

9. Transport & Servicing

9.1. Transport

TRANSPORT SITE CONNECTIONS

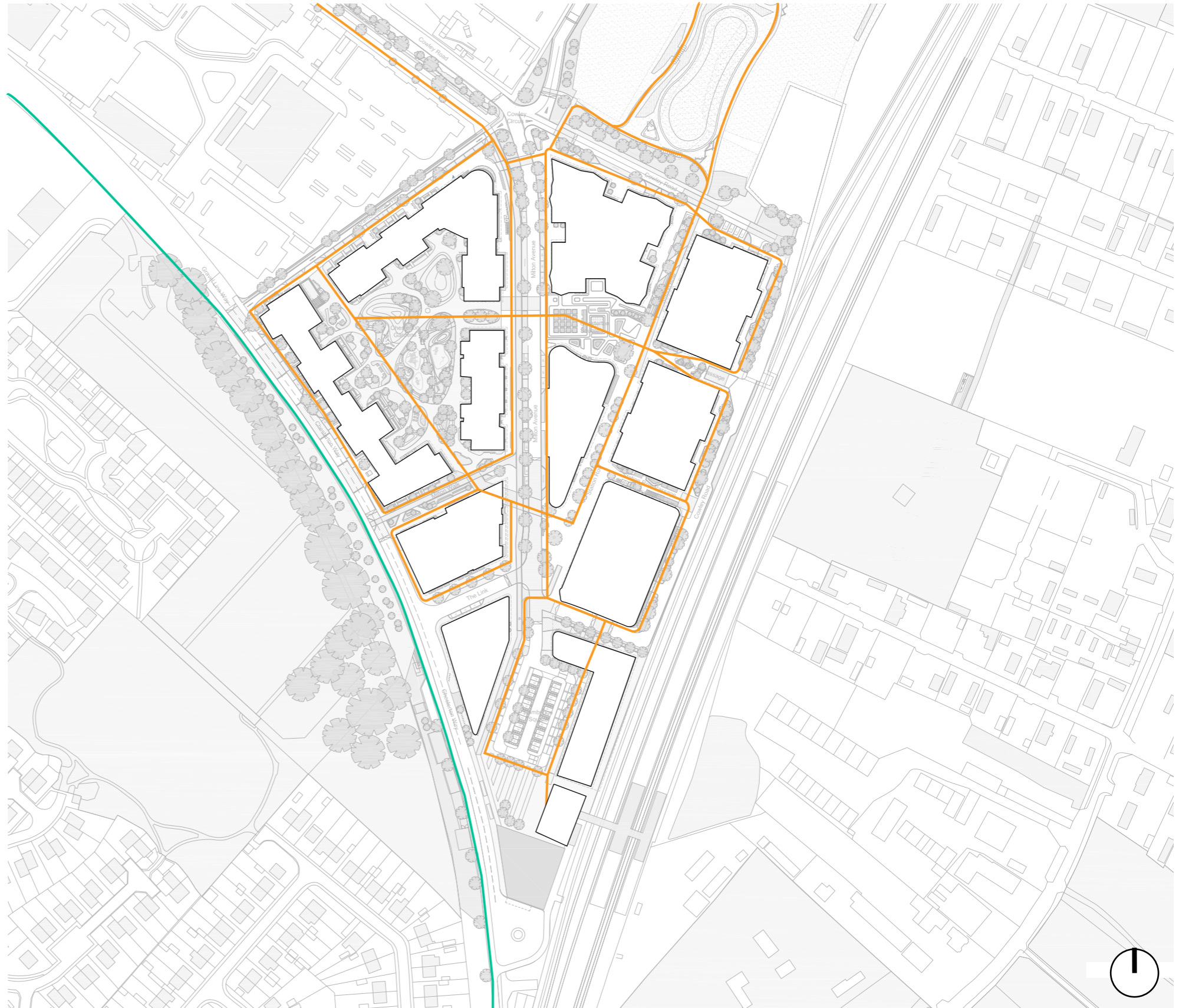


Legend:

- CAMBRIDGE NORTH STATION
- MOBILITY HUB
- VEHICULAR ROUTES
- RESTRICTED VEHICULAR ROUTES
- BUS ROUTES
- PEDESTRIAN ROUTES
- CYCLE ROUTES

Proposed connectivity on site

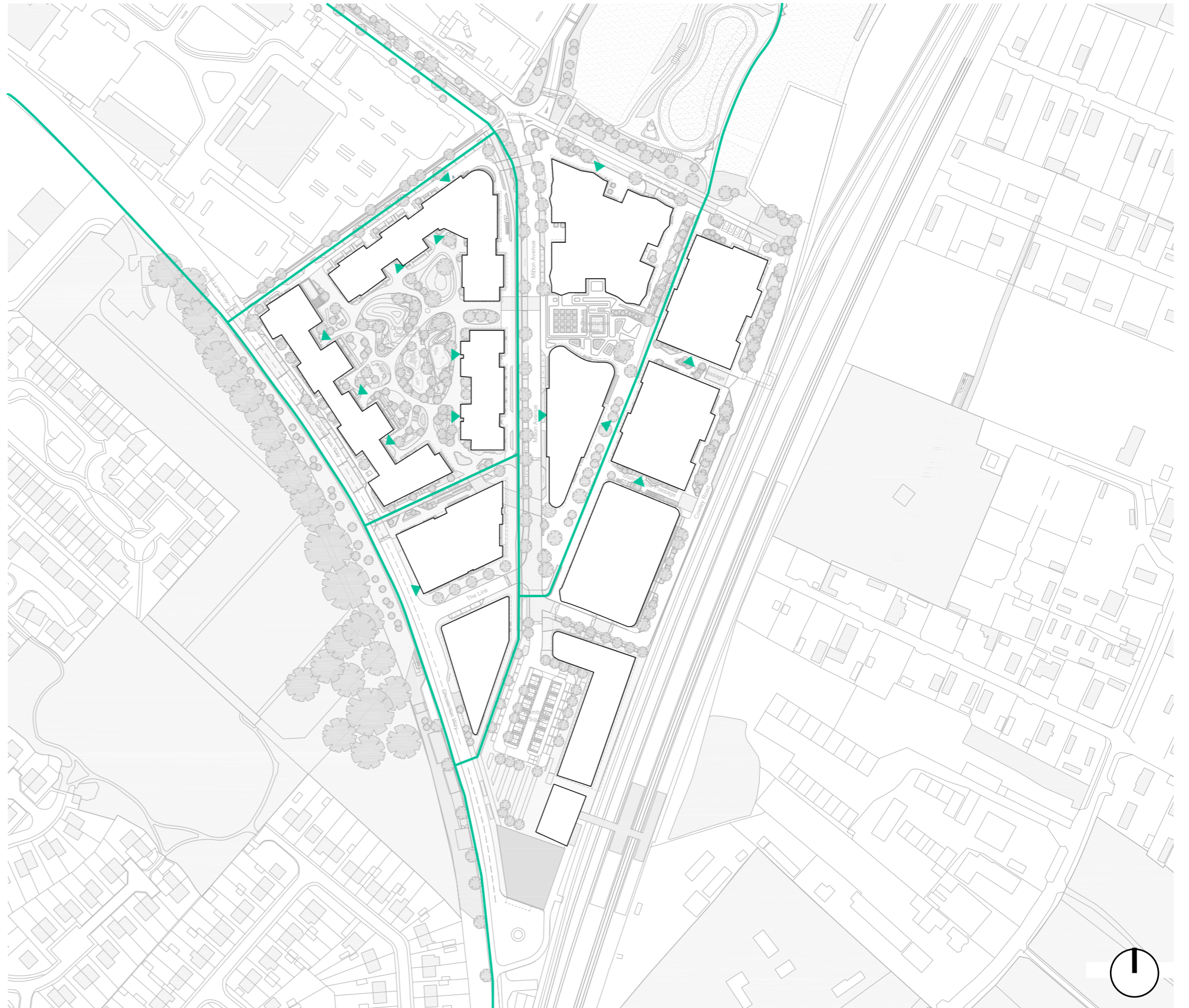
TRANSPORT PEDESTRIAN ROUTES



Legend:

 PEDESTRIAN ROUTES

TRANSPORT CYCLE ROUTES



Legend:

-  CYCLE ROUTES
-  CYCLE STORAGE ACCESS

TRANSPORT STRATEGY

CYCLE PARKING - INTEGRATION INTO BUILDINGS

Policy TI/3 of the South Cambridgeshire Local Plan details the cycle parking requirements for new development in the district, referring to the Local Plan for the standards. Given the location of Cambridge North close to the boundary with Cambridge City Council, reference has also been made to the City Council’s standards contained at Appendix L of the Local Plan 2018, in addition to National guidance contained within LTN 1/20.

