Dear Sir / Madam

Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure. | Land North Of Cherry Hinton Coldhams Lane Cambridge Cambridgeshire

Representation by Savills (UK) Limited on behalf of the Anderson Group

Savills (UK) Limited are instructed by Anderson O&U Limited, an operating subsidiary of the Anderson Group, in respect of their landholdings on the south side of Coldhams Lane – such landholdings fall with the Area of Major Change South of Coldhams Lane, and therefore are anticipated to accommodate significant development in the period to 2031. In the circumstances where a large and significant planning application is submitted north of Cherry Hinton it is entirely appropriate for our client to review such a submission and comment, where appropriate.

It is acknowledged that the outline planning application on the 47 hectare site north of Cherry Hinton (18/0481/OUT and S/1231/18/OL) is submitted on the context of most of the land being proposed to be allocated for a residential-led mixed use development in both the emerging Cambridge City Council and South Cambridgeshire District Council draft local Plans, is allocated in the adopted Cambridge East Area Action Plan, and is the subject of a Supplementary Planning Document which is to be adopted as soon as the Local Plan is adopted.

It is noted that the application has been the subject of Environmental Impact Assessment and this is in entirely appropriate having regard to the proximity of Marshall Airport and the residents and businesses that could be affected by such a large development. The effect of such a development does need to be assessed on the wider environment and consequently the applicants have pulled together a large professional team to address all the relevant factors.

Naturally the scale and nature of the application is such that it also requires a major Transport Assessment (TA) having to be undertaken and having regard to the nature of the surrounding highway network, it is an important integral part of the development proposals.

The highway issues will of course affect the wider network and accordingly our client has instructed an independent review of the TA to ensure that relevant matters have been covered and suitable mitigation measures put in place to address any significant adverse impacts.

In reviewing the submitted TA, we note that the approach to "committed" and "cumulative" development in the modelling work does not appear to make any allowance for vehicular traffic that could be associated with future...
development of our client's Land South of Coldhams Lane. Specifically, Table 5.2, and paragraph 5.3.8, lists those sites which PBA have considered in the modelling analysis as "agreed cumulative sites". There is no reference to our client's land at Coldhams Lane in this part of the Assessment.

The TA rules out the use of TEMPro in favour of using traffic data from sites within the 2km study area identified as having

"a reasonable prospect of coming forward before or at the same time as the Proposed Development" (paragraph 5.3.3 of the TA).

The base year used is 2016, and on the basis that the assumed year of completion on the development site is 2031, this means that the proposed development on land North of Cherry Hinton (LNCH) will come forward in this 15-year period.

Whilst we do not wish to comment on the reasonableness of this assumption, we would confirm that, as stated in the emerging Local Plan, development is anticipated to come forward on our client's land south of Coldhams Lane within this same 15 year period. No provision for any development coming forward in this location would appear to have been made within the TA for the proposed development. This appears to be an oversight by the applicant.

In this context it is acknowledged that the Land South of Coldhams Lane, falling within an Area of Major Change, has been subject to Main Modifications during the course of the Local Plan process. The Main Modification CCMM049 refers to Figure 3.4 in the Local Plan Submission Version "South of Coldhams Lane Area of Major Change" and states

"Main Modification CCMM049:
Annotation (marked with A) of the eastern portion of the landfill sites north of the railway line which could be developed for commercial uses"

Our client, has supported this Modification but also recommended that the term "mixed use" is used instead of "commercial" with regard to the two land parcels. It is therefore clear that the Council, at the very least, support commercial uses on our client's site and whilst acknowledging that the Local Plan is not yet adopted, it is entirely appropriate to assume that significant weight is given to its emerging plans and proposals. Accordingly, we consider that the submitted TA for land North of Cherry Hinton should have assumed a certain amount of development taking place at our clients land within the 15-year period.

This omission, and specifically that no development on our client's land parcels has been assumed within the modelling, is a weakness within the submitted TA — indeed, in the event of inclusion of our client's land, this could push a junction close to or over capacity.

The above comments do not constitute an objection to the application but rather seek clarity on the technical aspects of the submitted Transport Assessment.

We have submitted a copy of this letter to the applicant's agents and invite them to contact us to discuss its contents in respect of this potential submission.

Yours faithfully

Garth Hanlon BSc (Hons) MRTPi
Director

cc  Tom Pike (Anderson Group)
Endurance Estates and Marshalls