



# NORTH WEST **cambridge**

Local Centre Parking Strategy

Condition 41

September 2013



## North West Cambridge

**Discharge of Condition 41 of the  
outline planning permissions  
11/1114/OUT and S/1886/11  
- Local Centre Car Parking Strategy**

On behalf of **University of Cambridge**



## Document Control Sheet

**Project Name:** North West Cambridge

**Project Ref:** 23035-058

**Report Title:** Discharge of Condition 41 - Local Centre Car Parking Strategy

**Doc Ref:** 1.5

**Date:** July 2013

	Name	Position	Signature	Date
<b>Prepared by:</b>	Manu Dwivedi	Principal Transport Planner	<i>Manu Dwivedi</i>	July 2013
<b>Reviewed by:</b>	John Hopkins	Associate	<i>John Hopkins</i>	July 2013
<b>Approved by:</b>	Greg Callaghan	Partner	<i>Greg Callaghan</i>	July 2013
<b>For and on behalf of Peter Brett Associates LLP</b>				

Revision	Date	Description	Prepared	Reviewed	Approved
1.1-1.3.	July 2013	Issued for Team Review	MD	JH	GC
1.4.	11 <sup>th</sup> September 2013	Comments from LPA incorporated	MD	GC	GC
1.5.	19 <sup>th</sup> September 2013	Further comments from LPA incorporated	JPH	GC	GC

Peter Brett Associates LLP disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client and generally in accordance with the appropriate ACE Agreement and taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Peter Brett Associates LLP accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

## Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	Overview .....	1
1.2	Background Planning and Transport Context .....	1
1.3	Summary of the Local Centre Car Parking Strategy.....	2
1.4	Review of Local Centre Provision.....	4
<b>2</b>	<b>Proposed Methods of Control and Management.....</b>	<b>6</b>
2.1	Introduction.....	6
2.2	Control.....	6
2.3	Management.....	7
<b>3</b>	<b>Local Centre Car Parking Provision.....</b>	<b>10</b>
3.1	Introduction.....	10
3.2	Community Uses.....	10
3.3	Primary School .....	11
3.4	National Health Scheme (NHS).....	12
3.5	Estate Management Office.....	12
3.6	Local Centre Retail .....	13
3.7	Food Store.....	14
3.8	Comparison of AAP maxima against proposed car parking provision.....	15
<b>4</b>	<b>Summary of Car Parking for Operational Use and Visitors.....</b>	<b>17</b>
<b>5</b>	<b>Conclusions .....</b>	<b>19</b>

## Figures

Figure 1.1	Local Centre Car Parking .....	5
Figure 2.1	Proposed Management Regime .....	9

## Tables

Table 3.1	Proposed Car Parking for Community Uses.....	10
Table 3.2	Proposed Car Parking for Primary School.....	11
Table 3.3	Proposed Car Parking for NHS Facility .....	12
Table 3.4	Proposed Car Parking for Estate Management Offices.....	13
Table 3.5	Proposed Car Parking for the Local Centre.....	13
Table 3.6	Proposed Car Parking for Food Store .....	14
Table 3.7	Summary of the AAP maxima against the Proposed car parking provision .....	15
Table 4.1	Total Visitor and Operational Car parking by Land-use - Local Centre Uses.....	17

## Appendices

Appendix A	AAP Car parking Standards
Appendix B	TA Car parking Assumptions

This page is intentionally blank

# 1 Introduction

## 1.1 Overview

1.1.1 Peter Brett Associates LLP (referred to from here as Peter Brett Associates, or PBA) has been commissioned by the University of Cambridge to provide technical information to support the discharge of transport-related conditions associated with the North West Cambridge Development outline planning permissions granted on 22nd February 2013 - planning application references 11/1114/OUT (Cambridge City Council) and S/1886/11 (South Cambridgeshire District Council).

1.1.2 North West Cambridge comprises a Sustainable Urban Extension consisting of:

Market Housing	Up to 1,500 units	
Key Worker Housing	Up to 1,500 units	
Academic Research	At least 60,000m <sup>2</sup>	Total - Up to 100,000m <sup>2</sup>
Commercial Research	Up to 40,000m <sup>2</sup>	
Collegiate	Up to 2,000 bed spaces	
Local Centre / Community	Up to 5,300m <sup>2</sup> gross retail floorspace (the Food Store is not more than 2,000m <sup>2</sup> net floorspace)	
	Further Local Centre / Community facilities includes: Up to 500m <sup>2</sup> Community Centre, Up to 450m <sup>2</sup> indoor sports provision Up to 200m <sup>2</sup> Police office, Up to 700m <sup>2</sup> Primary Health Care	
Hotel	Hotel – Up to 7,000m <sup>2</sup> (130 bed spaces)	
Nurseries	Up to 2,000m <sup>2</sup>	
Senior Living	Up to 6,500m <sup>2</sup> (75 units of Sheltered Accommodation have been assumed in the Assessment)	
School	3,750m <sup>2</sup>	
Energy Centre		

## 1.2 Background Planning and Transport Context

1.2.1 Technical assessment work was undertaken and submitted in September 2011 by Peter Brett Associates LLP to support the outline planning application including a Transport Assessment, a Travel Plan Statement and the transport chapter of the Environmental Statement.

1.2.2 North West Cambridge received a planning permission on 22 February 2013, subject to a number of conditions. The outline planning consent includes 13 planning conditions relating to access and movement, numbered 36 to 48. This report sets out the methodology and results of the assessment to allow the discharge of Condition 41, the requirement to provide further details the Local Centre car parking strategy.

