



## National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Martin Fellows (Regional Director)  
Operations Directorate  
East Region  
National Highways  
[PlanningEE@nationalhighways.co.uk](mailto:PlanningEE@nationalhighways.co.uk)

To: South Cambridgeshire District Council

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**Council's Reference:** 22/02771/OUT

**Location:** Land North Of Cambridge North Station Milton Avenue Cambridge  
Cambridgeshire

**Proposal:** A hybrid planning application for: a) An outline application (all matters reserved apart from access and landscaping) for the construction of: three new residential blocks providing for up to 425 residential units and providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)); and two commercial buildings for Use Classes E(g) i(offices), ii (research and development) providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), together with the construction of basements for parking and building services, car and cycle parking and infrastructure works. b) A full application for the construction of three commercial buildings for Use Classes E(g) i (offices) ii (research and development), providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)) with associated car and cycle parking, the construction of a multi storey car and cycle park building, together with the construction of basements for parking and building services, car and cycle parking and associated landscaping, infrastructure works and demolition of existing structures.

Referring to the consultation on a planning application dated 24 June 2022 referenced above, in the vicinity of the A14 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.<sup>1</sup>

This represents National Highways’ formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

|  |                                  |
|--|----------------------------------|
| <b>Signature: A.Lawman</b>   | <b>Date: 06/01/2023</b>          |
| <b>Name:</b> Alice Lawman  | <b>Position:</b> Spatial Planner |
| <b>National Highways</b><br>National Highways   Woodlands   Manton Lane   Bedford   MK41 7LW |                                  |

**Annex A National Highway’s assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

---

<sup>1</sup> Where relevant, further information will be provided within Annex A.

The site lies within the North East Cambridge Area Action Plan (NEC AAP) area which is a proposed spatial framework that is at submission version. The proposed submission version is effectively a final draft which Cambridge City Council and South Cambridgeshire District Council propose to adopt. The AAP process is dependent on a separate Development Consent Order process for the relocation of the Cambridge Waste Water Treatment Plant. The Transport Evidence Base that forms part of the document library for the proposed framework formulates a trip budget for the developments within the NEC AAP. The developers have been in regular discussions with the local highway's authorities and National Highways, as the NEC sites move forward.

Our concern in relation to this application is the Milton Interchange and the effect on the A14. The network in this vicinity of the NEC AAP area is extremely saturated, on both the local highway network and the SRN.

A Technical Note produced by PJA (dated 12<sup>th</sup> December 2022) sets out the 'Principles of a Monitor and Manage Approach to be Applied to Development at Cambridge North'. The general principle outlined is considered acceptable.

National Highways are supportive of the proposal of a Steering Group to allow for ongoing monitoring of trip generation in the event of exceedance of the trip budget to provide a forum to agree appropriate measures to remedy the breach.

It should be noted that the list of potential mitigation measures within the Technical Note is not exhausted. Whilst it is recognised some of the proposed mitigation measures could reduce the vehicle trips to the application site. It should be noted, if there are persistent breaches, National Highways' may require the submission of a mitigation plan outlining improvements to Junction 33 of the A14 (Milton Interchange) to accommodate additional capacity related to the development and a contribution via S106 agreement for improvements to Junction 33 of the A14 Milton Interchange should be triggered. This contribution is offered to ensure that the risk of queuing back down the slips to the mainline is mitigated, as queuing on the mainline creates a safety issue. This may require additional monitoring of the impact on the SRN such as by installing Automatic Number Plate Recognition (ANPR) system and queue length detection.

In summary, National Highways are now in a position to lift the holding objection and request that the following planning conditions form part of any grant of planning permission in relation to this planning application.

## **Recommended Conditions**

### **Condition 1:**

#### **Either -**

Prior to the commencement, a scheme to ensure the method for the 'Manage and Monitor' approach shall have been submitted and approved in writing by the local planning authority in consultation with the highway's authorities.

#### **Or –**

The development hereby permitted shall not be carried out except in accordance with the details outlined in 'Principles of a Monitor and Manage Approach to be Applied to Development at Cambridge North' (dated 12<sup>th</sup> December 2022).

#### **Reason:**

*To secure the 'Monitor and Manage' approach to ensure no detrimental operation of the SRN.*

### **Condition 2:**

A Transport Steering Group (TSG) will be set up within one month of 75% occupation of the development to include a forum for co-operative joint working. The TSG will be responsible for agreeing final detailed methodology for annual monitoring, reviewing progress against the Travel Plan and trip budget targets, and developing future transport strategies. The TSG will comprise the Owner, Management Company, the Council and National Highways.

#### **Reason:**

*To ensure the A14 will continue to fulfil its purpose as part of the Strategic Road Network in accordance with the Highways Act 1980, Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development' the National Planning Policy Framework and Planning Practice Guidance.*

### **Condition 3:**

The development proposed at reserved matters stage shall not result in an overall trip generation for the site which exceeds the following levels:

- AM peak in 214 vehicle movements
- AM peak out 142 vehicle movements
- PM peak in 92 vehicle movements
- PM peak out 182 vehicle movements

#### **Reason:**

*In order to ensure that traffic generation from the development remains within levels that have been assessed and found to be acceptable and to ensure that the free flow of the A14 Trunk Road is maintained in accordance with Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development.*

### **Standing advice to the local planning authority**

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.