In respect of cycle parking, Policy 18 of the emerging NECAAP includes a requirement to provide cycle parking in excess of the minimum standards included in Appendix 2 of that document. For a commercial development, these standards reflect those of the City Council and for residential development, reference is made to the Council’s Cycle Parking Guide for New Residential Developments.

For more detailed information, please refer to the full Transport Assessment by PJA and Planning Access Statement by DBA.

Document Reference	Minimum Cycle Parking Standards
South Cambridgeshire District Council Local Plan 2018 Figure 11	1 space per 30sqm GFA
Cambridge City Council Local Plan 2018 Appendix L	Offices: 2 spaces for every 5 members of staff of 1/30sqm GFA (whichever is the greater). Some Visitor parking on merit
Emerging NECAAP Appendix 2	Offices: 2 spaces for every 5 members of staff of 1/30sqm GFA (whichever is the greater). Some Visitor parking on merit
LTN 1/20 Table 11-1	Long Stay: 1 space per 200sqm, Short Stay: 1 space per 1000sqm

Commercial Development Cycle Parking Requirements

Building	Total Spaces	Sheffield Stands	Non-Standard Cycles	Ground Floor Provision
	1/30sqm	20%	10%	5%
One Milton Avenue	465	93	46	23
One Station Row	357	71	36	18
Three Station Row	378	76	38	19
Science Hub	619	124	62	31
Two Milton Avenue	372	74	37	19

Proposed Cycle Parking Requirements

Document Reference	Minimum Cycle Parking Standards
South Cambridgeshire District Council Local Plan Figure 11	1 space per bedroom
Cambridge City Council Local Plan 2018 Appendix L	1 space per bedroom up to 3-bedroom dwellings Then 3 spaces for 4-bedroom dwellings, 4 spaces for 5-bedroom dwellings etc. Visitor cycle parking next to main entrances to blocks of flats.
Emerging NECAAP Appendix 2	1 space per bedroom up to 3-bedroom dwellings Then 3 spaces for 4-bedroom dwellings, 4 spaces for 5-bedroom dwellings etc. Visitor cycle parking next to main entrances to blocks of flats.
LTN 1/20 Table 11-1	1 space per bedroom

Residential Development Cycle Parking Requirements



Commercial Cycle Parking Precedent



Public Realm Cycle Parking Precedent

TRANSPORT VEHICULAR ROUTES

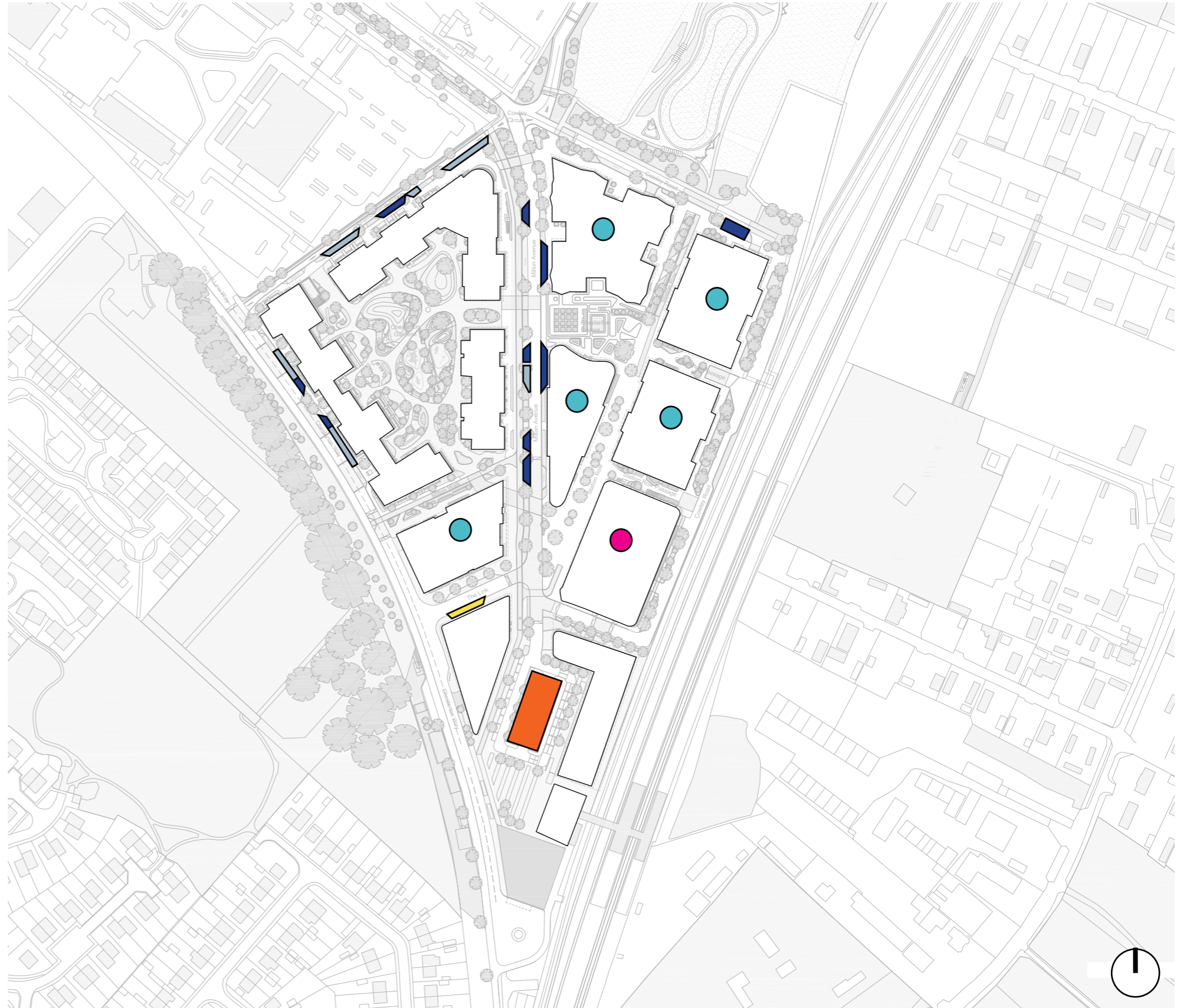


Legend:

- BUS ROUTE**
- VEHICULAR ROUTE (INCLUDING TAXIS AND DROP-OFF)**
- RESTRICTED VEHICULAR ACCESS**
- MOBILITY HUB ACCESS**
- SERVICING ACCESS**



TRANSPORT BLUE BADGE PARKING PROVISION

Accessible car parking provision is proposed at a rate of 5% of the proposed car parking allocation for each building, consistent with recommendations in Inclusive Mobility (Dec 2021), and would be provided through a combination of surface level provision and within basements to ensure that bays are accessible within 50m of building entrances.







