

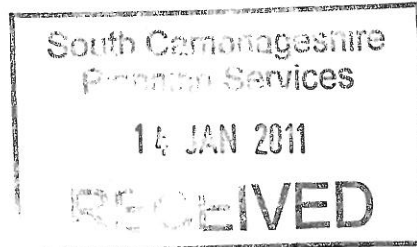
Ray McMurray
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
CB3 6EA

PLANNING

t +44 (0) 1223 326806
f +44 (0) 1223 329346
e jmb@januarys.co.uk
w januarys.co.uk

Our ref: jmb41327
Your ref:

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Dear Ray

**S/1365/10 ERECTION OF RESEARCH AND DEVELOPMENT BUILDINGS CLASS B1(B), TOGETHER WITH ACCESS, STRATEGIC LANDSCAPING AND GROVE PARKING (INCLUDING LIGHTING).
PHASE II, GRANTA PARK, GREAT ABINGTON, CAMBRIDGE**

On behalf of MECP, and further to our recent conversations and meetings, I would like to take this opportunity to formally confirm Granta Park's position regarding the outline application. This is in response to Councillor Orgee's request for traffic calming and a footpath along the old A11. For the record Granta Park is very disappointed that the Councillor's comments were submitted to the LPA on the 24th November 2010 some four months after the submission of the application and at a point where the application was due to be approved under delegated powers.

The Councillor's request for further works must be placed into some kind of planning context. In terms of the scope of this latest application it is important to note that outline application (S/2495/04/0), known as Phase II, was granted in 2004 for a total of 30,660 sq m of B1 (b) buildings (GEFA, excluding plant). Reserved matters consent was then subsequently granted in May 2009 in relation to three plots creating 12,634m² (GEFA, excluding plant) (S/0248/09/RM). Therefore this latest outline application seeks to reapply for outline consent for the balance of the original application i.e. seeking consent for 18,026m² GEFA excluding plant (i.e. excluding the land to which reserved matters has previously been granted).

The local infrastructure required to support the original outline consent was carefully considered as part of the previous application and as a consequence, despite the fact that to date the built form associated with Phase II has not been implemented, Granta Park has already completed the following:

- A contribution of £350,000 towards the construction of a strategic footpath/cycle path linking the N11 in Sawston to Granta Park, via Babraham. The final section of the route from Babraham to Granta Park has been agreed with the County Council. This was agreed on the basis that demand for cycle usage was constrained by the lack of adequate cycle paths.

Therefore, Granta Park is keen to see this cycle path completed in order to improve the park's contribution to sustainable travel especially for those people commuting from central Cambridge and *vice versa* who currently drive along the A1307.

- The traffic calming along Pampisford Road has been implemented at a cost of £150,000. I attach for your information an extract from the S106 agreement, which helps summarise the scope of the works (Glanville Drawing 260414-170 D).
- Lastly, in order to improve pedestrian links between Great Abington village and the Land Settlement, Granta Park has installed a new footpath immediately to the east of the parking groves.

It is also important to note that Granta Park has a long history of working closely with the Parish Councils to support the aspirations of the local community. Granta Park has helped to establish local facilities including a building at Great Abington Primary School which houses the Out of Hours Club and the Playgroup, a gymnasium and the refurbishment of the village hall. It has also encouraged occupiers of Granta Park to become involved in the local community and several initiatives have resulted, perhaps most notably the support given by Granta Park companies towards the successful bid by Linton Village College for Business and Enterprise Specialist status. The applicant is also involved in a number of other local initiatives including the ongoing support of the Junior Development Programme of Linton Cricket Club, and the provision of financial support towards the set up of the local allotments in 2010.

However, in relation to Cllr Orgee's requests for traffic calming and a footpath along the old A11, Granta Park are of the firm view that linking the existing deficiencies of this route with the outline application is unreasonable. As the Section 106 Officer and the Highways Officer have confirmed, such works are clearly not required to mitigate the impact of the development.