1.2.3 Condition 41 of the Outline Permissions (11/1114/OUT and S/1886/11) states:

*Prior to, or concurrently with, the submission of the first reserved matters application for any development within the Residential and complementary mixed uses (as defined by drawing number NWC/OPA/PA/04A), a strategy for the provision of car parking within this area shall be submitted to and approved by the local planning authority. Subsequent reserved matters submissions shall then be submitted in line with the approved strategy.*

1.2.4 This condition is imposed to ensure there is an appropriate level of car parking for the amenities and services in the Local Centre comprehensively, but allow flexibility for individual plots.

1.2.5 The design of the Local Centre has developed since the planning permission and the Local Centre now contains the following land uses. Note that all figures below are GEA (unless stated otherwise), whereas the outline permission referenced GFA (defined through the S106 as GIA).

- Community Centre – 839m<sup>2</sup> [including shared plant];
- School – 3 form entry, approximately 80 staff members and 630 pupil;
- Nursery – 30 - 35 staff members and 100 children;
- Estate Management office – 980 m<sup>2</sup> (GFA);
- Police office – 266m<sup>2</sup>;
- NHS Facility – 10 consulting rooms, 24 staff members;
- Food store – 2,000m<sup>2</sup> net sales area; and
- Local Centre Retail – 1,054 m<sup>2</sup>

1.2.6 The individual requirements of each of these land-uses are presented in more detail in this report.

### 1.3 Summary of the Local Centre Car Parking Strategy

1.3.1 The University of Cambridge's proposed travel demand management strategy for North West Cambridge, summarised in Section 19.2 of the Transport Assessment, forms an essential part of the proposed mitigation strategy for the Development. As controlling the car parking provision is one way of delivering this, the standards identified within the AAP have been considered as an absolute maximum. It is intended that controlled parking, alongside promotion of other means of travel (including public transport priority and new bus routes, covered and convenient cycle parking, Car Club provision, and safe pedestrian and cycling routes), will assist in reducing the need for visitors to the Local Centre to rely on the private car as a means of travel.