Legend:

EXISTING

-  STATION TAXI RANK / BLUE BADGE PARKING
-  ONE CAMBRIDGE SQUARE BLUE BADGE PARKING

PROPOSED

-  MOBILITY HUB GROUND LEVEL BLUE BADGE PARKING
-  ON STREET BLUE BADGE PARKING
-  BASEMENT BLUE BADGE PARKING
-  SPACES FOR POTENTIAL FUTURE BLUE BADGE PARKING

TRANSPORT

BLUE BADGE PARKING PROVISION

The proposed development will provide a total of 1,081 car parking spaces distributed across the application site, including a mix of on-street car parking spaces, basement car parks, as well as a Mobility Hub.

5% of the total parking capacity for the commercial demises within the application boundary will be designated accessible disabled badge holder bays. In lieu of providing designated accessible spaces for commercial use in the Mobility Hub (S5), spaces will be located in close proximity to commercial buildings across the site.

Blue badge holder car parking spaces will be designed to meet dimensional and other specifications set out in AD M, BS 8300-1, and local authority requirements.

Routes from the blue badge holder parking bays to building entrances and passenger lifts will be generally level or gently sloping, with a suitable firm ground surface.

Where electric charging facilities are proposed, designated accessible blue badge holder bays will be provided with electric charging points.

For more detailed information, please refer to the full Planning Access Statement Document by PJA

	Total spaces	Blue Badge Bays		
		Basement	On-street	Subtotal
Commercial development				
(S4) One Milton Avenue	60	1	3	4
(S6) One Station Row	60	3	-	3
(S7) Three Station Row	60	1	4	5
(S8+S9) Two Milton Avenue + Science hub	138	3	6	9
Mobility Hub	725	-	-	-
	83 for commercial development	-	-	-
	622 for rail industry	10	-	-
	20 for existing hotel	-	24	-
Subtotal		8	13	
Total commercial use	414	21 (5%)		
Residential development				
On-street	22	-	6 (27%)	



Blue Badge Parking at Street Level



Basement Blue Badge Parking

9.2. Servicing Strategy

SERVICING STRATEGY

FIRE VEHICLE ACCESS STRATEGY

Part B5 - Fire Safety Fire Vehicle Access



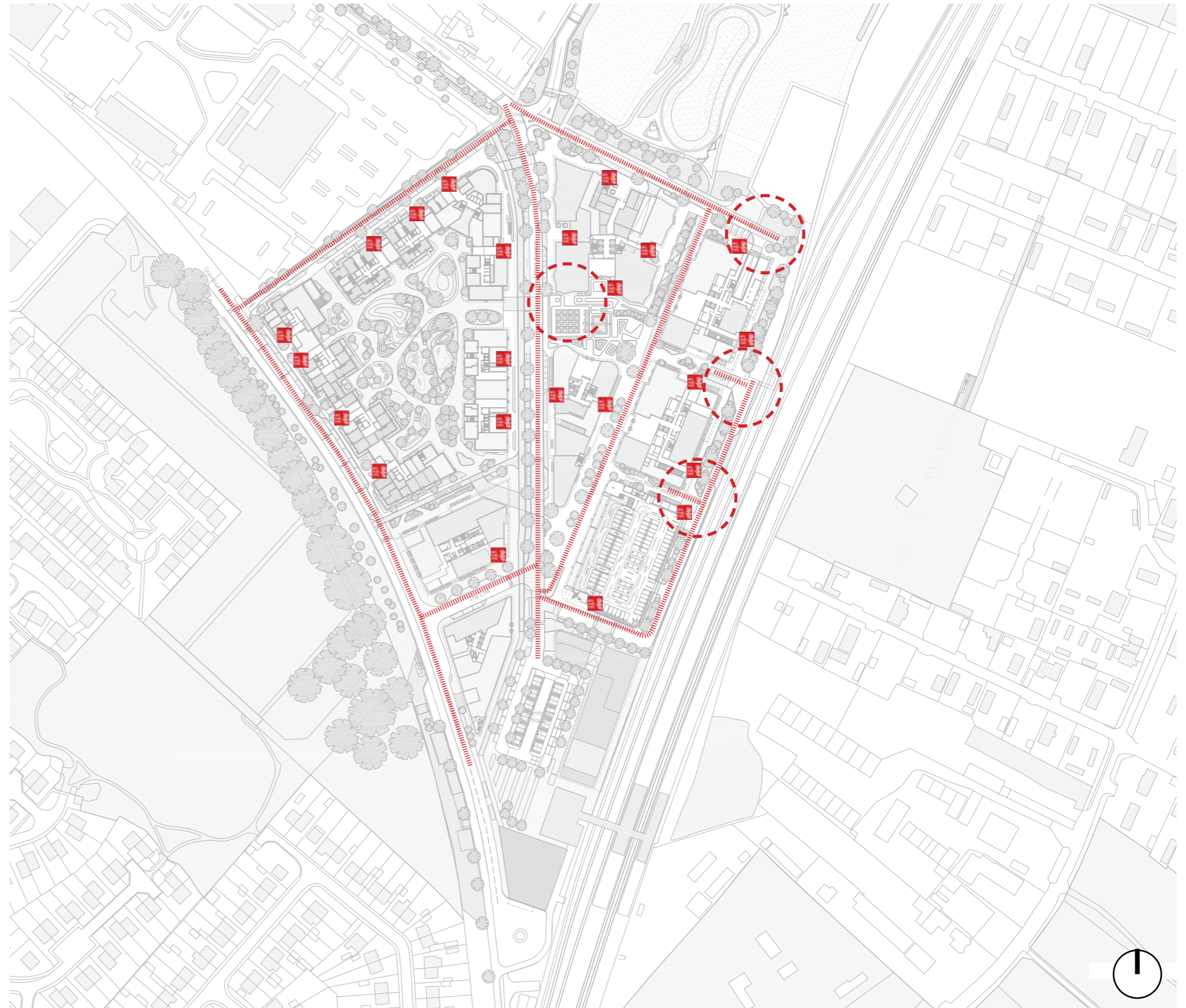
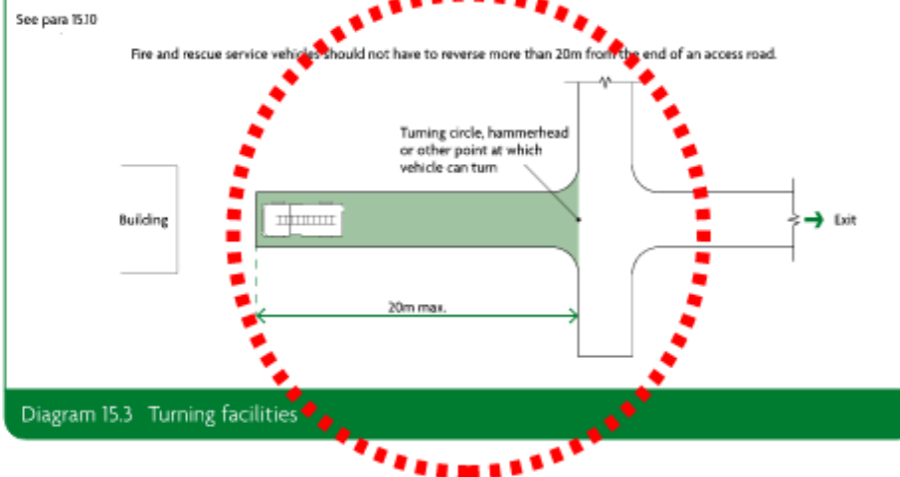
Buildings fitted with fire mains

- 15.4** For buildings fitted with dry fire mains, both of the following apply.
- Access should be provided for a pumping appliance to within 18m of each fire main inlet connection point. Inlets should be on the face of the building.
 - The fire main inlet connection point should be visible from the parking position of the appliance, and satisfy paragraph 16.10.
- 15.5** For buildings fitted with wet fire mains, access for a pumping appliance should comply with both of the following.
- Within 18m, and within sight of, an entrance giving access to the fire main.
 - Within sight of the inlet to replenish the suction tank for the fire main in an emergency.
- 15.10** Dead-end access routes longer than 20m require turning facilities, as in Diagram 15.3. Turning facilities should comply with the guidance in Table 15.2.