Circular 5/2005, which makes it very clear that the Secretary of State's policy requires, amongst other factors, that planning obligations are only sought where they meet **all** of the following tests.

A planning obligation must be:

- (i) relevant to planning;
 - (ii) necessary to make the proposed development acceptable in planning terms;
 - (iii) directly related to the proposed development;
 - (iv) fairly and reasonably related in scale and kind to the proposed development;
- and
- (v) reasonable in all other respects.

What is sought must also be fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects. Planning obligations should not be used solely to resolve existing deficiencies in infrastructure provision or to secure contributions to the achievement of wider planning objectives that are not necessary to allow consent to be given for a particular development.

As part of the outline consent links with Great Abington have already been reinforced through the introduction of a footpath immediately to the east of the parking groves. In practice the completion of the existing narrow footway along the old A11, whilst resolving an existing infrastructure deficiency, will not serve employees accessing the site. Indeed the Cllr is not suggesting that it is necessary for this purpose. The reference made by the Cllr to the increase in the ability of Joggers associated with the development to exercise safely along the old A11 is simply not reasonable planning grounds to seek such works. The completion of the link will only serve a handful of houses, and will generate low levels of usage as more convenient links exist into the phase II site via Great Abington. As such the works do not meet all the criteria referred to above.

With regard to the proposed traffic calming, as referred to above, traffic calming has already been introduced along Pampisford Road on the back of this application (as mentioned above). Cllr Orgee's request for traffic calming on the old A11 has been discussed with both the LPA and County Highways who have both confirmed that the speed reduction measures requested are not reasonable and proportionate and fail to comply with the requirements of Circular 5/2005. It is important to note that there is no history of accidents along this length of the old A11 and the development will generate a low level of additional movements along this stretch of the road. The proposed development will trigger (at peak hours only) an increase in traffic equivalent to one car per minute. Also, the current policy reinforced by signage on the highway is to encourage all Granta Park traffic to avoid using the old A11 and take alternative routes.

Granta Park accepts that there may be existing visibility splay issues associated with the T junction access from Bourn Bridge Road onto the old A11, which may not have been assisted by the increased vehicle movements associated with the international school. Following a request by Little Abington Parish Council, the applicant has given an assurance to Little Abington Parish Council that their tenants will be requested to minimise the use of the old A11 by using alternative routes and paying particular attention to the junction at the Temple, where vision is restricted, when this is not possible.

However, Granta Park is not responsible for speeding along the old A11, or the existing deficiencies for the visibility splays associated with the T junction or indeed the increased use of the international school. The introduction of a 40mph speed limit along this stretch of road may be a step in the right direction. Again it is not reasonable for this development to fund traffic calming to address unrelated deficiencies in visibility splays in the context of the aforementioned Circular, particularly when significant sums have been spent along Pampisford Road as part of phase II.

On a more general note, there are adopted footways connecting the adjacent villages of Great and Little Abington, where local services such as shops and the post office can be accessed. Also, all cyclists have access to shower facilities and secure cycle parking. Granta Park also provides a commuter bus service which links with Cambridge Station and Whittlesford Station and the local bus services and as such, a great deal of time and money has been invested in ensuring that people travelling to Granta Park have a variety of travel options to choose from thus reducing the number of cars travelling to the site. Such an approach is consistent with the requirements of Circular 5/2005.

Granta Park, as a member of the local community, will continue to work with the Parish Council on issues of local importance. However, given that in relation to the outline consent the Officers of the LPA, County Highways and the Highway Agency are not seeking any additional off-site works over and above the works that have already been implemented it seems to the applicant to be wholly unreasonable to simply use this

application as a means of rectify existing infrastructure deficiencies when the request is contrary to the requirements of national legislation.

Yours sincerely



Justin Bainton BA (Hons) DipTp MSc MRTPI
Associate

Enc.

