



Brookgate Land Limited

Cambridge North

Transport and Highways Statement of Common Ground
Appeal Reference: APP/W0530/W/23/3315611

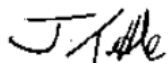
May 2023

Project Code: 05425

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Authorised Signatures to Agree the Statement of Common Ground

Signed on behalf of Cambridgeshire County Council



Cambridgeshire County Council

Date: 23rd May 2023

Signed on behalf of the Appellant



Mark Nettleton

Joint Managing Director, PJA, Park Point, High Street, Longbridge, Birmingham, B31 2UQ

Date: 23/05/2023



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I Introduction

- 1.1.1 This is the Statement of Common Ground agreed between Brookgate Land Limited on behalf of The Chesterton Partnership ["the Appellant"] and Cambridgeshire County Council ["the LHA"].
- 1.1.2 It refers to an appeal lodged in respect of the failure of South Cambridgeshire District Council to determine a hybrid planning application reference 22/02771/OUT at Land to the north of Cambridge North Station ["the Site"].
- 1.1.3 The description of development is;
- "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"*
- 1.1.4 This Statement of Common Ground sets out all matters of agreement between the Appellant and the LHA.



2 Matters in Agreement

Planning Application Documents

- 2.1.1 The methodology and extent of surveys to assess the development impact by way of Transport Assessment (TA) is agreed as a basis to understand and assess the proposals.
- 2.1.2 A Framework Travel Plan (TP) has been prepared alongside the Transport Assessment. This is agreed and the requirement for Full Travel Plans to be prepared and implemented will be secured through the Section 106 Agreement.

Principle of Development

- 2.1.3 It is generally agreed that this development is focused on a location which is highly sustainable and accessible, and that it offers a genuine choice of transport modes.
- 2.1.4 It is also agreed that in accordance with the Framework due consideration has been given to:
- pedestrian and cycle movements, both within the scheme and in neighbouring areas;
 - access to high quality public transport, maximising the catchment area for bus and other public transport services, and the provision of additional facilities to encourage public transport use;
 - the needs of people with disabilities and reduced mobility in relation to all modes of transport in the design of the street and location of car parking;
 - placemaking that is safe, secure and attractive and minimises the scope for conflicts between pedestrians, cyclists and vehicles, by avoiding unnecessary street clutter, and by responding to local character and design standards;
 - the efficient delivery of goods, and access by service and emergency vehicles; and,
 - enabling charging of plug-in and other ultra-low emission vehicles in a safe, accessible and convenient manner.

Assessments

- 2.1.5 The vehicular trip generation forecast methodology; the daily profile of trips; the car parking occupancy; and, the trip generating land uses included and excluded from the assessment have been agreed.
- 2.1.6 The conclusion that the trip generation of the development is within the vehicle trip budget assigned to Chesterton Sidings in the emerging NECAAP is agreed.
- 2.1.7 The distribution of development trips across the network has been agreed, as well as the forecast modal split.



2.1.8 The impact of the development on the A14 has been agreed to be acceptable by National Highways, subject to a monitoring regime which will be secured in a Section 106 Agreement.

2.1.9 Agreed baseline traffic data and traffic flow forecasts have been used with a traffic model to assess the impact of the development. The model has identified where the impact of the development will be experienced on the highway network. It is therefore agreed that the development is not anticipated to result in an unacceptable impact on road safety, and that the residual cumulative impacts of the development on the road network are not anticipated to be severe. It is agreed that any residual impacts that have been identified in the assessment can be adequately mitigated through the contribution to strategic off site transport infrastructure and the suite of measures proposed.

S106 Agreement

2.1.10 The resulting transport strategies and mitigation measures have been specified and secured by way of planning conditions and a Section 106 Agreement. A sum of up to £4.5m has been agreed as an appropriate contribution. This sum comprises a financial contribution of up to £1.62m towards strategic transport measures, subject to a monitor and manage condition, £200,000 delivered as a financial contribution from the development, and measures amounting to £2,680,000 to be delivered by the developer. The split of the contribution is agreed.

Car Parking

2.1.11 The level of car parking proposed is agreed for the development and the Railway Station and is within the car parking budget assigned to Cambridge North in the emerging NECAAP.

2.1.12 The limited level of car parking provision for the residential development for disabled users is agreed, as is the largely car free nature of the residential use.

Cycle Parking and Access

2.1.13 The level of cycle parking proposed is in accordance with the requirements of SCLP Policies TI/2 and TI/3 and is better than the level of provision suggested by the standards within LTN 1/20 for visitor provision. This is agreed and this can be secured by way of planning condition.

2.1.14 The mix of Sheffield stands, double stacked spaces, parking for non-standard cycles and parking at street level for the commercial uses; and, the principles of the cycle parking provision for the residential use are agreed.

2.1.15 The relationship of visitor cycle parking within the public realm to the proposed building entrances is agreed as being appropriate.



- 2.1.16 It is agreed that the low-speed street design of the proposed masterplan would be suitable to encourage walking and cycling throughout the development, and that, in such environments, cyclists using the carriageway is appropriate.
- 2.1.17 Overall, it is agreed that the proposed cycle parking provision, and network of routes within the proposed development masterplan would encourage trips by active modes by future residents, employees and visitors to the proposed development.

Trip Monitoring

- 2.1.18 Agreement has been reached on the principles of the monitoring of vehicular trips from the development to be measured against the peak hour vehicle trip budget. Additionally, the principles of a monitoring schedule have been agreed for Milton Interchange, the methodology of which will be subject to later agreement.



3 Matters in Dispute

3.1.1 There are no matters in dispute.