

To include in the box relating to Site Access-

Response to Councils HELAA considerations for site 40325-Thorpe, Huntingdon rd, Cambridge it is noted that the council is currently of the view that the site development proposal is not 'suitable' on the basis that 'the access link to the public highway is unsuitable to serve the number of units that are being proposed and that there is no possibility of creating a safe access.'

Investigations by qualified Highway Engineers have been undertaken. A vehicular access plan to serve the proposed development demonstrates that the proposed development can be safely served by access from the Huntingdon road. Please see attached vehicular access plan indicating 2.4m x 70m visibility displays.

As a second option/additional access, the site can also be served from the cul-de-sac to the rear of the site (documentation on access rights here).

The grant of easement and extension of the Bunkers Hill vehicular access to the Thorpe site enables the proposed dwellings at Thorpe to be provided and serviced by this additional means of access.

To include in the box for Strategic Highways Impact -

It has been noted that Highways impacts were considered in consultation with Highways England (for the Strategic Road Network) and Cambridgeshire County Council (as the local highway authority).

Work with Highways England (now named National Highways) agreed an overall approach to assessing the impact of proposals on the strategic road network (M11, A11, A14, and A428). Based upon junction capacity, a zonal approach was developed to consider the potential impact of sites according to which part of the strategic road network they were connected to. While most sites fall within a single Highways England zonal area, a number of sites had to be apportioned to a single zone dependent on which zone the majority of the site fell under. The 'A14 Cambridge Northern Bypass' and 'M11 North' zones were considered to be the only zones with no capacity for growth where sites would need to ensure no net increase in vehicles trips on the strategic road network.

The Councils collaborated with Highways England to agree an approach to assessing the impact of proposals on the strategic road network.

This assessment was based upon the capacity of junctions, as these are the pinch points on the road network which causes traffic congestion. A catchment area or zone was agreed with Highways England, as shown on the map below. These zones are drawn around each junction on the strategic road network to reflect the catchment area or roads which feed into those junctions.

Each zone was assigned a Red, Amber, Green (RAG) score according to how the junctions perform in terms of their capacity to accommodate additional traffic.

Development proposals fall within these zones and is assessed according to the criteria in the table below.

3 A14

Cambridge

Northern Bypass Red No capacity for growth. Sites would need to ensure no net increase in vehicles trips on the Strategic Road Network.

Zones 3 'A14 Cambridge Northern Bypass' and 8 'M11 North' were considered to be the only zones with no capacity for growth, and scored Red. This does not rule out sites at this stage. However, to be

acceptable in planning terms development proposals within these zones will need to demonstrate (through a Transport Assessment and Travel Plan) no net increase in vehicles trips on the strategic road network.

Similarly, proposals within Cambridge (Zone 1) will need to minimise their vehicular traffic to minimise impact on the strategic road network. This is consistent with the approach already being applied to many larger sites using a 'trip budget'.

In response to the above very generalized approach to impact on the strategic highway network it should be noted that site 40325-Thorpe is on the Huntingdon rd within an urban area on the cusp of area 1 but within the boundary of area 3. Given the site's urban location the site has the advantage of being on the main road into Cambridge which has the benefits of bus, existing designated cycle and pedestrian infrastructure modal choice. The bus stop into Cambridge is 40m from the front of the site and the bus stop out of Cambridge 100m from the front of the site. Bus routes available from the site are 1A, 1B, 5, 349, 350 C5, C6 and a number of schools and colleges stops. Thus, this particular site must be given individual consideration as the council assessment methodology does specifically state that for general zone 3 individual sites should 'not be ruled out at this stage.'

We hope that the urban locational attributes of this site carry sufficient weight over rural locations which do not have the adjoining transport connectivity advantages which results in a sustainable transport location.