

APPENDIX 2

From: Justin Bainton, Januarys
Sent: 14 January 2011 17:13
To: Rowan Wilson, Sustrans
Subject: Granta Park Phase II application S1365/10

Dear Rowan,

Thank you for your time this morning. As agreed, I am emailing now following our phone conversation in order to confirm the background to this application at Granta Park to which you have commented. As discussed the outline application is not a new application as such, but rather a proposal to reinstate a partially implemented outline consent on the site.

In terms of the scope of this latest application it is important to note that the outline application (S/2495/04/0), known as Phase II, was previously granted permission in 2004 for a total of 30,660 sq m of B1 (b) buildings GEFA (Gross External Floor Area), excluding plant. The entire infrastructure has been constructed pursuant to the previous outline application S/2495/04/0, including as you mentioned the parking groves, but also a substantial S106 package, which I will refer to in more detail below.

This latest application (to which you have commented) seeks to reapply once again for outline consent. In order to mitigate the impact of this development, Granta Park has already implemented the following on the back of the aforementioned scheme:

- In order to improve the link between the main Great Abington village and the Land Settlement area, Granta Park has installed a new footpath immediately to the east of the parking groves.
- Granta Park Ltd has already provided a contribution towards the construction of a strategic footpath alongside the A1307 from Cambridge to the A11 junction (£350,000). The final route via Sawston and Babraham has been implemented, but Granta Park is chasing the County hard (Alex Alexander) on the progress of the second phase from Babraham along the farm track emerging by the Old A11.

This was provided on the basis that the demand for cycle usage was constrained by the lack of adequate cycle paths, especially between Granta Park and Cambridge. As well as contributing to Granta Park's Green Travel objectives this will also make a significant general contribution to more sustainable travel which is of particular relevance to those working at Addenbrooke's who currently drive along the A1307. Just by way of background information I attach a copy to the County Highways comments. This is useful as it independently confirms the work that Granta has undertaken to promote accessibility by non-car modes.

- The traffic calming along Pampisford Road which was subject to public consultation was agreed with the County Council and has been implemented. This equated to a further capital sum of around £150,000.

As discussed, I am sure that there will always be further improvements to make over time, and it is not unreasonable for you to make this point. However, from a planning perspective Granta Park has made a contribution of £350,000 towards a cycle path which will directly address your concerns regarding improving the cycle links with Cambridge. Granta Park is lobbying for this to be implemented as soon as possible.

Also, under national planning guidance there is a requirement for contributions to be made which fairly and reasonably relate in scale and kind to the proposed development. The Local Planning Authority has confirmed that Granta Park's contribution of £350,000 towards this important cycle route is commensurate with the outline application in question.

I hope that from the details I have provided here and attached that you will see that Granta Park has already paid for the cycle path linking Cambridge to Great Abington and that Granta Park is as keen as the Sustrans to see this completed. We would therefore be grateful if you would consider dropping a line to South Cambs (in light of the further information that I have provided) to withdraw your objection.

As a point of clarification you have raised a query in your consultation response regarding cycle parking. Just to confirm the D&A statement confirmed that 225 cycle spaces would be provided on the back of this application (and not 40 spaces). The reference to 40 cycles mentioned in your objection came from the comparison of the current modal split of cycling at Granta Park Phase 1 being at around 4.48%. However, the proposal does provide for 225 cycles, which is considered to be acceptable by the LPA. The uptake of bike use will be monitored as part of the travel plan and in the event that demand exceeds supply, further provision can be made. I attach an extract from the Design and Access Statement.

I have spoken with my client, Roz Bird of Granta Park who is keen to meet and discuss the cycle route with you and any ideas you may have to encourage Cambridgeshire County Council to implement the last section between Babraham and Great Abington.

It was helpful to have a chat. Perhaps we can touch base on Monday when you have had a chance to consider the email.

Kind regards

Justin Bainton
Associate