



Brookgate Land Limited
Land North of Cambridge North Station, Cambridge

Appellant
Summary Proof Evidence of Mark Nettleton
BEng (Hons) MCIHT - Transport

APPEAL REF: APP/W0530/W/23/3315611

May 2023

PJA Project Code: 05425

PJA
Nine Hills Road
Cambridge
CB2 1GE
UK
pja.co.uk

Contents

Section	Page
I Summary of Proof	3
1.2 About Mark Nettleton	3
1.3 Background	3
1.4 Attributes of the Site for Active Travel	3
1.5 Attributes of the Site for Public Transport Connectivity	4
1.6 Car Parking Provision	4
1.7 Trip Generation and Development Impact	4
1.8 Draft S106 Obligations	5
1.9 Conclusion	5



I Summary of Proof

1.1.1 The following is a summary of the Proof of Evidence of Mark Nettleton with regard to highways and transportation matters.

I.2 About Mark Nettleton

1.2.1 I am the Joint Managing Director of PJA, a consultancy specialising in the provision of transport planning, engineering and placemaking advice. I hold an Honours Degree in Civil Engineering and I am a Member of the Chartered Institution of Highways and Transportation. I have 24 years' experience in the field of transport planning.

I.3 Background

1.3.1 PJA has worked closely with Cambridgeshire County Council (CCC) and National Highways (NH) throughout the planning process. All outstanding transport matters have been resolved, subject to a Town and Country Planning Act (1990) S106 Agreement. NH has offered no objection to the planning application subject to conditions, and a highways and transport Statement of Common Ground is being agreed with CCC officers. There are no reasons for refusal that specifically relate to highways or transport.

I.4 Attributes of the Site for Active Travel

1.4.1 The development is at the centre of a good pedestrian network, and a range of amenities are available nearby. Improvements will be made to make the Site permeable; to improve the sense of place and personal safety of people; to provide new road crossings on Milton Avenue; and to improve pedestrian and cycle routes along Cowley Road.

1.4.2 The development is at the centre of a good network of cycle routes and all of Cambridge is within cycling distance of the site. Improvements will be made to routes along Chesterton Way and Milton



Avenue alongside proposed cycle connections on Station Row and Milton Walk, which, in accordance with LTN 1/20, will increase the number of people that choose to travel by bike. Sufficient cycle parking will be provided.

1.5 Attributes of the Site for Public Transport Connectivity

1.5.1 The development represents a good example of Transit Oriented Development, with strong rail and bus connections. Improvements will include the provision of a Mobility Hub, which will offer car clubs, bike and e-scooter hire and real time information displays. Existing bus stops at Cambridge North station will also be extended, enhancing the conditions for onward travel.

1.6 Car Parking Provision

1.6.1 Car parking provision is in line with the parking budget set out within the Transport Evidence Base for the emerging NECAAP. Existing car parking for the railway station will be re-provided in a new Mobility Hub, which will have space to accommodate current and future rail demand. Parking for the development will largely be provided in basements, but overall will be less than the local standards, and the residential element will be almost car free.

1.7 Trip Generation and Development Impact

1.7.1 The development has a trip generation that is less than the budget allocated in the NECAAP evidence base, nevertheless the highway network has been tested using a traffic model. The results of the model show that the cumulative residual impacts of the development is not severe and that any increase in queues are moderate. It is agreed with CCC that any residual impacts can be mitigated through the mitigation package proposed.



I.8 Draft S106 Obligations

1.8.1 Through a series of discussions with officers at CCC, a package of S106 obligations have been agreed to ensure that the site is accessible by sustainable transport modes, and that the residual impact of the development can be appropriately mitigated. The transport measures comprise a package to the value of £4.5m which would be split between measures delivered by the developer (£2,645,000), measures delivered by CCC (£235,000) and a financial contribution of up to £1.62m that would be subject to a monitor and manage condition.

I.9 Conclusion

1.9.1 Given the significance of the location of this development with respect to the walking, cycling and public transport opportunities offered with it, the travel choices available to people are wide and comprehensive. The development has maximised the opportunity to ensure that it can be a sustainable development.

1.9.2 I therefore conclude that the proposed development should not be prevented or refused on highways grounds, because there would not be an unacceptable impact on highway safety or capacity and the residual cumulative impacts on the road network would not be severe. Further there is an agreement that any residual impacts can be mitigated with a contribution to strategic transport measures.