves and any cyclists in the vicinity. Unless we can be given assurances in this matter we must object to this closure.

5) Document C indicates that the width of Park Terrace will be reduced. We request cycle markings in the road and "no overtaking cyclists" signs along the reduced width area.

6) Although document 1 is called "Site Logistics Proposals using Parker's Piece" there seems to be no mention of lorry safety either for the direct entry onto the site itself nor of lorries approaching the site along city streets all of which are busy cycle and pedestrian routes. At the consultation on 9 October and since several of us have been provided with information regarding access to the site by delivery vehicles including restrictions on when goods could be delivered. We insist that these conditions and others to comply with the special needs of the large numbers of central Cambridge cyclists and pedestrians be written into the licence and planning conditions and strictly

enforced.

All lorries including articulated lorries tipper lorries and cement lorries should be required to be fitted with the latest technology to detect pedestrians and cyclists in the many blind spots around the vehicle. Such technology should include elaborate mirrors undervehicle side boarding proximity sensors dashboard displays of views from cameras all around the vehicle plus loudspeaker warnings to the driver if any pedestrian or cyclist is within the danger area next to the vehicle. This advanced and rapidly improving technology installed in

a large tipper lorry has recently been demonstrated in Cambridge by C. J. Pryor Ltd a subcontractor employed by Skanska on the Northwest Cambridge Development.

We also advocate that all tipper lorries and cement lorries should be subject to the same

time restriction as articulated lorries and be able to access and exit the site only between

5am and 6.5am when pedestrian and cyclist movement in this area is minimal.

We are asking that the highest safety standards in line with the latest technological developments to update those set out in <http://www.clocs.org.uk/about/> are imposed as a condition of this licence and any other relevant planning conditions. This is a major building project expected to last at least two years and it would be unacceptable for it to proceed without Construction Logistics and Cyclist Safety being compulsory in a city with as many cyclists as Cambridge. To allow it without these safeguards would be grossly negligent particularly now that you have been warned of the dangers imposed on regular traffic both in the immediate area and on routes to and from the site. Therefore unless these standards are imposed upon this project we are forced to object on the above grounds.

A) This is clearly a large project and we believe it may employ up to 300 people. We are surprised that none of the documentation we have seen shows any provision for employees to park bicycles. As many will be working during the night or starting early in the morning they will be unable to use the Park and Ride buses and cycling would be an obvious way to get to work providing they can park their bicycles when they arrive. Clarification is needed as to where workers are expected to park bicycles. The public racks provided on the corner of Parker's Piece which we are pleased will be retained though moved to a nearby location during construction work are already well-used. We ask for on-site provision of cycle parking

for up to 100 cyclists employed on this development.

In conclusion while we accept that some effort has gone into planning an alternative route for pedestrians and cyclists we object to the granting of the licence on the following grounds:

- Insufficient information about the detailing - widths surfacing positioning of fencing bollards etc. - particularly at the point where the paths and Regent Terrace meet Regent Street which is already prone to congestion.
- Inadequate provision for pedestrians along the stretch of Regent Street in front of the hotel particularly during the demolition phase.
- Lack of information about access by construction vehicles to the site and apparently little awareness of the construction industry's own commitment to logistics and cyclist safety.
- Failure to specify on-site provision of appropriate cycle-parking for