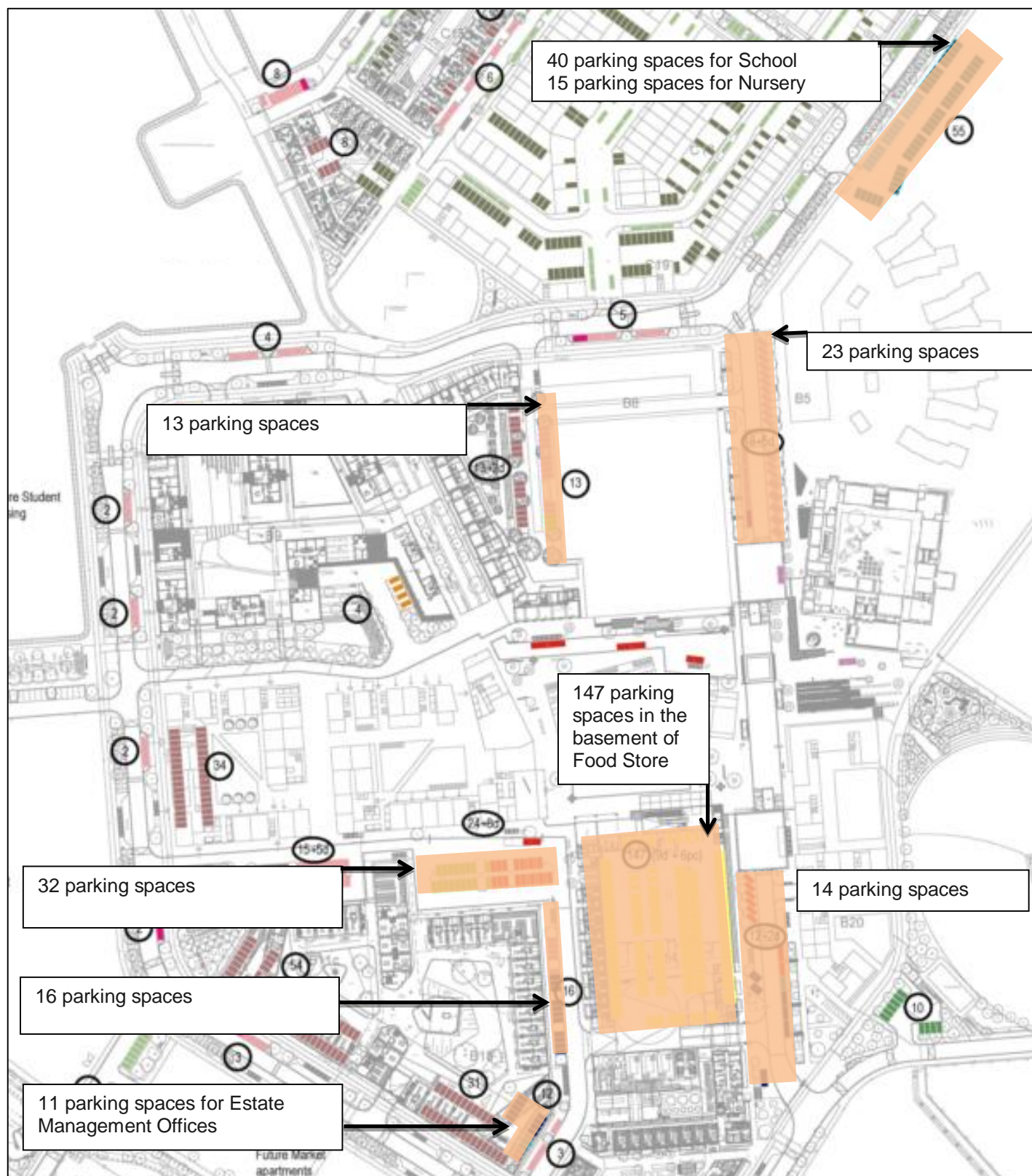


- 1.3.2 Whilst the University is supportive of this policy of controlling the car parking provision across the Development, these considerations must be balanced with commercial needs and the viability of the Local Centre. Therefore the levels of car parking provision set out in this strategy are considered necessary and appropriate to ensure the viability of the Local Centre, particularly as it is developed as part of a new and growing community.
- 1.3.3 When applying the North West Cambridge Development Area Action Plan (AAP) 2009 maxima car parking standards, as part of the Outline Planning Consent, the Local Centre land-use elements would require a total of 319 car parking spaces. Of this total, 16 car parking spaces would be required to be disabled car parking spaces. The maximum car parking standards are presented in the Appendix 1 of the AAP, and have been included in Appendix A of this report.
- 1.3.4 The proposed car parking strategy presented is generally based on matching the car parking with the scale of the individual land-uses. However potential interaction between these is also considered to reflect the location and proximity of each of these to other land-uses. A total of 311 vehicle parking spaces are identified for the Local Centre land-uses to be spread across various Local Centre locations.
- 1.3.5 The, salient features of the proposed Local Centre car parking strategy are summarised as follows:
- the employee / operational car parking is provided within off-street car parks;
  - all visitor spaces, disabled car parking spaces and dedicated Car Club car parking spaces are to be provided on-street as far as possible;
  - the on-street car parking (within the non-adopted road) would be predominantly public car parking Pay and Display (P&D) spaces. In the daytime these would be subject to a restriction of a maximum 2 hours from 0800 to 1800, during weekdays, and from 1000 until 1700 on weekend days. All P&D bays will have first 60 minutes free parking to facilitate pick-up/ drop-off and short trips to the Local Centre;
  - the on-street parking on adopted highways will be P&D and would be subject to a restriction of a maximum 2 hours from 0800 to 1800, during weekdays, and from 1000 until 1700 on weekend days, there will be no 'free of charge' parking period for parking spaces on adopted highway;
  - all visitors accessing the retail, Community Centre, NHS facility, Food Store, and Nursery land-uses would have access to the P&D car parking bays provided on-street;
  - all visitor car parking spaces serving retail, Community Centre, Food Store, or the NHS facility will be managed under the proposed Development on-street / basement P&D restrictions;
  - all public car parking is proposed to operate as "one-pool of parking" provision - including basement Food Store car parking, on-street public car parking and the off-street car parking proposed west of the Food Store. These spaces will have similar restrictions, with the exception of the Food Store, where car parking is proposed to be for 90 minutes only, without a charge and then subject to a fine;
  - it is proposed that all car parking within the curtilage of University ownership or on the streets will be managed by the University through its Estate Management Company, whilst all other car parking on privately occupied areas - such as within the Food Store car park - will be managed by the owner / operators;
  - the car parking strategy will work as part of the Travel Plan measures and implementation / monitoring strategy.

## 1.4 Review of Local Centre Provision

- 1.4.1 The car parking provision within the Local Centre is shown on Figure 1.1, and summarised below. Please note that all exact locations and numbers of spaces are indicative and will be confirmed through reserved matters applications:
- Bus Gate Street (north) – 23 on-street car parking spaces;
  - Bus Gate Street (south) – 14 on-street car parking spaces;
  - Food Store car park – 147 off-street car parking spaces within the basement underneath the Food Store;
  - On-street spaces on the mews adjacent to Lot 8, for Local Centre – 13 car parking spaces;
  - Off-street car parking lot west of Food Store in the residential squares between Lots 2 & 3– 32 car parking spaces;
  - On-street location to the west of the Food Store – 16 car parking spaces;
  - Basement of Lot 3, for Estate Management Offices– 11 car parking spaces; and
  - School car park - 55 off-street car parking spaces.
- 1.4.2 A total of 311 car parking spaces are provided for the Local Centre land-uses in the development. Of the total parking spaces:
- 66 car parking spaces are provided in on-street locations;
  - 245 car parking spaces are provided in off-street car parks and the Food Store basement car park.
- 1.4.3 The breakdown of these spaces is presented in more detail within Chapter 3 of this report.
- 1.4.4 Figure 1.1 presents the location of the car parking by land-use for the Local Centre.

Figure 1.1 Local Centre Car Parking



## 2 Proposed Methods of Control and Management

### 2.1 Introduction

- 2.1.1 To control car parking across the Local Centre, various methods of control and management are considered. Figure 2.1 presents the proposed indicative car parking management regime by locations for the Local Centre car parking.
- 2.1.2 All car parking spaces within the Local Centre will be either on private land, or subject to some form of control within public areas or carriageway. The on-street car parking on adoptable highway is proposed to be P&D and will be controlled and managed by the County Council.

### 2.2 Control

- 2.2.1 The control of car parking areas shown on Figure 2.1 will take the form of one of the following control mechanisms:
- i. car parking bays linked to specific occupiers to be subject to permits issued by the occupier in conjunction with the University, on a needs basis – such as to the police office and the NHS facility;
  - ii. on-street visitor car parking spaces adjacent to various occupiers, are free for the first 60 minutes and then to be subject to Pay and Display (P&D) control, up to a maximum stay of two hours;
  - iii. off-street visitor car parking spaces for the Food Store and the local retail, will be subject to some form of control, either barriers or through Automatic Number Plate Recognition (ANPR) and P&D controls, and will be for 90 minutes then subject to a fine;
  - iv. on-street stopping prohibition / restriction;
  - v. on-street parking spaces in adopted highway will be subject to P&D, with no 'free of charge' period.

