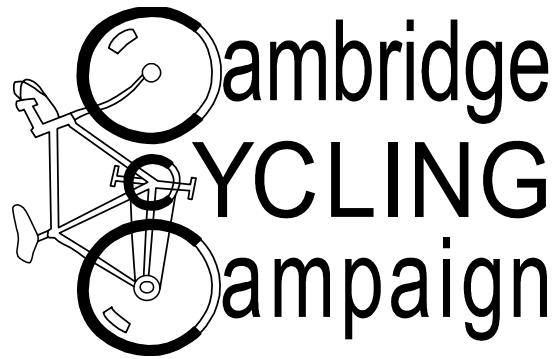


July 3, 2006

Our ref: C 06 018
Your ref:

Mr Tony Collins
Planning Officer
Cambridge City Council
tony.collins@cambridge.gov.uk



Cambridge Cycling Campaign

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Dear Mr Collins,

Objection: 06/0567/FUL: Erection of a community innovation centre

This letter is a formal objection from Cambridge Cycling Campaign to the above planning application on grounds listed below. We take no view on the merits of the nature of the proposed development itself or its suitability for the site.

1. The application does not provide full details of the proposed cycle parking

Policy 8/6 of the Redeposit Local Plan states that

“Developments will provide cycle parking in accordance with the Parking Standards, in number, location and design. Planning applications must include full details of the proposed cycle parking.”

Despite quotation of this same policy in the Transport Assessment supplied with the Application, no such information to the required standard is actually supplied.

Full details of the location and design are not included as part of the Application. Instead, it contains only the vague reference that the “cycle parking is to be part of the development of the landscaping scheme”. This statement alone demonstrates non-compliance with the standards.

A bicycle store for 12 cycles next to the main entrance is proposed (see section 4.2.5). We are unable to see this marked on the plans.

2. Amount of cycle parking proposed does not meet the level required

Section 3.2.17 of the Transport Assessment states that

“Although the proposed development does not fall readily under a single land use category, cycle stands will be provided to the minimum requirement for office development as this will deliver a higher provision.”

Sections 3.2.25 and 3.2.27 similarly confirm the use of the Office development category for car parking and that the figure concerned is 2,363 gfa. Given that the requirement for Offices is (as quoted in 3.2.16) "1 space for every 30sqm to include visitor parking" that equates to a requirement for some 78 spaces (i.e. 2363/30).

However, only 40 spaces are proposed, a shortfall of 38 spaces. The application therefore does not comply with the cycle parking Standards in the Local Plan.

It is not enumerated whether the proposed bicycle store for 12 cycles is included within the 40 proposed spaces. Even if it was, this would still leave a shortfall in provision of 26 spaces (i.e. 78-(40+12))

At the Local Plan Public Inquiry, a representative of the Campaign subjected the Standards to rigorous examination¹. The City Council's defence rested on the view that, given the reductions in the requirements of the Standards, this would result in a more realistic level of provision that would thus give developers no let-out clause. We are therefore dismayed to see an application coming forward which does not meet the newly-lowered Standards.

Lastly, given the proposed use of the building and thus the clientele using it, we believe the developer should re-submit the application with a lower number of car parking spaces proposed.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Simon Nuttall
Officer without Portfolio

¹ <http://www.camcycle.org.uk/newsletters/64/article5.html>
and letter C06001 at <http://www.camcycle.org.uk/campaigning/letters/2005/#C06001>