



To: Executive Councillor for Planning Policy and Transport  
Report by: Director of Environment  
Relevant scrutiny committee: Development Plan Scrutiny Sub 14/3/2016 Committee  
Wards affected: Market Ward

## **PARK STREET CAR PARK PROPOSED PLANNING GUIDANCE NOTE**

Not a Key Decision

### **1. Executive summary**

1.1 Cambridge City Council own and manage Park Street Car Park. The proposal to demolish the existing structure and redevelop the site to provide a replacement car park, residential and commercial uses have been agreed by the Council's Strategy and Resources Committee. The following requirements for the redevelopment of the site are as follows:

- 250 space underground car park
- Above ground, a mixed use development of market, intermediate and social housing, including an option for commercial rental on the ground floor, in conjunction with cycle parking
- The same or greater number of cycle parking spaces

1.2 At the meeting of the Strategy and Resources Committee on 12<sup>th</sup> October, 2015, the Leader of Council requested a planning brief be prepared for the Park Street Car Park. Appendix A of this report sets the Planning Guidance Note for Park Street Car Park.

### **2. Recommendations**

2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning Policy and Transport.

- 2.2 The Executive Councillor is recommended:
- a) To agree the content of the Planning Guidance Note for Park Street Car Park attached at Appendix A;
  - b) To agree that if any amendments are necessary, these should be agreed by the Executive Councillor in consultation with Chair and Spokes of Development Plan Scrutiny Sub Committee.

### **3. Background**

- 3.1 As members may be aware, there have been public reports as well as a public consultation pertaining to the future of the Park Street Car Park in the past few years. The Council has decided to continue to explore the redevelopment potential of the existing car park with the potential for a scheme that includes both residential uses along with re-providing a public car park (albeit with fewer parking spaces likely) and the same number or more of public cycle parking spaces. The request for planning guidance comes therefore as a result of the council's aspirations to better understand, and so respond to, the constraints and opportunities of the site and its surroundings (provide links to reports).
- 3.2 The purpose of the planning guidance note (attached at Appendix A) is to summarise clearly and concisely the planning context and constraints for the site as well as establishing key development principles for the redevelopment of the Part Street Car Park site.
- 3.3 The planning guidance note is organised around a number of key headings including:
- a) An analysis of the site history and its location
  - b) Establishment of key development and design principles
  - c) Existing and proposed scale and massing
  - d) Identification of key views and sensitive boundaries
- 3.4 The guidance follows the assumptions the Council is currently using to assess the different ways of delivering the redevelopment of the site, including a 250-space underground car park; a development of mixed tenure residential use, including the potential for ground floor commercial space; and a re-provision of the public cycle parking on site.

- 3.5 The existing car park is not considered a high quality building within the context of Park Street or Round Church Street. In fact the council's own Core Area Conservation Appraisal notes that the car park represents a development opportunity and is currently not an attractive part of this part of the historic core. As such, an opportunity exists for a new development to better respond to the immediate context of this part of the historic core of the city.
- 3.6 The key "headlines" of the guidance note may be summarised as follows:
- a) Scale and massing. The guidance suggests that an urban design led approach should be adopted to inform future redevelopment proposals but that it is likely that a majority 4-storey development will be appropriate on the site. Buildings should however step down to 2-storeys adjacent the Maypole Public House to allow a view through to St. John's Tower to be created and the Park Street frontage should be 3-storeys to better respond to the prevailing scale and massing of Park Street. Finally, the guidance notes there may be opportunity for an increase in height adjacent the Cambridge School of Visual and Performing Arts.
  - b) Rediscovering the "Yards". There were two previous yards which are a key part of the past history of the site, defining a particular character and informing the surrounding street pattern: Jordan's Yard and Ram Yard. It would be possible to continue Jordan's Yard further north-east from its current alignment in order to help reinforce a key route from the site; equally a notion of the former Ram Yard fronting on to Round Church Street) could be established along this frontage.
  - c) Public Realm. The redevelopment of this site affords the chance to improve the public in and around the site, including the potential to integrate existing trees.  
Private Amenity Space. The guidance notes that all new residential units should have access to private amenity space in the form of roof gardens, balconies and/or winter gardens of a usable size.  
Public Cycle Parking. The guidance notes that public cycle parking will be replaced with a new facility of the same or greater size (currently 274 spaces).
- 3.7 Due to the timescales of this project, it was considered appropriate for a guidance note to be prepared. Future consultation will be undertaken as the project moves forward and as part of the planning application process.

- 3.8 As noted in the January 2016 S&R minutes, the Council will be considering a future report which will consider a variety of issues with regards to the development of car park, including project costs, capital and revenue projections, proposals for affordable housing, parking and transport mitigation strategy during construction, and a project timetable and communication plan. This planning guidance note, if agreed by the Executive Councillor, will provide a clear starting point for more detailed discussions on planning work relating to the redevelopment of the Park Street Car Park site.

## **4. Implications**

### **Financial Implications**

- 4.1 There are no significant financial issues arising from the preparation of this guidance note. Staffing resources are already committed through the budget and service plan process.

### **Staffing Implications**

- 4.2 There are no direct staffing implications arising from this report.

### **Equality and Poverty Implications**

- 4.3 The guidance, once agreed, will help support a new development which should have a positive impact by ensuring the site in future is better integrated into the immediate and wider area. New development within the site should provide access for people with limited mobility.

### **Environmental Implications**

- 4.4 The redevelopment of the Park Street Car Park site should provide for the development of energy efficient buildings as well as the inclusion of renewable and low carbon energy generation.

### **Consultation**

- 4.5 The guidance has been prepared internally by officers. More detailed consultation will take place as the project moves forward and as part of the planning application process.

### **Community Safety**

- 4.6 There are no direct community safety implications arising from this report.

## **5. Background papers**

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

- Cambridge Local Plan 2014: Proposed Submission (as amended)  
<https://www.cambridge.gov.uk/local-plan-review-proposed-submission-consultation>
- Cambridge Core Area Conservation Appraisal

## **6. Appendices**

- Appendix A: Park Street Car Park Planning Guidance Note

## **7. Inspection of papers**

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

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