

**Great Haddon Applications – Cambridgeshire County Council Draft
Consultation Response**

Proposal: Up to 65 hectares of employment land and associated infrastructure (09/01369/OUT)

Location: LAND TO THE NORTH OF NORMAN CROSS, EAST OF A1(M) AND WEST OF A15 LONDON ROAD, PETERBOROUGH

Application No: 09/01369/OUT

1 General Comment

- 1.1 This consultation response relates to the employment land application for Great Haddon. Comments on the residential land application will follow at a later date.

2 Transport and Highways Background

- 2.1 Two outline planning applications have been submitted for Great Haddon: 09/01368/OUT (Residential Application) and 09/01369/OUT (Employment Land Application). Both planning applications were supported by a common Transport Assessment report and a Travel Plan.
- 2.2 The County Council's response to the original applications recorded the County Council's holding objection to both planning applications on the grounds of the shortcomings of the Transport Assessment and Travel Plan; it also made objections to the residential application in relation to countryside access/rights of way and libraries/lifelong learning.
- 2.3 A review of the new Transport Assessment and Travel Plan submitted in support of the employment application in February 2011 led the County Council to maintain its holding objection to the employment application as there was insufficient information to enable the County Council to establish whether the employment site proposals were acceptable in transport terms to the County Council:
- The Transport Assessment did not allow the County Council to assess the impact of the proposed employment site on its highway network, especially on Junctions 16 and 17 of the A1;
 - The Transport Assessment did not allow the effect of the proposed widening to Fletton Parkway between Junctions 1 and 2, together with signalisation of those junctions, to be considered; and
 - The employment site's access road will eventually be connected to the Great North Road: the effect of this connection on traffic flows on the County's

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highway network is not adequately covered in the Transport Assessment. (The Great North Road is the de-trunked former A1 that runs parallel to the A1(M) in the vicinity of this development site.)

Cambridgeshire County Council Transport Analysis

- 2.4 The transport impact analysis provided in the reviewed employment Transport Assessment and additional information submitted during April 2011 has been accepted by County Council Officers as a reasonable basis for the following analysis.
- 2.5 Having reviewed the transport information provided in support of the employment site application, the County Council is now satisfied that the proposed development will not have a significant detrimental impact on its highway network provided that the following mitigation measures are secured as part of the planning permission. For the avoidance of doubt it is critical that the full package of mitigation measures are implemented and not amended in any way without prior consultation and agreement with Cambridgeshire County Council. The required mitigation package is:
- Framework Travel Plan and occupier Travel Plans. The site developer will be required to implement a Framework Travel Plan for the entire employment site to encourage sustainable travel. The Framework Travel Plan will include the requirement to introduce a bespoke employee bus service and meet vehicle trip generation ceiling set at 1,251 outbound vehicle trips in the PM Peak Hour once fully occupied. The vehicle trip generation ceiling will be monitored on an annual basis using automatic traffic counters. Mode share targets are also set out in the FTP and reproduced in the table below.

	Walk	Cycle	Car Driver	Car Passenger	Public Transport	Motorcycle	Total
Mode Share	6%	4%	71%	10%	8%	1%	100%

- The mode share targets are considered to be reasonable given the development location and type of land-uses to be developed. The site is located to the edge of Peterborough adjacent to good highway links. The B2 and B8 land uses are also likely to employ shift working, resulting in early starts and late finishes. Both these factors will limit the opportunity to achieve significant mode shifts away from private car driver trips.
- Individual site occupiers will also be required to implement Travel Plans to encourage walking, cycling and public transport use to meet the Framework targets.
- The Framework Travel Plan makes provision for £200,000 remedial payments if the Framework Travel Plan is failing and will be used to fund

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further sustainable transport improvements. The Framework Travel Plan will be secured via S106 agreement with the developer accepting the measures described above. The applicants have offered that the travel plan monitoring will be in place for 10 years after the development of the employment land is completed. The developers estimate that the build out of the employment land will take 17 years. Therefore in total the proposed Travel Plan could be in place for around 27 years. Members are asked to note and comment on the length of the period for which the travel plan is in place;

- Vehicle access control at the site's secondary access, between the proposed employment site and Great North Road. County Council Officers have stated that access control must be provided to ensure HGV and through traffic can not access the proposed development from Great North Road. The form of access control is being agreed as part of the planning condition negotiations with the County Council, through this consultation response, requiring physical access control.
- The implementation of a controlled access at this location is needed to ensure that HGV traffic access and egresses the development via Junction 1 of the Fletton Parkway and therefore does not impact on Great North Road. In addition controlling access to employment vehicle trips only ensures that 'rat running' can not take place between the A15 London Road and Junction 1 of the Fletton Parkway. This will limit the impact of the proposed development on Great North Road as only development traffic from the south of Peterborough are likely to access via this entrance. The traffic modelling supporting the application predicts in the region of 130 vehicle arriving and 24 vehicles arriving and departing in the AM and PM Peak Hours respectively via the Great North Road access;
- Signalisation scheme at Junction 17 A1(M) including signal control of the A605 approach. The Highways Agency, Peterborough City Council and County Council Officers have accepted an indicative signal control improvement scheme for Junction 17 of the A1(M). A plan of the proposed arrangement is included with this report.
- The County Council are responsible for the A605 approach and the circulating carriageway on the roundabout. The Highways Agency and Peterborough City Council are responsible for the A1(M) slips and Fletton Parkway approaches. The junction modelling provided demonstrates that the proposed development will not significantly increase queuing delays on the A605 approach with the implementation of a signal controlled scheme.
- Summary tables of the predicted queues and delays with and without the development in the AM and PM Peak hours are provided in the Table below for the following scenarios:
 - Signalisation of the A1 Slips Only – committed junction improvement scheme as part of the Alwalton Hill Development, including Great Haddon Employment Generated Traffic;

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- Signalisation of the A1 slips and the A605 – proposed by the developer without Great Haddon employment trips; and
- Signalisation of the A1 slips and the A605 – proposed by the developer with Great Haddon employment trips.