	employees.
60	<p>Thank you for the quick reply. I believe it would have been helpful to include some of that detail within the consultation documents, as it was not clear that there was any alternative to this proposal.</p> <p>What is the evidence that the refurbishment would be extended by 18 months if the footprint were not extended as proposed? Has this been independently assessed? Pending that, I believe that officers should consider not approving this.</p> <p>One other thing I believe that was missing from the documents was an estimate of the usual use of this area of Parker's Piece.</p> <p>The website had no details on how to provide feedback on this consultation. It was only in one of the PDFs that your email was given, which may have limited the amount of feedback. Also given the limited dissemination of this consultation (it was only tweeted yesterday and I did not receive an email alert, despite being signed up to receive these), you might extend the period of the consultation and re-advertise it.</p>
61	<p>Thank you for the quick reply. I believe it would have been helpful to include some of that detail within the consultation documents, as it was not clear that there was any alternative to this proposal.</p> <p>What is the evidence that the refurbishment would be extended by 18 months if the footprint were not extended as proposed? Has this been independently assessed? Pending that, I believe that officers should consider not approving this.</p> <p>One other thing I believe that was missing from the documents was an estimate of the usual use of this area of Parker's Piece.</p> <p>The website had no details on how to provide feedback on this consultation. It was only in one of the PDFs that your email was given, which may have limited the amount of feedback. Also given the limited dissemination of this consultation (it was only tweeted yesterday and I did not receive an email alert, despite being signed up to receive these), you might extend the period of the consultation and re-advertise it.</p>
62	<p>Re: Intended grant of license at Parkers Piece, Cambridge</p> <p>We refer to your notice, dated 22nd September regarding the issue of a license to use part of Parker's Piece for the construction compound for the University Arms refurbishment. Firstly, Cambridge NCI Cricket Club wishes to express its concerns that the consultation on this issue is less than four weeks. That is not sufficient time to enable interested groups to respond. Being a regular user of Parker's Piece we are staggered that we have not been notified directly of this proposal.</p> <p>Cambridge NCI CC has used Parker's Piece as one of its main pitches since 1868. It is currently used on an average of 4 days per week from late April until early September. It is also used by other clubs during the week when not being used by NCI. It is an important and historic resource for cricket in Cambridge.</p> <p>We have examined the proposals and have a number of concerns and, therefore, object to the Council granting the license.</p> <p>Firstly, there are two areas of wickets on Parker's Piece. The plan appears to show the boundary as it relates to the Eastern area of wickets. There is a further wicket area to the West, and the line of the compound appears very close to the boundary relating to that area of wicket, if not to infringe upon it. A plan is required from the contractor which shows the precise location of both boundaries to ensure that the western wicket area is not compromised.</p> <p>Secondly, the compound prevents vehicular access for the parking of cars adjoining the pavilion. Whilst NCI encourages its players to travel to Parker's</p>

	<p>Piece by non-car modes, the club plays against teams from far afield, including during the 2014 season matches on Parker's Piece against teams from Wisbech, Leverington, March, Abbots Ripton, Haddenham, Chatteris and Bluntisham. For these clubs the only realistically mode of travel is by car. Without access to parking at Hobbs Pavilion those teams will be forced to use parking such as Queen Anne Terrace. Matches commence at 1.30 pm on Saturdays, ending around 7.30 pm, or possibly later. Assuming each club brings only 3 cars, the cost would be £39 per club. Such charges are likely to discourage people from playing cricket. It is vital therefore that whatever arrangements are put in place, access to parking at Hobbs Pavilion is maintained.</p> <p>Thirdly, the site compound is situated at one end of a wicket. We request that the fencing and any huts are painted white or light grey colour as they may be located directly behind the bowler.</p> <p>Fourthly, the compound is in a location very close to, if not impinging upon, the boundary (depending which wicket is used). There is therefore, the chance that a well struck ball for six may carry the compound fence. We seek assurance that any damage caused by balls will be the sole responsibility of McLaren and will not fall to the club. That should be a condition of the license being granted. The license should also specify that no windows be located in the eastern facade of the huts and that no equipment be parked in this area.</p>
63	<p>I wish to object to the notice as offered for INTENDED GRANT OF TEMPORARY LICENCE OF LAND AT PARKER'S PIECE, based on insufficient supporting information being presented to make an informed decision :</p> <ol style="list-style-type: none"> 1. The full legal constraints on such a licence being granted are not revealed e.g. restrictive covenants or Acts of Parliament; this is especially significant given the protected status of Parkers Piece e.g. Barnwell Inclosure Act 1807. 2. The need for a material variation from an existing planning permission are not indicated i.e. whether a new planning application will be necessary. It is noted that the licence is outside of the red line and therefore full planning permission could be required for temporary change of use. 3. The necessity of the licence for works is not indicated i.e. are alternatives available and what are these ?; 4. The likely financial benefits are not given; 5. No indication as to whether any extension to the two year period is shown or what will occur if this two year period is exceeded or the occupancy becomes permanent; 6. The impact of such a disposal is not given e.g. reduction in footfall on Mill Road, increase in commuting distances, loss of amenity, public safety. <p>Therefore the notice as presented is potentially deficient. I hope that this additional information can be provided, in which case the above ground for objection could be removed without issue.</p>
64	<p>I will refer to Cambridge City Council as CCC, and to anyone with an interest in the redevelopment of The University Arms Hotel (including but not limited to the owner, main contractor and any sub-contractors) as the hotel.</p> <p>I am very concerned by the suggestion that CCC might allow the hotel to use for two years part of Parker's Piece as a builder's compound.</p> <p>Parker's Piece is a public open space; its purpose is to be available to residents (and their visitors) for recreational use.</p>

CCC is in effect a trustee of Parker's Piece holding it for the city's residents on the basis that CCC will ensure that Parker's Piece is properly looked after and available for recreational use.

