

Greater Cambridge Share Planning Service



By Online Planning Register

16/05/2023

Dear Tom

Cambridge Past, Present & Future
Wandlebury Country Park
Cambridge CB22 3AE
Phone 01223 - 243830
www.cambridgeppf.org

Response to 23/01474/FUL: Commercial development – Blocks B2 and F2, Devonshire Quarter, Devonshire Road, Cambridge

Cambridge Past, Present & Future is Cambridge's largest civic society. We are a charity run by local people who are passionate about where they live. We operate in the greater Cambridge area and working with our members, supporters and volunteers we:

- Are dedicated to protecting and enhancing the green setting of Cambridge for people and nature.
- Care about Cambridge and are an independent voice for quality of life in the strategic planning of Greater Cambridge.
- Are working to protect, celebrate and improve the important built heritage of the Cambridge area.
- Own and care for green spaces and historic buildings in and around the city for people and nature, including Wandlebury Country Park, Coton Countryside Reserve, Cambridge Leper Chapel & Barnwell Meadows, Bourn Windmill and Hinxtton Watermill.

Cambridge Past, Present & Future object on the grounds that the indicative plans do not satisfactorily demonstrate that the car park can be converted into a safe and attractive cycle park.

The previous plans included an additional staircase and two lifts, adjacent to the ramps. The new plans propose double the amount of cycle parking (over 4,000 spaces), only one new lift and no new staircases. Two narrow staircases (1m wide) may be adequate to serve ~260 people using 216 car parking spaces, but will be wholly inadequate for sixteen times that number of people when the cycle park is full. Using the ramps to get to and from the lowest level would be a ~500m walk, adding over 7 minutes to people's journey time.

We have grave concerns about how safe the cycle park would be and feel. At least when using a basement car park, you can lock yourself into your car if you feel threatened. Someone cycling doesn't have that refuge. Dutch underground cycle parks are designed to provide clear sightlines, glass fences to facilitate natural surveillance, and good lighting. Recent good practice can be seen at the new Utrecht Central Station. This will have none of that.

What is proposed with this application is a superficial repurposing of a car park that would not create a functionally efficient, attractive or safe environment for people to use for cycle parking which should be rejected and redesigned.

I trust that you will take our comments into consideration.

Yours sincerely

Sarah Nicholas

Principal Planning Officer