Approach Arm	AM Peak with Development – A605 unsignalised		AM Peak without development – A605 Signalised			AM Peak with development – A605 Signalised		
	Queue (Vehicles)	Queue Length (metres) Delay Per Veh (Secs)	Queue (Vehicles)	Queue Length (metres)	Delay Per Veh (Secs)	Queue (Vehicles)	Queue Length (metres)	Delay Per Veh (Secs)
A605	100	600m	20	117m	13	23	135m	16
A1 N Slip	16	96m	21	121m	40	26	148m	40
A1 S Slip	13	78m	9	52m	22	9	50m	21
A1139 Fletton Parkway	0	0m	0	0m	1	1	4m	2
Southgate Way	0	0m	0	0m	0	0	0	0

Approach Arm	PM Peak with Development – A605 unsignalised		PM Peak without development – A605 Signalised			PM Peak with development – A605 Signalised		
	Queue (Vehicles)	Queue Length (metres) Delay Per Veh (Secs)	Queue (Vehicles)	Queue Length (metres)	Delay Per Veh (Secs)	Queue (Vehicles)	Queue Length (metres)	Delay Per Veh (Secs)
A605	4	24m	15	87m	19	15	88m	19
A1 N Slip	7	42m	10	59m	29	13	76m	29
A1 S Slip	8	48m	5	27m	13	5	28m	13
A1139 Fletton Parkway	5	30m	6	34m	2	8	43m	3
Southgate Way	0	0m	0	0m	0	0	0m	0

- The above tables show that the A605 is required to be signalised to mitigate the impact of the proposed development, particularly in the AM Peak Hour. Without signalising the A605 approach significant queues are predicted resulting in blocking back of the upstream service station roundabout. With the implementation of the developer proposed scheme the queuing on the A605 in the AM Peak Hour with the development generated traffic is significantly reduced (from 100 vehicles to 23 vehicles).
- Without signalising the A605 approach in the AM Peak Hour, in the future vehicle will struggle to exit the A605 on to the circulating carriageway. With the introduction of signals to the A605 brings safety benefits and also provides regular clear exit periods from the approach arm, reducing the resulting traffic queue.
- In the PM Peak Hour the signalisation of the A605 approach will result in increased queues compared to without signalisation. However, the

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- predicted queue lengths with the developer proposed scheme are not predicted to block back to the upstream service station roundabout.
- Overall it is therefore accepted that the proposed signalisation of Junction 17 A1(M) will mitigate the impact of the proposed development generated traffic to an acceptable level and thus ensure that the junction does not lock-up and blocking back does not occur on the A605.
 - Overall the proposed junction is predicted to operate within capacity in the AM and PM Peak Hour and the Highways Agency and Peterborough City Council have accepted the scheme and the associated junction modelling results. The requirement to deliver the scheme will be secured via planning condition; and
 - Implementation of a signal controlled junction at the Great North Road/A15 London Road including the widening of the A15 London Road westbound to Junction 16 A1(M). The requirement to signalise the junction is currently being assessed further by developers consultants, PBA and the County Council Officer are awaiting further junction assessment information. Based on the predicted increases to traffic movements associated with the development on Great North Road it is considered that the junction will not require signalisation as part of the employment planning application. County Council Officers would therefore not sustain an objection if the existing junction arrangement is retained. Members are asked to note this point.
- 2.6 Local members have raised concerns with the proposed access from the proposed employment site to Great North Road. Concern has been raised with regard to additional cars and HGV's using the route as no pavement is currently provided. It has been demonstrated that without the wider residential development at Great Haddon there will not be a significant pedestrian desire line from the employment site to Great North Road as a result of the proposed development. In addition, physical controls will be implemented to ensure that HGV's cannot access Great North Road. The proposed link to Great North Road will not be made until towards the end of the build-out of the employment site. However the concern raised regarding the lack of footway on Great North Road will need to be considered as part of the residential application.
- 2.7 Local members are also concerned about the potential for construction traffic to use Great North Road. The detail of the construction vehicle routing is yet to be finalised and will be agreed as part of the developing construction management plan for the site. However, it is recommended that all construction vehicles route via Junction 1 of the Fletton Parkway and we therefore require this routing management to be included as part of the developing construction management plan for the site.
- 2.8 The County Council has requested that the measures outlined above are secured by planning condition or s106 obligation as appropriate. The

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County Council are working in partnership with Peterborough City Council and the Highways Agency to ensure these transport mitigation measures are conditioned if Peterborough City Council are minded to grant planning permission.

- 2.9 The holding objection remains until the mitigation described in this report is secured through planning condition or s106 obligation as appropriate. On successful completion of the S106 and issue of a planning permission that secures the conditions noted, the County Council removes its holding objection to the employment proposals.**

3.0 Drainage

- 3.1** The County Council has concerns for the possibility of flooding should an inadequate drainage system be provided for this development. There should be sufficient measures proposed to demonstrate the mitigation of this risk to the satisfaction of the Environment Agency and Peterborough City Council. Again these measures should be secured by appropriate S106 obligations and planning conditions.