The use of part of Parker's Piece as a builder's compound obviously would not in any way be recreational use. Rather it would be something akin to the opposite of that. If what is suggested goes ahead it would allow the land to be subverted to a private use for the purposes of the hotel; it would totally exclude the residents from using the land as they are entitled to; and CCC would be complicit in (indeed wholly responsible for) allowing something which is quite contrary to what CCC should be allowing in the context of its management of Parker's Piece.

It is baffling that CCC is even contemplating allowing such use; it is so obviously wrong.

If CCC proceeds to put the suggestion into effect that would be contrary to its duty to manage the land so that it is available for recreational use and such action would be illogical, irrational, unreasonable and untenable.

The notion should not have reached the stage of a formal notice being published; it is so clear that allowing the hotel to use recreational land for a builder's compound is wrong.

In discharging its duty in respect of Parker's Piece it is no part of CCC's function to consider proposals that it might be used for anything rather than recreation.

The hotel can make an appropriate arrangement for the redevelopment which does not involve depriving residents of the use of recreational land.

It is appreciated that it would be very convenient for the hotel to use the land as a builder's compound; but that is nothing to the point.

That the hotel would pay to use the land is also irrelevant. Use as a builder's compound is not a recreational use and it is therefore not a use CCC can properly permit if it is to properly discharge its duties to the residents in relation to Parker's Piece.

Many developments in the city are carried out on tight sites without using recreational land to aid the enterprise.

The hotel will still be able to carry out its redevelopment without making use of part of Parker's Piece. This underscores that the suggestion rests on the basis that the use would be convenient. CCC will understand that it does not manage Parker's Piece so that, when convenient, it may allow it to be used for other than recreational use. CCC manages Parker's Piece so that it may be used by residents for recreation.

It would be contrary to the whole spirit of the CCC Parker's Piece Conservation Plan 2001 to allow the proposed use as a builder's compound to go ahead; and contrary to various matters specified in that document. No part of it, as CCC will be well aware, contemplates or allows of use as a builder's compound.

This is as one would expect as no correct thinking about how Parker's Piece should be managed and used would lead to the conclusion that use of part of it as a builder's compound is appropriate.

The hotel will obviously have considered alternatives. CCC should tell the hotel to pursue one of those.

Many alternatives come to mind. Here are a few.

1. Redevelop in such a way that after demolition of the 1960s part a builder's compound can be established there.
2. Make an arrangement to use the car park behind the former Telephone Manager's office; this is immediately opposite the side of the hotel. (Yes people will have parking rights; if the hotel is willing payment of a sufficient sum could lead to it have a builder's compound there).
3. Make an arrangement to use space within Downing College, directly across the road. (One may say this sounds a silly idea; it is no more silly than proposing a builder's compound on Parker's Piece. Rather it is more sensible as it does not entail using public land with a specific purpose for an alien purpose).
4. In similar vein; arrange to use part of the cricket ground at Fenners.
5. Allow the hotel to establish a builder's compound at the CCC car park in Adam & Eve Street.

I could extend the list, it is otiose to do so as consultants to the University Arms Hotel will have a range of options ready to dust off once CCC has made the right decision and told the hotel it may not use land at Parker's Piece.

Whilst CCC may wish to assist the hotel it owes no duty to the hotel in relation to its desired use of the land; on the other hand CCC does owe a duty (in effect as a trustee) to the public to facilitate the use of Parker's Piece for recreation.

What CCC must decide is plain and obvious; the irrational course is to allow a builder's compound on the land; the reational and proper course is to reject the suggestion and keep the land available for the purposes of recreation, the very reason for which CCC hold the land for the public.

Appendix C - Details of the requirement of the DCEMP

Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) has to be submitted and approved in writing by the local planning authority to include:-

- a) Demolition, construction and phasing programme;
- b) Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures;
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.
- d) Delivery times for construction purposes.
- e) Soil Management Strategy.
- f) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
- g) Maximum noise mitigation levels for construction equipment, plant and vehicles.
- h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
- i) Maximum vibration levels.
- j) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
- k) Use of concrete crushers.
- l) Prohibition of the burning of waste on site during demolition/construction.
- m) Site lighting.
- n) Screening and hoarding details.
- o) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- q) External safety and information signing and notices.
- r) Consideration of sensitive receptors.
- s) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.
- u) Membership of the Considerate Contractors Scheme