Table 15.2 Typical fire and rescue service vehicle access route specification

Appliance type	Minimum width of road between kerbs (m)	Minimum width of gateway (m)	Minimum turning circle between kerbs (m)	Minimum turning circle between walls (m)	Minimum clearance height (m)	Minimum carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	12.5
High reach	3.7	3.1	26.0	29.0	4.0	17.0

- NOTES:**
- Fire appliances are not standardised. The building control body may, in consultation with the local fire and rescue service, use other dimensions.
 - The roadbase can be designed to 12.5 tonne capacity. Structures such as bridges should have the full 17-tonne capacity. The weight of high reach appliances is distributed over a number of axles, so infrequent use of a route designed to accommodate 12.5 tonnes should not cause damage.



SERVICING STRATEGY EXTERNAL FIRE HYDRANTS

Provision of private hydrants

14.8 A building requires additional fire hydrants if both of the following apply.

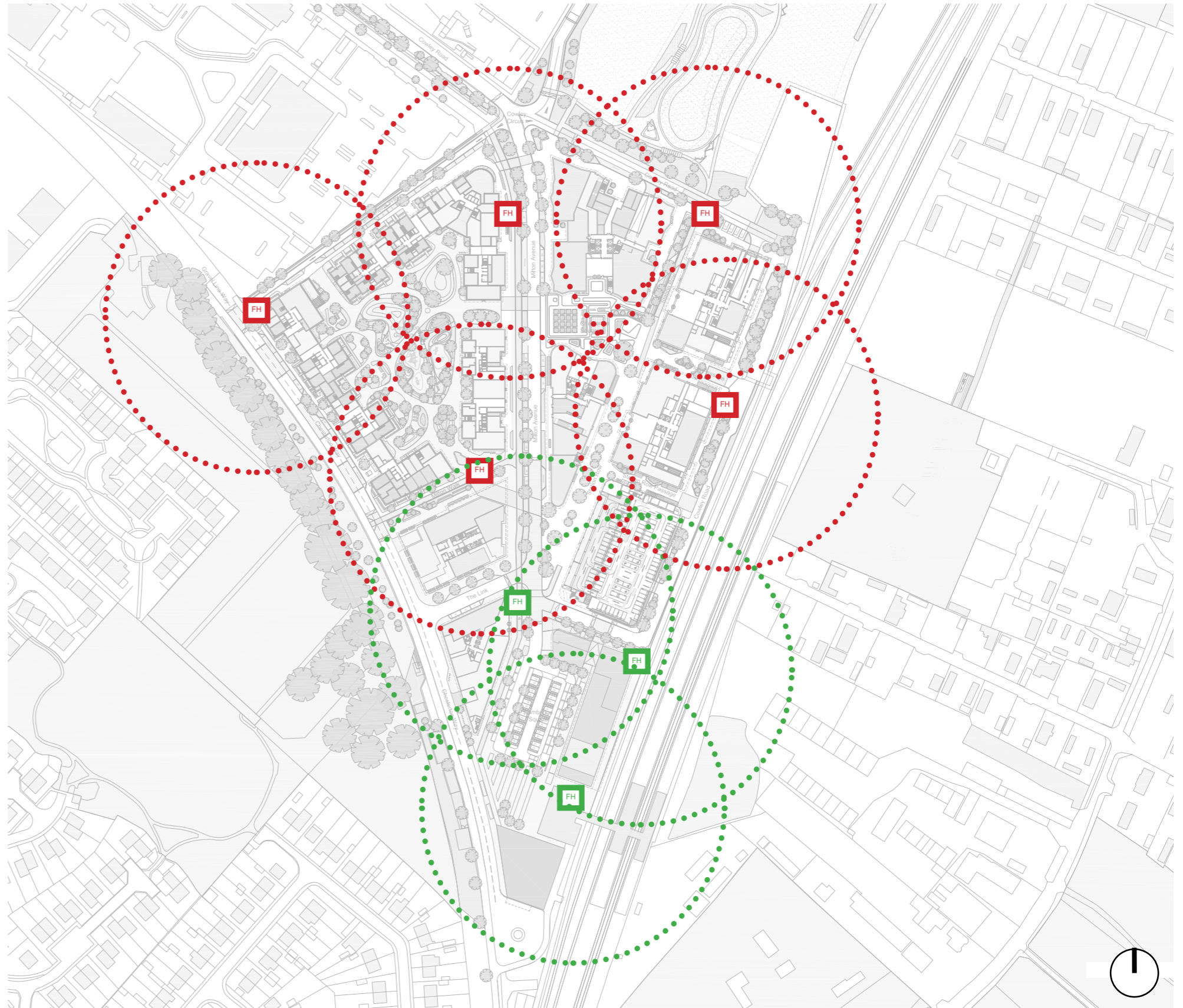
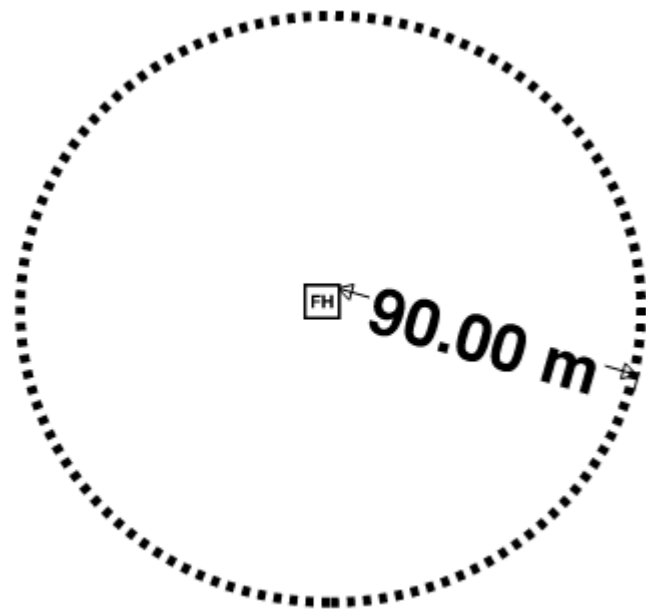
- a. It has a compartment with an area of more than 280m².
- b. It is being erected more than 100m from an existing fire hydrant.

14.9 If additional hydrants are required, these should be provided in accordance with the following.

- a. For buildings provided with fire mains – within 90m of dry fire main inlets.
- b. For buildings not provided with fire mains – hydrants should be both of the following.
 - i. Within 90m of an entrance to the building.
 - ii. A maximum of 90m apart.