## 2.3 Management

- 2.3.1 Within the North West Cambridge Development, the highway authority will adopt the more strategic routes – ie, the primary street links between Huntingdon Road and Madingley Road. All other roads will remain in the ownership of the University of Cambridge.
- 2.3.2 As such, to ensure a co-ordinated approach to management, the University proposes to manage the car parking on all carriageways and public areas throughout the Development, with the exception of the spaces on the adopted highway. This would be undertaken either by the Estate Management Company, or sub-contracted to a reputable, suitably qualified and registered car parking operator company. The Management Company will:
- i) issue permits for specific stated vehicles (such as the Car Club vehicles, disabled vehicle parking spaces);
  - ii) issue permits for employees to the Local Centre to an agreed protocol, based on need, and collect the annual charge;
  - iii) collect income from the P&D machines;
  - iv) police the car parking bays on a regular basis throughout the restricted hours;
  - v) issue enforcement notices and collect fines for transgression;
  - vi) arrange for immediate removal of the vehicles belonging to habitual offenders and those parked flagrantly ignoring the car parking restrictions;
  - vii) maintain car parking signage.
- 2.3.3 The private area occupiers with on-plot car parking will manage their own car parking areas to a protocol agreed with the University - such as within the Food Store's basement car park. This role could be delegated to the same car parking Management Company by agreement if preferred by the occupier.
- 2.3.4 The Estate Management Company will manage and monitor the on-street parking spaces on non-adopted roads which will provide free parking for the first 60 minutes, and P&D thereafter. This could be done in a combination or one of the following ways, which are already implemented in different areas around the County:
- P&D machines have options for whether the visitor wishes to park for one hour or more. No charge will be collected for the first hour and there will be a parking charge for time after the first hour. Parking wardens can then monitor the area and note the number plates and refer to time ticket was allocated;
  - CCTV cameras can capture the number plates of vehicles parked and parking wardens monitor the areas every one hour to check if appropriate P&D tickets are displayed if vehicle is parked for longer than one hour;
  - Pay by phone option, where if a visitor wishes to park longer than the first free hour, could do so by paying by phone;
  - Pneumatic loops in the sub-surface of vehicle parking bays which monitor whether a vehicle has been parked for more than one hour and parking wardens check for the appropriate ticket if parked for longer period. Further this method will require CCTV cameras at entrances to the parking squares or streets to monitor that a vehicle is not returning within one hour.

- Through P&D machines where inputting the first part of the number plate in the machine will ensure that a ticket is issued, with the following tariffs:
    - 0 to 60 minute – free
    - 60 – 90 minutes - £2 (indicative)
    - 90 – 120 minutes - £4 (indicative)
    - Or some form of incremental charge such as £0.50 every 15 minutes.
- 2.3.5 All parking is proposed to be restricted till 1800 every week day and 1700 on weekend days. After these hours of restrictions, these parking spaces could be used for visitors to the Local Centre and the Key Worker residential units for free. The timings of control will be displayed on the parking signage adjacent to each bank of parking bays.
- 2.3.6 The figure below presents an indicative parking sign:

