



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
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To: South Cambridgeshire District Council

CC: transportplanning@dft.gov.uk
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Council's Reference: S/3440/18/OL

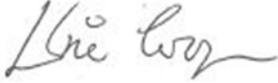
Referring to the planning application referenced above, dated 28 September 2018, application for for a new mixed use village comprising residential development of approximately 3,500 dwellings; mixed uses comprising employment, retail, hotel, leisure, residential institutions; education, community facilities, open space including parks, ecological areas and woodlands, landscaping; engineering for foul and sustainable urban drainage systems, Bourn Airfield, St Neots Road, Bourn, Cambridge, notice is hereby given that Highways England's formal recommendation is that we:

- a) ~~offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);
- c) ~~recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- d) ~~recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B ~~is~~ is not relevant to this application.¹

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

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk.

Signature: 	Date: 02 July 2020
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Annex A Highways England Recommended Planning Conditions

HIGHWAYS ENGLAND has been appointed by the Secretary of State for Transport as 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.

This response represents our formal recommendations with regards to S/3440/18/OL and has been prepared by Eric Cooper.

The proposed development, a new mixed-use village comprising residential development of approximately 3,500 dwellings; mixed uses comprising employment, retail, hotel, leisure, residential institutions; education, community facilities, open space including parks, ecological areas and woodlands, landscaping

Since the application was submitted we have engaged with the applicant's consultants on the transport impacts of the development on the operation of the Strategic Road Network. We have now reached a satisfactory conclusion as to the appropriate means

¹ Where relevant, further information will be provided within Annex A.

of mitigating the potentially severe impacts on the Strategic Road Network that may otherwise have resulted from the proposed development.

Highways England's concerns relate to the roundabout junction of the A428 with the A1198 just west of the application site (known locally as the Caxton Gibbet roundabout), the grade-separated A428 Cambourne' junction east of the site and the A1303/M11 Junction 13.

A428 Cambourne junction

The transport assessment indicates that the junction is predicted to operate within capacity with the build out of the Bourn Airfield development, with limited queuing expected on the A428 off slips. This assessment assumes that the proposed mitigation measures to the A428 Cambourne Southern Dumbbell are delivered as part of the consented Cambourne West (S/2903/14). **In the event that the proposed scheme is not delivered as anticipated, then it should be provided as mitigation for development proposal.**

A428 Caxton Gibbet roundabout

The transport assessment which supports this application predicts that the Bourn Airfield development will add significant trips to the Strategic Road Network and the A428 Caxton Gibbet roundabout will be over capacity in the 2031 assessment year. This is the case even with mitigations measures implemented to support the consented West of Cambourne development (application number S/2903/14).

In respect to the consented Cambourne West development, it was accepted that the mitigation scheme was unlikely to fully mitigate the impacts of the development, but was probably the maximum that could be achieved within the existing highway boundary. Given the current Road Investment Strategy proposals to upgrade the A428 corridor which includes the A428 Caxton Gibbet roundabout, the costs of this scheme formed a contribution to the major scheme.

On a similar basis, a contribution to the major scheme will be required to mitigate this development. **Agreement has been reached on an appropriate contribution and it is set out in the Highways England letter of 2 July 2020 December 2016 to Ian Mitchell of Mayer Brown Ltd, (reference L337590).**

M11 J13

Highways England's interest is to ensure that trips from the Bourn Airfield development do not result in a severe impact at M11 Junction 13 and that queuing does not stretch back onto the mainline carriageway as a result of additional development trips

The M11 junction 13 connects to the A1303 Madingly Road/Corridor, a route managed by Cambridge County Council. Measures have been proposed by the applicant to alter the eastbound bus lane which will enable two eastbound lanes on the slip road and is claimed will result in a reduction in delays to all movements, including buses. From the results provided it appears that the queuing on the M1 northbound off slip following development in the PM peak could increase as a result of the development even after the highway mitigation proposed is implemented. However, given the likelihood that delivery of the Greater Cambridge Partnership's Cambourne to Cambridge Better Public Transport Project, which is expected to be delivered within

the Local Plan period will provide significant relief to the A1303 corridor, I am content to leave discussions on the impact of this development on the A1303 corridor and its junction with the M11 to the Council to conclude. In line with this, **I would request that robust travel planning measures are conditioned as part of any consent.**