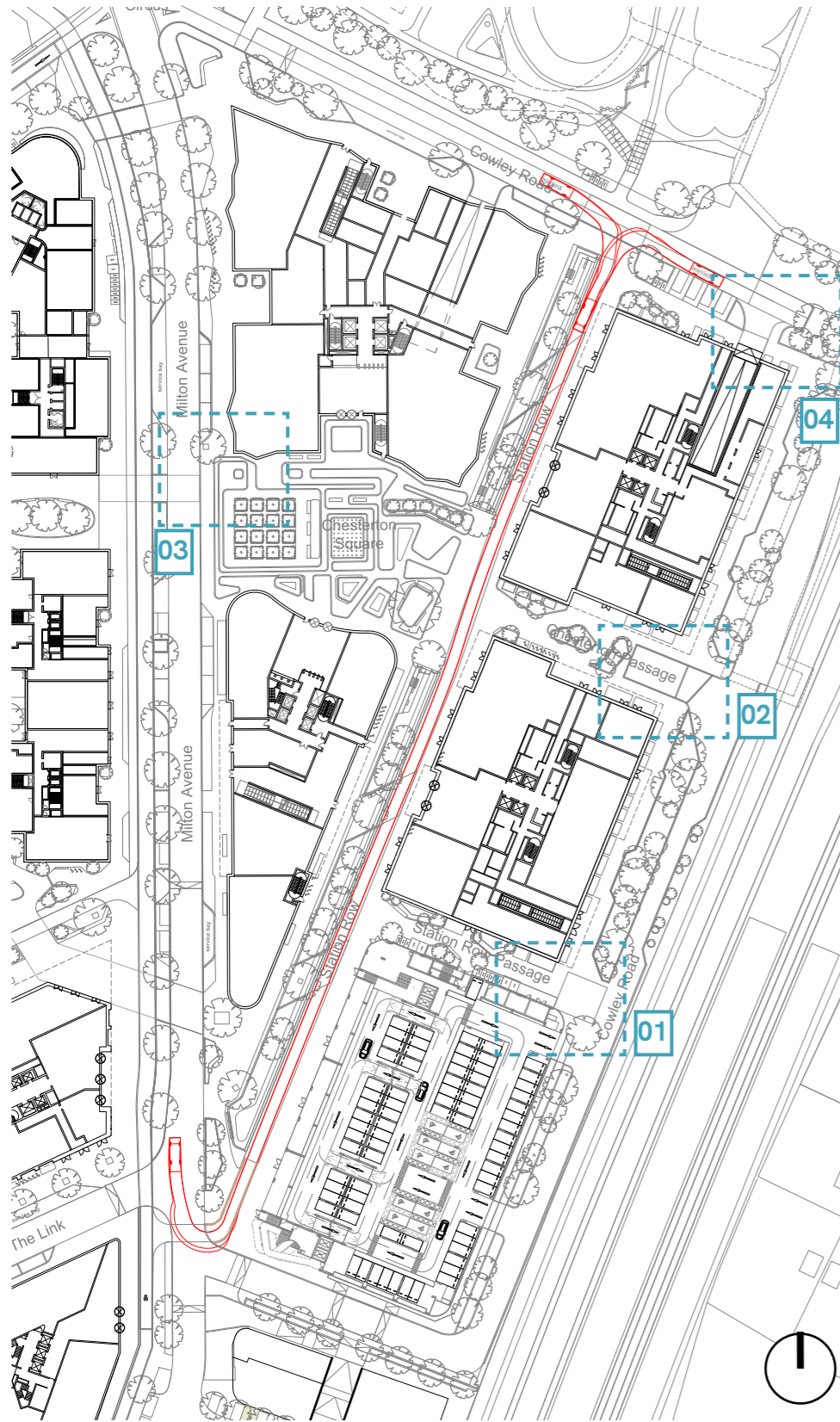
14.10 Each fire hydrant should be clearly indicated by a plate, fixed nearby in a conspicuous position, in accordance with BS 3251.