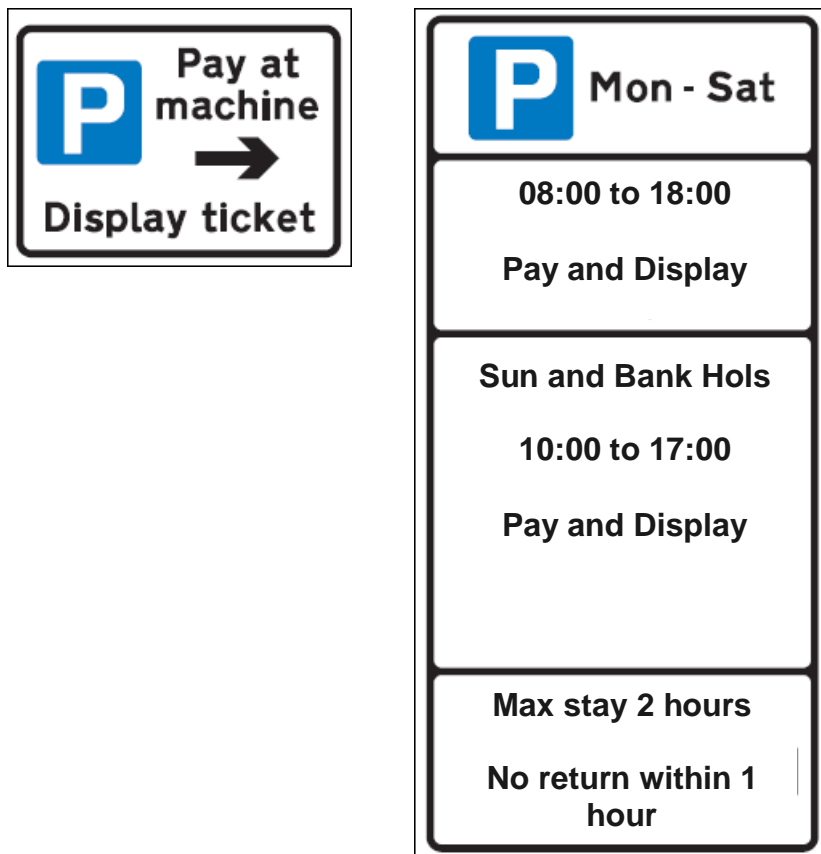
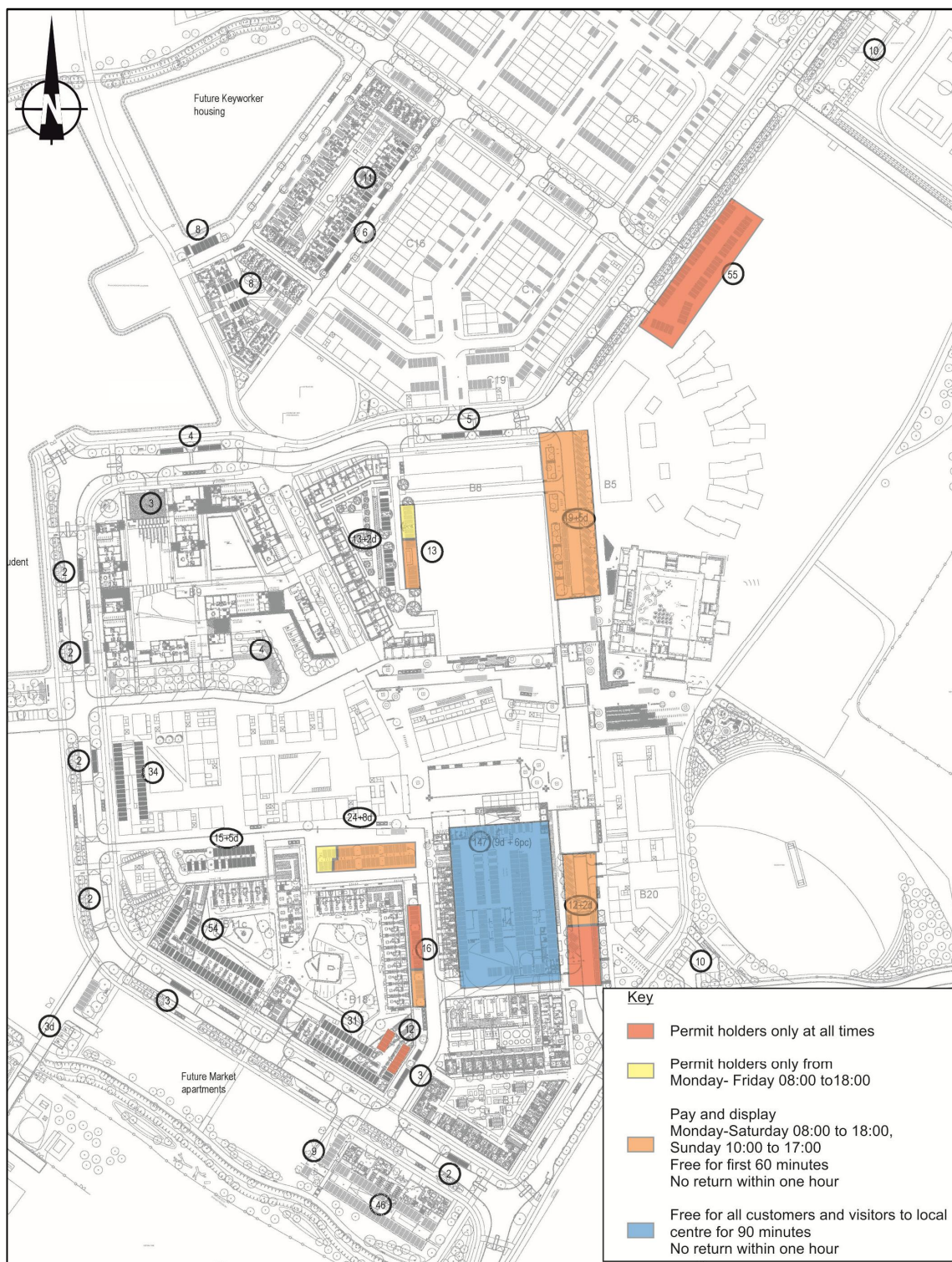




Figure 2.1 Proposed Management Regime



## 3 Local Centre Car Parking Provision

### 3.1 Introduction

- 3.1.1 This chapter presents the car parking provision by each of the land-uses, their location and proposed management strategy within the Local Centre.

### 3.2 Community Uses

- 3.2.1 Various Community Uses are proposed in the Local Centre, comprising a Community Centre (with a main hall capacity of 180 people), a Nursery with 35 staff members and a small-scale local Police Office. This would be provided across the Site within different buildings. Table 3.1 summarises the OPA car parking requirement (based on AAP-standard maxima) and the proposed car parking levels for these land-uses.

Table 3.1 Proposed Car Parking for Community Uses

Land-use (GFA)	Applying the AAP standards	Proposed car parking levels
Community Centre – 726m <sup>2</sup> (including hall with 180 seating capacity)	37 car parking spaces (including 2 disabled)	34 visitor spaces + 6 employee spaces
Nursery – 35 staff members and 100 pupil	23 car parking spaces (2 disabled spaces)	15 car parking spaces for staff members in the shared school car park
Police Office – 200m <sup>2</sup>	5	3 spaces for employees + 1 loading bay
Total	65	34 on-street spaces for visitors + 24 operational/ staff car parking spaces = 58 total spaces (including 5 disabled parking spaces)

- 3.2.2 Two loading bays each catering for two vehicles are proposed as shown on Figure 1.1: one is on Bus Gate Street; the other is at an off-street location adjacent to the Community Centre which will serve for the loading / unloading facility for events there. The operational / staff spaces for Community Centre are provided in the mews street to the west of Lot 8 and car park to the west of Food Store.
- 3.2.3 Car parking for the visitors to Community Centre activities is proposed as P&D at all times, after the first 60 minutes, from Monday to Saturday, with no return within one hour; to prevent worker and retail ingress.
- 3.2.4 All P&D parking will be free for the first 60 minutes to facilitate pick-up/ drop-off to Nursery and other Community Centre facilities.