14.11 Guidance on aspects of the provision and siting of private fire hydrants is given in BS 9990.

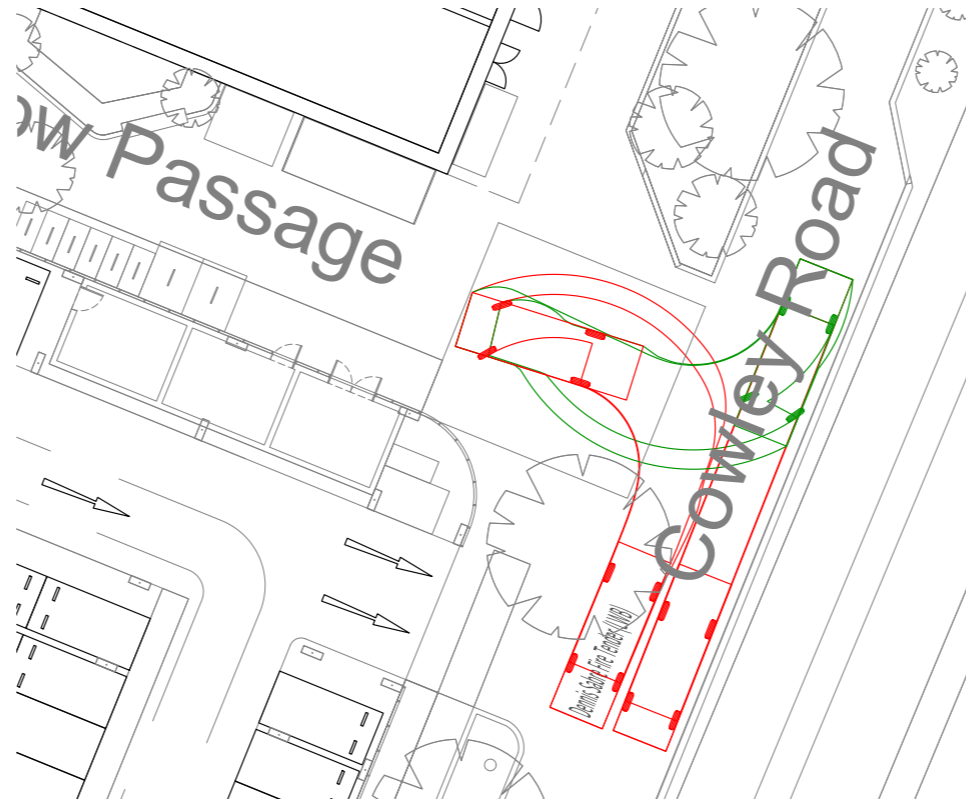


SERVICING STRATEGY

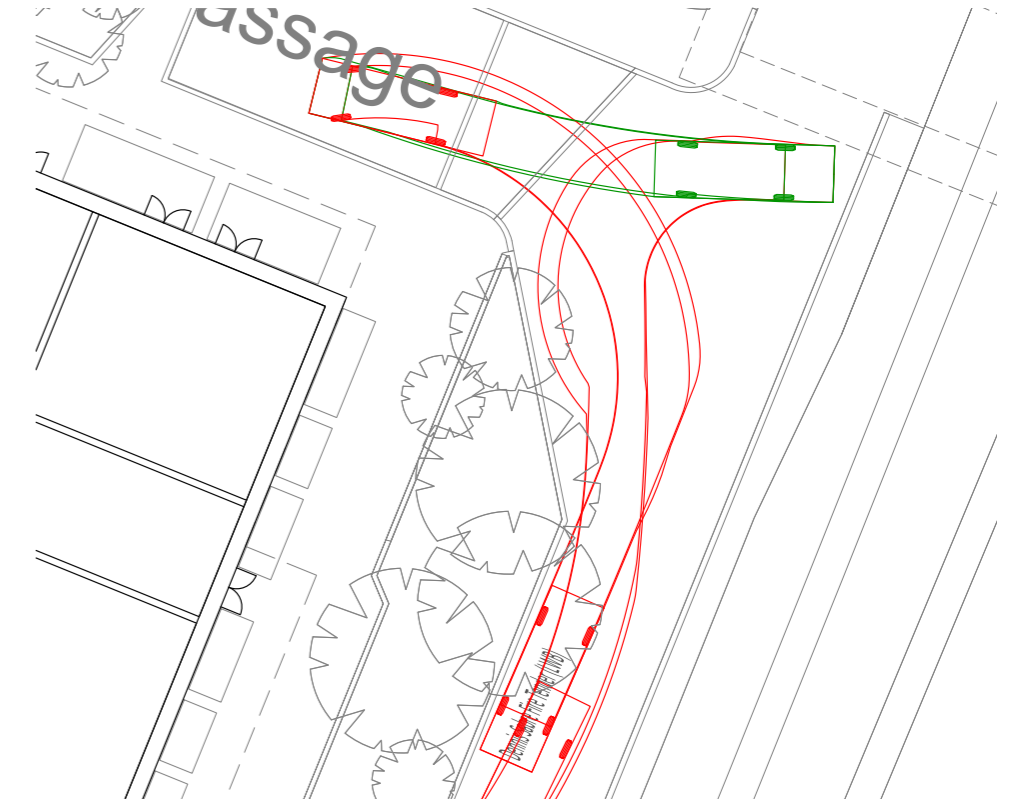
FIRE TENDER TRACKING



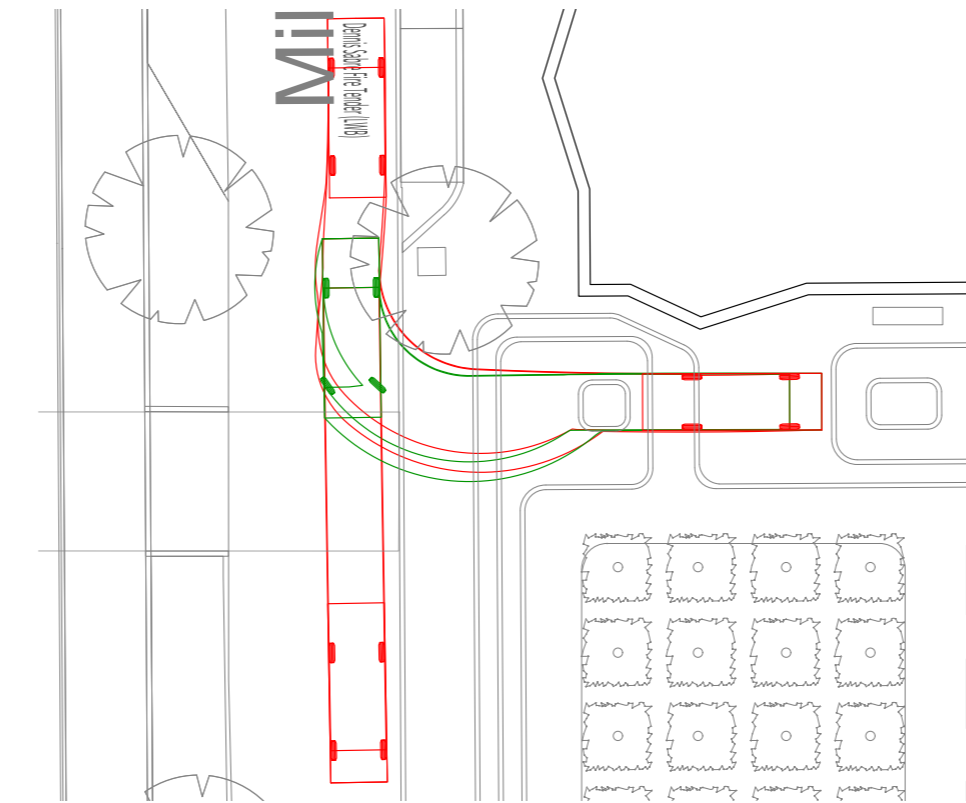
Fire Tender Along Station Row



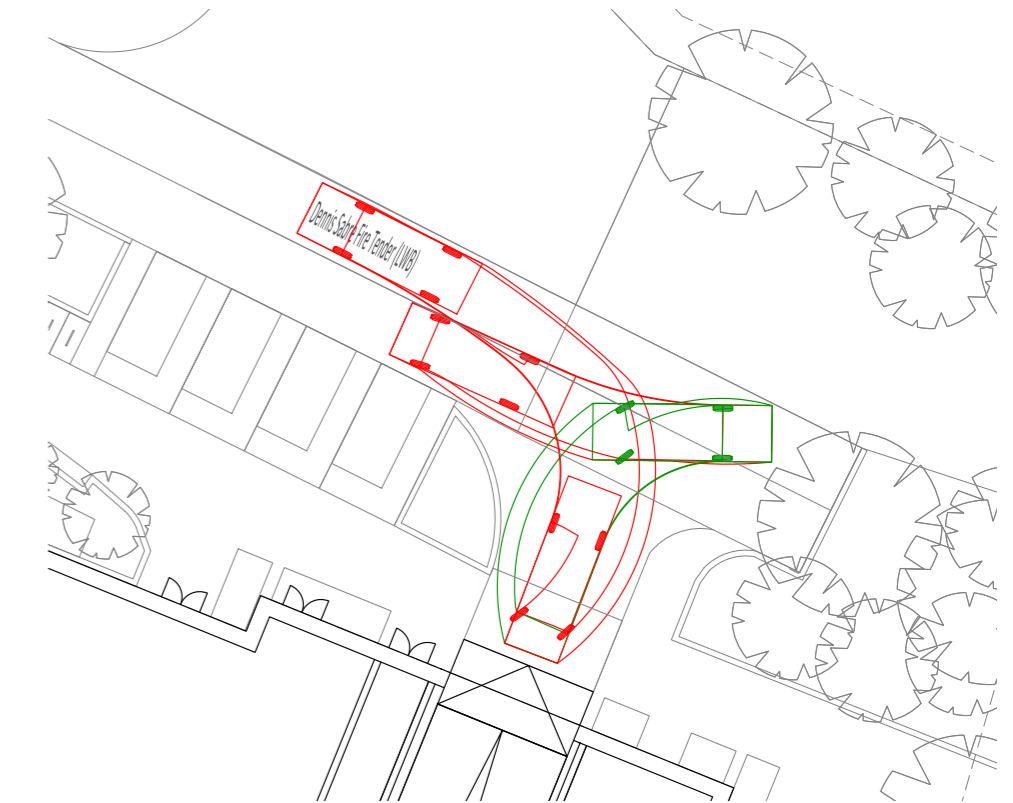
Inset 1 Tracking: Eastern Edge 01



Inset 2 Tracking: Eastern Edge 02



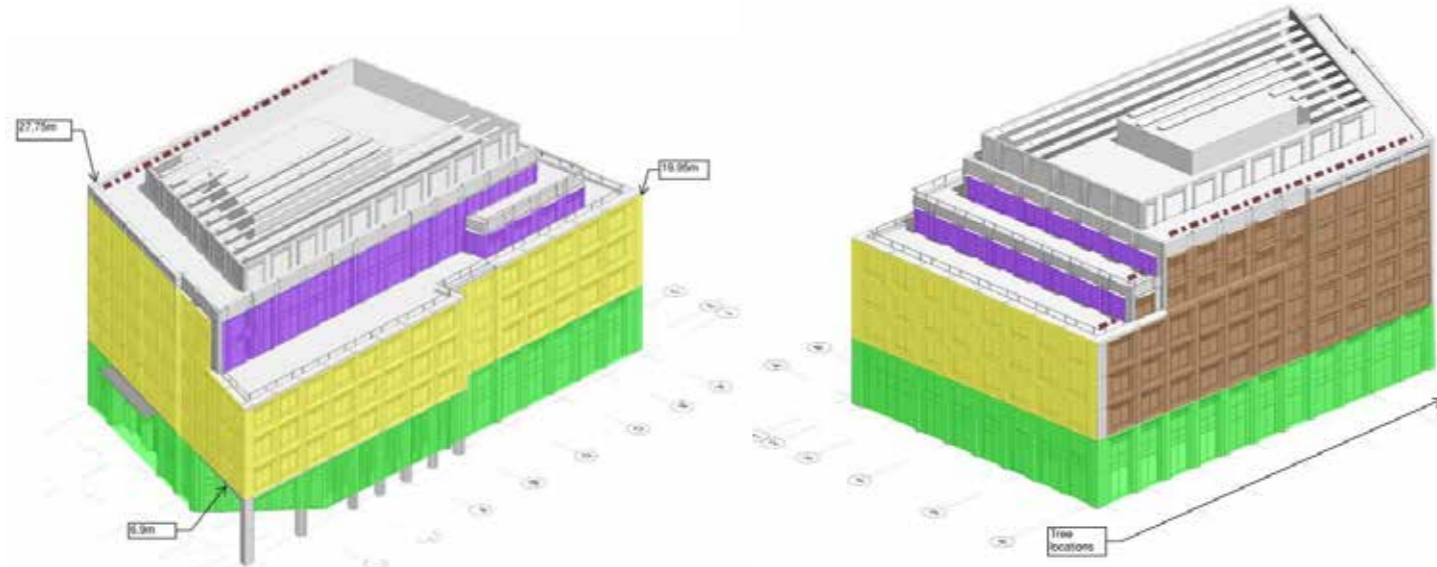
Inset 3 Tracking: Milton Avenue



Inset 4 Tracking: Cowley Road

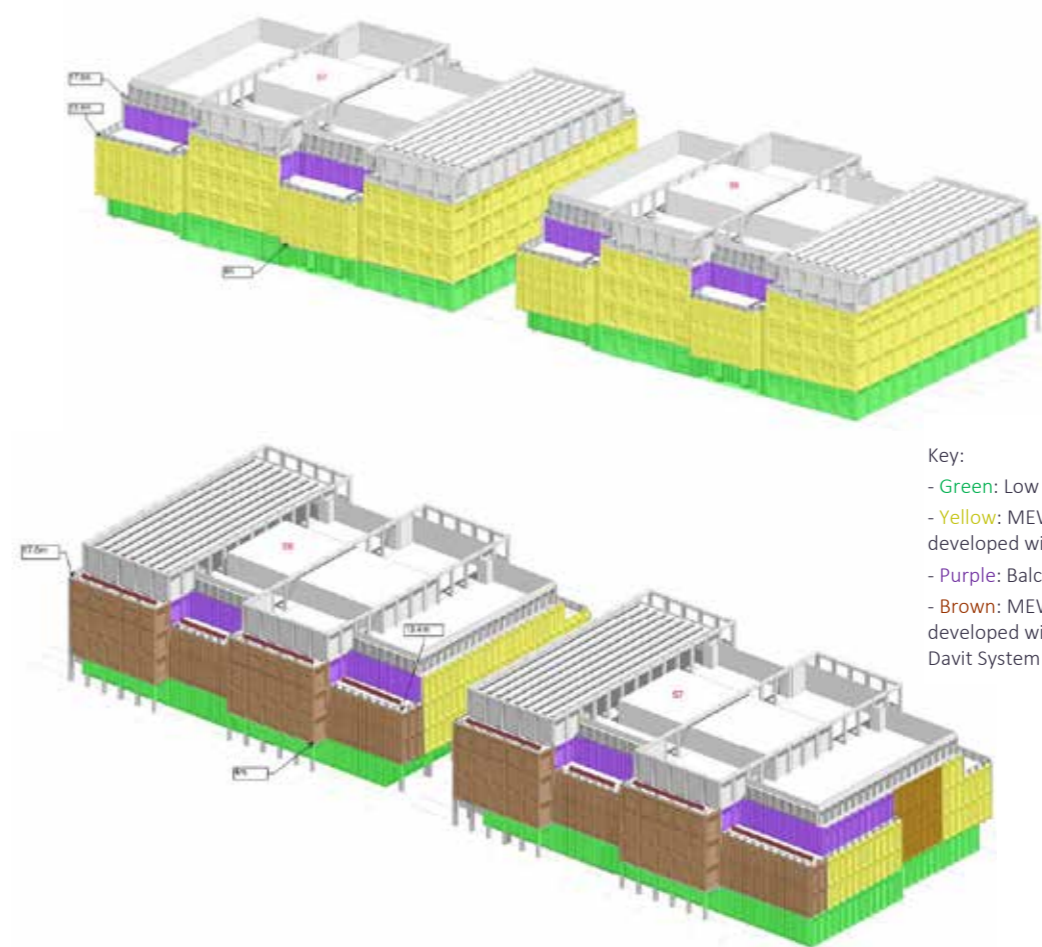
SERVICING STRATEGY ACCESS AND MAINTENANCE

ONE MILTON AVENUE (S04)



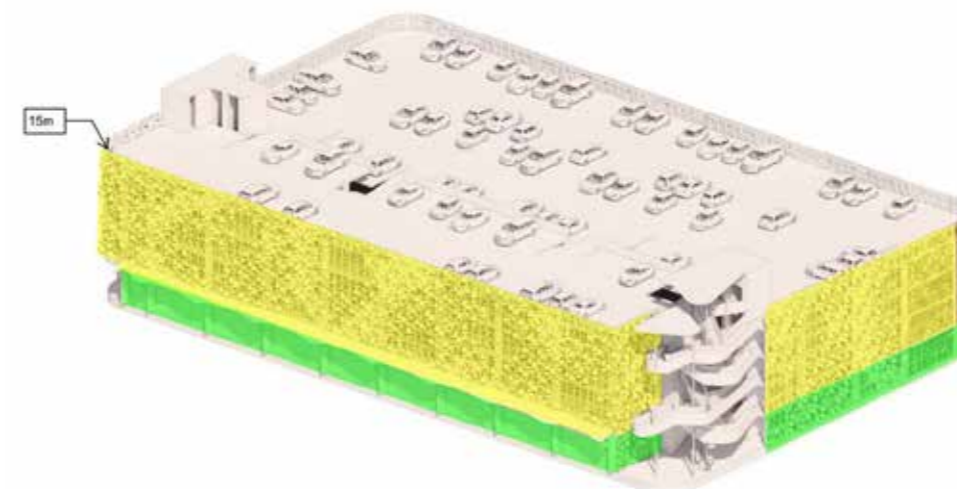
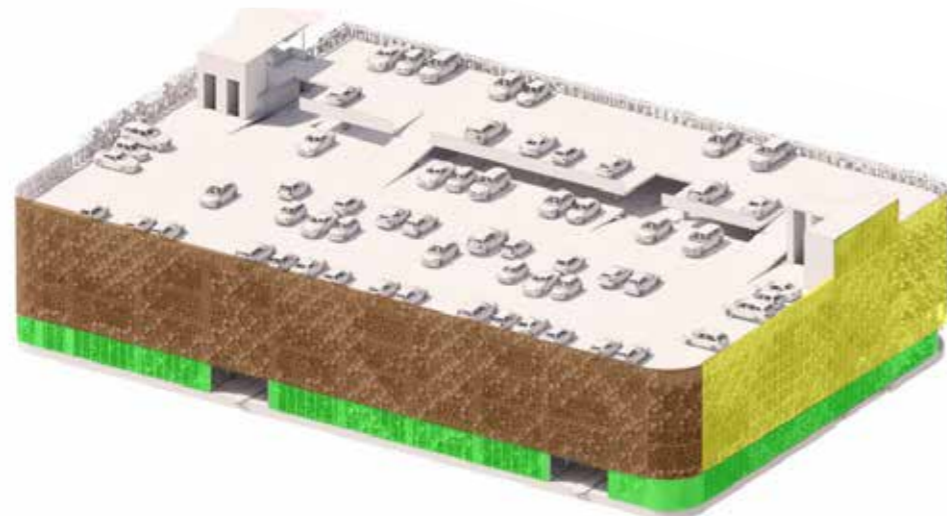
- Key:
- Green: Low level access
 - Yellow: MEWP (to be reviewed with landscaping)
 - Purple: Balcony direct access
 - Brown: MEWP (detailed design will be developed with the landscaping) Or Davit System option (South elevation, shown red on masterplan)