- 3.2.5 It is assumed that with the nature of the Nursery and the Community Centre there would be some naturally occurring co-ordination of peak movements with the Nursery and the other Community Centre activities. The operating hours of a Nursery are typically until 18:00. Typically the events attracting large number of visitors to the Community Centre (such as a music recital) are held either on weekends or after 18:00 to ensure that people can attend after work – this is anticipated to be after the Nursery would be closed.
- 3.2.6 The operational car parking spaces have been provided in a combination of off street car parks. These spaces will be managed through permits issued to the owner / operator of the Community Centre. Separate on-street car parking is proposed for the visitors to the Community Centre which forms part of the overall visitor parking in the Local Centre. Although the number of spaces proposed within the Community Uses is lower than the total of the component parts calculated with respect to the AAP standards - 58 compared to 65 - it is considered that with appropriate management, enforcement and shared use of public parking spaces based on differing peak periods of activity, this lower provision is appropriate.
- 3.2.7 The three car parking spaces for police vehicles will be identified as 'Police Vehicles Only', and would be allocated for permit holders at all times. Two of these spaces are proposed in the on-street parking bays to the west of the Food Store, in response to the concerns raised by the LPA and the Police.
- 3.2.8 All spaces for Community Centre uses would be privately managed by the Estate Management Company.

### 3.3 Primary School

- 3.3.1 A 2.3 form entry primary school was included as part of the OPA. The school operator is not yet confirmed, but there is a possibility that the University will be selected by the Department for Education to take forward a 3 form entry University Training School. Table 3.2 summarises the OPA car parking requirement (based on AAP-standard maxima) and the proposed car parking levels for Primary School.

Table 3.2 Proposed Car Parking for Primary School

Land-use	Applying the AAP standards	Proposed car parking levels
Primary School – based on 80 staff and 630 students	53 spaces for staff	40 spaces for staff and pupil drop-off

- 3.3.2 The car parking allowance above relates to the larger, 3 Form Entry primary school. If the County Council proceeds with delivery of a 2.3 form entry school, parking requirements would be lower.
- 3.3.3 The vehicle parking for primary school is proposed to be for the exclusive use of the school, and managed by the school operator.
- 3.3.4 There is a potential for shared use of the Primary School car park for events at the Community Centre. This will be discussed with the School operator. It should be noted, however that the parking strategy doesn't rely on the potential shared use of School car park but it would provide be an added benefit for large events subject to discussions with the School operator.

### 3.4 National Health Scheme (NHS)

- 3.4.1 A NHS facility of 699 m<sup>2</sup> is proposed in the Local Centre, consisting of eight consulting rooms, with nine professional staff. Table 3.3 summarises the OPA car parking requirement (based on AAP-standard maxima) and the proposed car parking levels for NHS Facility.

Table 3.3 Proposed Car Parking for NHS Facility

Land-use	Applying the AAP standards	Proposed car parking levels
NHS Facility – comprising of 10 consulting rooms managed by 24 staff members	44 car parking spaces (including 2 disabled)	25 car parking spaces (Nine of these spaces are proposed for staff members in the on-street car parking spaces to the west of Food Store; three spaces for staff are proposed on Bus Gate Street in close proximity to the NHS; two disabled car parking spaces are proposed on Bus Gate Street; remaining visitor spaces are proposed in on-street spaces to the west of Food Store) + 1 loading bay for ambulance 12 spaces were agreed as part of S106 for the NHS Facility.

- 3.4.2 The nine vehicle parking spaces for the consultants at the NHS Facility are proposed to be permit holder-only bays in the on-street location west of the Food Store. The street level access is also in close proximity to the proposed NHS. There are further three spaces on Bus Gate Street for staff with kit and equipment. The parking for NHS has been designed such that NHS staff members who are expected to carry kit could use spaces proposed on Bus Gate Street, whilst others can use the on-street car park west of Food Store. Two disabled car parking spaces on Bus Gate Street are proposed to be managed through P&D or visitor permit holder to the NHS Facility only. The parking spaces for NHS visitors are proposed to be part of the overall visitor parking for the Local Centre.
- 3.4.3 Within the brief, the NHS is also seeking a dedicated ambulance parking bay which is proposed as a loading bay dedicated for the NHS on Bus Gate Street south.
- 3.4.4 The NHS staff car parking spaces would remain dedicated for the NHS staff members with a 24 hour permit holder-only restriction.
- 3.4.5 All on-street visitor parking spaces will be managed by the Estate Management Company.

### 3.5 Estate Management Office

- 3.5.1 Estate Management offices of approximately 980 m<sup>2</sup> are proposed as part of the Local Centre. Table 3.4 summarises the OPA car parking requirement (based on AAP-standard maxima) and the proposed car parking levels for the Estate Management Offices.

Table 3.4 Proposed Car Parking for Estate Management Offices

Land-use (GFA)	Applying the AAP standards	Proposed car parking levels
Estate Management Offices – 980m <sup>2</sup>	25 car parking spaces	20 car parking spaces

- 3.5.2 The exact nature and function of the Estate Management office is in development. The standards applied above relate to office standards, though it is possible that the functionality of the office will change in relation to alternative services/estate management support. Therefore at this stage the office standard is considered appropriate though the standard can be reviewed at reserved matters stage. The car parking for the Estate Management Offices is proposed to be for employees only and will be restricted as permit holders' only spaces.
- 3.5.3 The proposed parking provision for Estate Management offices is 20% lower than the AAP provision. Additionally as the exact nature of the Estate Management offices is under consideration, it is likely that some of these spaces will be for operational use. These parking spaces will be monitored by the Estate Management Company for their use and if found surplus, could be added to the pool of Local Centre parking. Of the total 20 parking spaces proposed for Estate Management offices, 11 are proposed in basement of Lot 3, three are proposed in the mews street and six are proposed in the residential squares. The surface level parking spaces could be reallocated if the demand through reserved matters applications enables further reduction in numbers.

### 3.6 Local Centre Retail

- 3.6.1 Local Centre Retail is proposed within the Phase 1 providing a total area of approximately 1,022 m<sup>2</sup> which also includes approximately 220 m<sup>2</sup> of public house GFA. These retail land-uses would typically attract short duration trips. Table 3.5 summarises the OPA car parking requirement (based on AAP-standard maxima) and the proposed car parking levels for Local Centre Retail.

Table 3.5 Proposed Car Parking for the Local Centre

Land-use (GFA)	Applying the AAP standards	Proposed car parking levels
Local Retail – 1,022 m <sup>2</sup>	21 car parking spaces (including disabled)	21 car parking spaces

- 3.6.2 All P&D parking will be free for the first 60 minutes to facilitate short trips to the Local Centre retail.
- 3.6.3 Characteristically, the public house in this location would provide an attraction and will become the social hub for neighbouring residents and local shoppers. Its location will encourage linked trips from the surrounding land-uses such as the Community Centre; hence it is unlikely that many vehicle trips will be generated exclusively to the public house. As the operational hours of the car parking for the public house would be complementary to that for the Local Centre, it is proposed that these car parking spaces be shared.
- 3.6.4 The 21 car parking spaces for Local Centre Retail are proposed in on-street public car parking areas and will be part of the overall public car parking spaces and will be shared with other uses such as the Food Store and Community Centre.

### 3.7 Food Store

- 3.7.1 A Food Store of 2,000m<sup>2</sup> net, 2,900m<sup>2</sup> gross floor area and 111 vehicle parking spaces were consented as part of the Outline Planning Application. As per the current proposals, a total of 147 vehicle parking spaces are proposed within the Food Store basement, all of these spaces are proposed for the Food Store customers and for general use by the visitors to the Local Centre. Table 3.6 presents the parking proposed according to the OPA and the proposed parking provision for the Food Store.

Table 3.6 Proposed Car Parking for Food Store

Land-use	Applying the OPA standards	Proposed car parking levels
Food Store	111 car parking spaces	111 car parking spaces (the 147 car parking spaces (including 9 disabled spaces and 6 parent/ child spaces) to be used by customers of the Food Store and visitors to the Local Centre)

- 3.7.2 To avoid the Food Store car parking spaces being misused, ANPR controls are proposed on the car park and for it to operate as a P&D car park. The car parking is proposed to be restricted with 90 minutes free and no return within one hour. Any car parking in excess of this time limit would be subjected to a fine. All terms of operation of the basement car park remain subject to discussion with the Food Store operator.
- 3.7.3 To avoid unauthorised overnight car parking, the basement car park will be closed – typically one hour after the Food Store closing hours, subject to agreement with the operator.
- 3.7.4 Whilst for the size of this Food Store a typical maximum stay within the store would be 1 hour, the adjacent Local Centre Retail would attract other trips with equally short turnaround. The basement car parking could therefore be combined with the local shopping centre car parking.
- 3.7.5 The basement car parking will be managed privately by the Food Store operator.
- 3.7.6 The exact nature of parking awareness/messaging is in development, though the overall approach to signage will ensure that vehicle drivers are aware, well in advance of the entrance to the Local Centre parking areas, of the parking availability and locations. These along with the directional signage will minimise the number of drivers turning up intending to park and having to reverse back due to lack of available parking space. The approach to parking signage will be linked into overall way-finding and public realm signage.
- 3.7.7 The signage at the approach and at the entrance of the Food Store parking will clearly present the time periods of parking operation. The visitors will be made aware of the closing time of the basement parking. Visitors with any vehicles left in the basement beyond the opening hours of basement parking will be required to contact the Food Store car parking management and the vehicle would be released subject to payment of a fine. Similar restrictions will apply on Sundays when the Food Store is expected to close earlier than a week day. The information about hours of operation for week days and weekend days and restrictions will be presented within the car park adjacent to the parking bays at regular intervals.

### 3.8 Comparison of AAP maxima against proposed car parking provision

3.8.1 The proposed Local Centre car parking provision, detailed earlier in this Section, is compared against the AAP maxima in Table 3.7:

Table 3.7 Summary of the AAP maxima against the Proposed car parking provision

Land-use	Applying the AAP maxima	Proposed car parking levels
Community Centre	37	40
Nursery	23	15
Police Office	5	3
Primary School	53	40
NHS Facility	44	25
Estate Management Offices	25	20
Local Retail	21	21
Food Store	111	147 (provided in the Food Store Basement and shared with other local centre uses)
Total	319	311

3.8.2 As can be seen in Tables 3.7, there is an overall under-provision of more than 40 vehicle parking spaces for the following land uses:

- i) Nursery (an under-provision of 8 spaces);
- ii) Police Offices (2 spaces);
- iii) Primary School (13 spaces);
- iv) NHS Facility (19 spaces); and
- v) Estate Management Offices (5 spaces).

- 3.8.3 The 147 car parking spaces within the basement of the Food Store would be an over-provision purely based on the Food Store use. All of these car parking spaces are therefore proposed to be used as a common parking pool for all the Local Centre land uses, and will be able to offset the shortfall experienced in other parts of the Local Centre.
- 3.8.4 This proposed car parking total, of 311 spaces, is lower than the AAP maxima stated within the North West Cambridge Development Area Action Plan, of 319 car parking spaces. As such, the proposed car parking provision for the Local Centre is in accordance with policy.

## 4 Summary of Car Parking for Operational Use and Visitors

- 4.1.1 As described in the summary of the car parking strategy in Section 1.3, the on-street spaces are proposed to be designated as visitor P&D spaces and the off-street spaces are for operational use by employees and permanent members of staff.
- 4.1.2 Table 4.1 presents a summary of land-uses and the visitor and operational use car parking presently provided for Local Centre.