1-3 SWALE STREET (S6 & S7)



- Key:
- Green: Low level access
 - Yellow: MEWP (detailed design will be developed with the landscaping)
 - Purple: Balcony direct access
 - Brown: MEWP (detailed design will be developed with the landscaping & NWR) Or Davit System

MOBILITY HUB (S5)



- Key:
- Green: Low level access
 - Yellow: MEWP (detailed design will be developed with the landscaping)
 - Brown: MEWP (detailed design will be developed with the landscaping & NWR) Or Monorail Or Davit System

SERVICING STRATEGY REFUSE STRATEGY

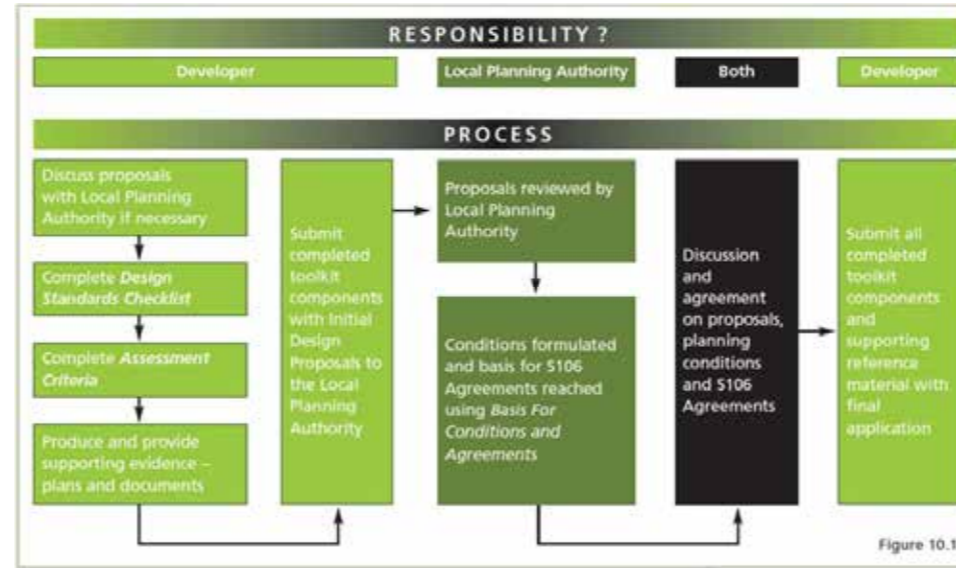
A preliminary operational approach to the management of solid waste generated across both development land-use types has been developed.

This combined plan is offered as a preliminary document in order to support the hybrid application – in the anticipation that it will be further developed during the application process, and finalised as a pre-commencement deliverable required of the developer, Brookgate Land Limited.

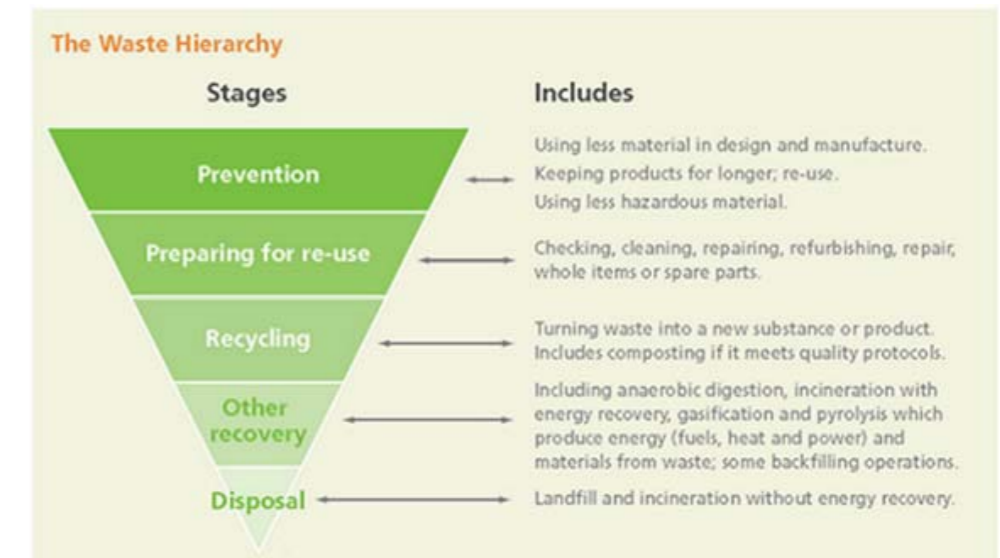
This Preliminary Operational Waste Management Plan (P-OWMP) has been created in accordance with:

- The general requirements of Policies CS16 and CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy, 2011;
- More specifically in accordance with the subsequent supplementary planning guidance document for the management of solid waste (SPD) adopted by Cambridge County Council (CCC), as well as all district councils within greater Cambridge, (the Councils hereafter) (adopted 22 February 2012), the RECAP Waste Management Design Guide, which forms part of the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework (LDF);
- In particular, Section 10 of the above SPD, and to meet Section 10 of the SPD, the Design Guide Toolkit; and
- Policies HQ/1, Design Principles, and SC/4, Meeting Community Needs, of the South Cambridgeshire Local Plan, relating to an appropriately high quality of design and to the meeting of community needs so far as the management of waste during occupation is concerned.

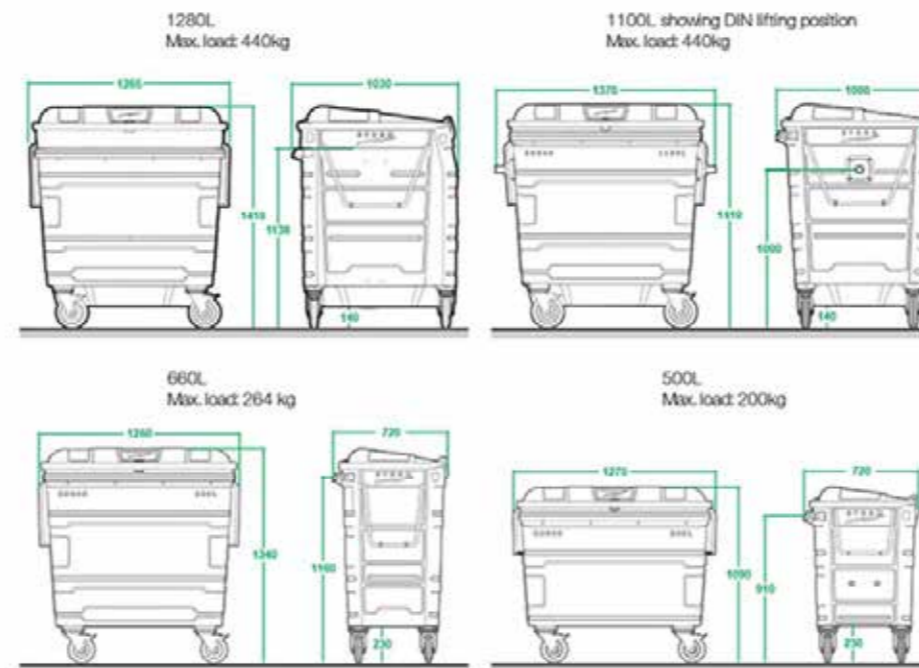
For more detailed information, please refer to the full Preliminary Operational waste management plan (P-OWP) by Castle 15.



Responsibilities Flow Chart



Waste Hierarchy



Equipment Examples