Table 4.1 Total Visitor and Operational Car parking by Land-use - Local Centre Uses

Land-use	Visitor Car Parking (part of the overall pool of Local Centre parking)	Proposed Restrictions	Employee/ Operational Car parking	Proposed Restrictions	Total
Community Use	34	P&D during 08:00 to 18:00 (Mon-Sat) and 10:00 to 17:00 on Sun; Free for the first 60 minutes	6	Permit Holders only 08:00 to 18:00 (Mon-Fri)	40
Nursery	0	-	15	Permit Holders only at all times	15
Police Office	0	-	3		3
NHS	13	P&D during 08:00 to 18:00 (Mon-Sat) and 10:00 to 17:00 on Sun; Free for the first 60 minutes	12		25
Estate Management Office	0		9 surface level parking spaces	Permit Holders only 08:00 to 18:00 (Mon-Fri), depending on use hours may need to be restricted for longer hours for some spaces	9
			11 parking spaces in basement of Lot 3	Permit holders only at all times.	11

Land-use	Visitor Car Parking (part of the overall pool of Local Centre parking)	Proposed Restrictions	Employee/ Operational Car parking	Proposed Restrictions	Total
Food Store	147	P&D during Food Store opening times; Free for the first 90 minutes	0	-	147
Local Shops	21	P&D during 08:00 to 18:00 (Mon-Sat) and 10:00 to 17:00 on Sun; Free for the first 60 minutes	0	-	21
Primary School	0		40	Permit Holders only at all times	40
Total	215		96		311

- 4.1.3 As shown on Table 4.1, a total of 215 vehicle parking spaces are provided for visitors to the Local Centre. In addition, there is to be a provision of 96 vehicle parking spaces for the employees. All spaces which are proposed to be P&D or permit holders only from Monday to Saturday, from 08:00 to 18:00 and Sunday, from 10:00 to 17:00 will be available as parking for the Local Centre general pool for visitor spaces, during out of the restriction hours.
- 4.1.4 This proposed level of car parking is lower than the AAP maxima, and will therefore need to be controlled and policed through the car parking control and management reported in Section 2.



## 5 Conclusions

- 5.1 This report has been produced by Peter Brett Associates to respond specifically to Condition 41 of the outline planning permissions 11/1114 and S/1886/11 for the development relating to land between Huntingdon Road, Madingley Road and M11, Cambridgeshire.
- 5.2 This report contains further details relating to the car parking strategy within the Local Centre of the North West Cambridge Development in accordance with the requirements of Condition 41.
- 5.3 As shown on Table 3.7, a total of 311 vehicle parking spaces are provided for the Local Centre. This is lower than the AAP maxima stated within the North West Cambridge Development Area Action Plan, of 319 car parking spaces. As such, the proposed car parking provision for the Local Centre is in accordance with policy.
- 5.5 This report therefore provides all necessary details to allow Condition 41 of the outline planning permissions to be discharged.

## Appendix A AAP Car parking Standards

### Area Action Plan Car Parking Provision

(Reproduced from September 2011 Transport Assessment Table 9.1 – North West Cambridge Area Action Plan maximum car parking standards)

Land-use type		Car parking provision
Residential	1 to 2 bedrooms:	1 space
	3 or more bedrooms:	2 spaces
	In addition, visitor parking should be provided at a rate of 1 space per 4 units, provided that off-street car parking would not be above 1.5 spaces per dwelling	
Academic and Research	B1 Offices, General Industry	1 space per 40m <sup>2</sup> GFA
	Non-residential higher education	2 spaces for every 3 staff
Residential Collegiate	Student residential accommodation subject to proctorial control	1 space every 10 beds + 1 space for every resident warden (For the purposes of this assessment, the number of wardens is assumed to be 1 per 40 students)
Retail	Food store	1 space per 50m <sup>2</sup> up to 1,400m <sup>2</sup> GFA + 1 per additional space per 18m <sup>2</sup>
	Local Centre Store	1 space per 50m <sup>2</sup>
PCT	Clinics and Surgeries	1 space per professional member of staff, + two spaces per consulting room
Local Centre	Public hall / community centres	1 space per 20m <sup>2</sup>
University café and public house	Food and Drink Takeaways	1 space per 20m <sup>2</sup> drinking / dining area
Hotel	Guest houses and hotels	2 space per 3 bedrooms, and 1 space per resident staff
Nursery	Crèche	2 spaces per 3 staff
Senior Care	Retirement home	1 space per 4 units 1 space per 2 staff
School	Non-residential schools	2 spaces per 3 staff

## Appendix B TA Car parking Assumptions

(Reproduced from September 2011 Transport Assessment Table 19.1 – Proposed car parking provision for the Development)

Residential Spaces				
	2, 3, 4 and 5 bed Semi- and Detached Houses	1, 2, 3,4 bed flats and apartments	2, 3 and 4 bed Terrace	Total
Unit numbers (approximate)	249	1,812	941	3,002
Residents' car parking	484	1,257	1,114	2,855
Additional visitor car parking	3	293 (including 17 No. Car Club spaces)	192	488
<b>Total Residents Car parking</b>	<b>487</b>	<b>1,550</b>	<b>1,306</b>	<b>3,343</b>
Non-Residential Uses				
Land-use		Size (m <sup>2</sup> )		Spaces
Academic Research		60,000m <sup>2</sup>		1,000
Commercial Research		40,000m <sup>2</sup>		1,000
Collegiate		2,000 units		250
PCT		700m <sup>2</sup> (assumed to be 9 professionals, 8 rooms)		25
Local Centre Community Hall		500m <sup>2</sup>		26
Local centre store		1,100m <sup>2</sup> GFA		22
Food Store – GFA		2,900m <sup>2</sup> GFA		147
University Mensa		800m <sup>2</sup> GFA (assumed to be 500m <sup>2</sup> drinking / dining area)		25
Police Office		200m <sup>2</sup>		5
Hotel		130 bed spaces (assuming 25 resident staff)		111
Nursery		Assuming 62 staff		41
Senior Care		75 units (assuming 1 member of staff)		20
School		60 staff		40
<b>Total Non-Residential</b>				<b>2,712</b>
<b>Total across the Development</b>				<b>6,055</b>